

List of Sites and 'Areas of search', from 'options' consultation

The sites and 'areas of search' which formed the basis for the public consultation on 'options' were as follows:

Site Ref	Site address	Potential No. of Pitches
GT01	Land adjacent The Colbalt Centre, Siskin Drive	10
GT02	Land abutting the Fosse Way at its junction with the B425	15
GT03	Land at Barnwell Farm, Harbury Lane	15
GT04	Land at Harbury Lane, Fosse Way	15
GT05	Land at Tachbrook Hill Farm, Banbury Road	15
GT06	Land at Park Farm, Spinney Farm	15
GT07	Land at Stoneleigh Road, Baginton	15
GT08	Depot to the West Side of Cubbington Heath Farm	6
GT09	Land to the north east of M40 and south of Oakley Wood Road	15
GT10	Land at Tollgate House and Guide Dogs National Breeding Centre	8
GT11	Land at Budbrooke Lodge, Racecourse and Hampton Road	12
GT12	Land at north and west of Westham Lane (area of search)	15
GT13	Kites Nest Lane, Beausale	8
GT14	Warwick Road, Norton Lindsey	2
GT15	Land to east of Europa Way	4
GT16	Land to north of Westham Lane and west of Wellesbourne Road, Barford (small site)	7
GT17	Land on Southbound carriageway of A46 (former Little Chef)	6
GT18	Land on Northbound carriageway of A46 (former Little Chef)	8
GT19	Land adjacent Shell Petrol Filling Station, Birmingham Road, Budbrooke, Warwick	5
GT20	Land at J15 M40/A46	10

Additional sites suggested through Options Consultation:

During the consultation, a number of other potential sites were drawn to the Council's attention and these have been listed below and are included in the assessment of sites.

Site Ref:	Site address	Potential number of pitches
GTalt01	Brookside Willows, Banbury Road	15
GTalt02	Land off Rugby Road, Cubbington	12
GTalt03	Henley Road/Hampton Road, Hampton-on-the-Hill	15
GTalt04	Station Road, Hatton	12
GTalt05	West of Europa Way	3/4
GTalt06	Land at Warwick Gates/Trident Park (junction of Heathcote Lane with Macbeth Approach)	15
GTalt07	Field west of Leicester Lane, Cubbington	15
GTalt08	Employment land, Lower Cape, Warwick	8
GTalt09	Former Ridgeway School, Montague Road, Warwick	15
GTalt10	Land off Welsh Road, Cubbington	15
GTalt11	Stoneleigh Showground	15
GTalt12	Land west of Barford By-pass	8
GTalt13	Land off Old Warwick Road, Warwick	15
GTalt14	Land north of Fortress House, Stratford Road	10
GTalt15	r.o. department store, Leamington Retail Park	8
GTalt16	Gateway proposed employment site	15
GTalt17	Sydenham Industrial Estate (vacant units)	?

GTalt18	Land off Stoneleigh Road, Baginton	15
GTalt19	Castle Park, Warwick	15
GTalt20	Land off Ranelagh Street, Leamington	15
GTalt21	SE of Leamington Golf and Country Club	10
GTalt22	Extend caravan site at racecourse	?
GTalt23	Althorpe Street (vacant) units	?
GTalt 24	Land off M40 junction at Sherbourne	15

It was also suggested that Gypsy and Traveller sites should be integrated into new developments sites being proposed through the Local Plan. This approach is being discussed with the developers proposing the schemes, although there are mixed results reported by Local Authorities adopting this approach

Criteria:

The criteria which are included in the emerging policy for the provision of sites for Gypsies and Travellers and by which consultees were asked to consider their choices of sites to promote to the next stage of the plan, are as follows:

1	Convenient access to a GP surgery, school, and public transport
2	Avoiding areas with a high risk of flooding
3	Safe access to the road network and provision for parking, turning and servicing on site
4	Avoiding areas where there is the potential for noise and other disturbance
5	Provision of utilities (running water, toilet facilities, waste disposal, etc)
6	Avoiding areas where there could be adverse impact on important features of the natural and historic environment
7	Sites which can be integrated into the landscape without harming the character of the area. Site development will accord with national guidance on site design and facility provision
8	Promotes peaceful and integrated co-existence between the site and the local community
9	Avoids placing undue pressure on local infrastructure and services
10	Reflects the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability

In addition, some of these factors have to be looked at in greater detail to ensure that all environmental factors are taken into account when reducing the list of sites to a 'Preferred Option' for further consultation. Criteria 6 for example has a number of elements to consider and therefore a more detailed list is also provided below:

1	Landscape designation
2	Nature conservation designation
3	Historical designation
4	Infrastructure requirements
5	Ecology
6	Contamination
7	Agricultural land quality
8	How visible and open in character is the site?
9	Can the site be visually screened adequately?
10	How far away is the primary road network?
11	Is the potential site on previously developed land?
12	Access issues
13	Level site
14	Suitable size
15	Availability
16	Deliverability

These two tables have therefore been combined to form a framework which will serve to assess each of the sites.

Initial exclusions:

Some sites can be removed from the list, since they are not suitable and will not be acceptable to promote through to the next stage of consultation.

Sites which can be removed without further consideration:

Site Ref:	Site	Reason(s)
GT01	Land adjacent to the Cobalt Centre, Siskin Drive	Commitment to Gateway Scheme Siskin Drive bird sanctuary and River Avon pSINC on eastern boundary excluded. Rock Farm sludge lagoons to south also excluded.
GT03	Land at Barnwell Farm	Major high pressure gas pipelines run across both the north west and south east of the site precluding any development within these parts and leaving a central strip which is currently occupied by a poultry farm. This use is a successful business and would in any case, be considered to be contaminated land not suitable for residential, by virtue of its current use
GT07	Land at Stoneleigh Road, Baginton	North west corner of site may have been suitable for residential use but is too close to the airport for noise vulnerable caravans. Severe access issues preclude this site for development. Areas where nursery business exists and wishes to expand would be removed from consideration anyway as would existing residential property
GT09	Land to the north east of M40 and south of Oakley Wood Road	Former landfill site on far north western corner. Half Moon Plantation Spinney Farm (zone of TPO's) Greys Mallory Local Wildlife site. Substantial areas of site susceptible to surface water flooding. Gas pipeline cuts across corner in far south east corner of site. Access from A452 difficult due to road alignment. Creation of access onto Warwick by-pass would not be acceptable. Greys Mallory Grade 2 Listed Building within area of search
GT10	Land at Tollgate House and Guide Dogs National Breeding Centre	Satisfactory access impossible to achieve. Site is too sensitive in relation to the successful

		breeding of Guide Dogs; this kennels being the national centre purpose built for this use away from the urban area
GT13	Kites Nest Lane, Beausale	Site is in the green belt and was illegal encampment. Two planning applications have been refused and subsequent appeals dismissed.
GT14	Warwick Road, Norton Lindsey	Site is in the green belt. Previously used as a chicken farm, it is considered to be contaminated land. The site is too small to allow for adequate access, turning and parking of large vehicles
GT16	Land to north of Westham Lane and west of Wellesbourne Road, Barford (small site)	Site is owned by Warwickshire County Council and is highway land which forms the drainage storage area for surface water collected from the by-pass. It is therefore flooded at all times and is not suitable for any residential development
GT17	Land on Southbound carriageway of A46 (former Little Chef)	Site has access problems since all vehicles entering the site would be required to use the same access point as vehicles using the petrol filling station facilities. This could cause issues with tailbacks onto the A46 dual carriageway. There are no footpaths to access any amenities or facilities at this point. Noise from the A46 would be intolerable for residential use, particularly caravans which are less well insulated than conventional housing
GT18	Land on Northbound carriageway of A46 (former Little Chef)	Site is in the green belt. It has access problems since all vehicles entering the site would be required to use the same access point as vehicles using the petrol filling station facilities. This could cause issues with tailbacks onto the A46 dual carriageway. There are no footpaths to access any amenities or facilities at this point. Noise from the A46 would be intolerable for residential use, particularly caravans which are less well insulated than conventional housing
GT20	Land at J15 M40/A46	Site is in the green belt and the majority of the site is subject to flooding. Part of the site was once a landfill site and therefore contaminated. Noise from the surrounding major road intersection/M40/A46 junction would be intolerable for residential use, particularly caravans which are less well

		insulated than conventional housing. Air pollution would not be at acceptable levels for residential use. Site is remote from all amenities and facilities and access extremely difficult across such major roads
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The sites considered to be probably unsuitable from those suggested through the consultation are as follows:

Site Ref:	Site	Reason(s)
GTalt04	Station Road, Hatton	This land has been considered for ordinary market housing, but proved to be unsuitable and is therefore not suitable for caravans
GTalt05	West of Europa Way	The land is owned by WCC and was initially offered as a potential site, but it is long and very narrow and the space required to provide an access road would preclude the site then being large enough to accommodate any pitches
GTalt06	Land at Warwick Gates/Trident Park (junction of Heathcote Lane with Macbeth Approach)	This land is a potential housing site in the Local Plan. As such it will be treated as all other residential land allocations and if carried forward into the Draft Plan, will be subject to affordable housing policies. As part of the discussions with potential developers of sites, a dialogue will take place between the Council and developer to explore the possible inclusion of a Gypsy and Traveller site as part of the scheme
GTalt08	Employment land, Lower Cape, Warwick	This is land allocated for employment use and will be required to maintain the employment land supply into the next plan period. The site has recently been subject to a successful planning permission to develop for employment uses. Additionally complaints have been received about smells and noise and this has had the effect that residential uses have been objected to by Environmental Health officers. There has been an application for an employment use made very recently for this site.
GTalt09	Former Ridgeway School, Montague Road, Warwick	The site is being promoted for residential use through the Local Plan and is too close to the urban area; a location which Gypsies

		and Travellers wish to avoid.
GTalt10	Land off Welsh Road, Cubbington	The only land not in operational use here is to the south of the main building. It is green belt land and the company wish to retain it for the expansion of the business. There are also major issues with regard to flooding which, even if alleviation is carried out, would only make the land suitable for employment or other less water sensitive uses. Residential use would not be suitable here; vulnerable caravans would certainly not be safe.
GTalt11	Stoneleigh Showground	This site is protected for specialist rural-based employment uses. The proposed HS2 line would dissect the site if constructed, and would make residential use inappropriate in this location by virtue of noise in close proximity
GTalt13	Land off Old Warwick Road, Warwick	The land is in the green belt, has no previous built development and is in open countryside away from facilities. It is also close to the railway line with noise a likely issue to caravan dwellers in particular
GTalt14	Land north of Fortress House, Stratford Road	The land is within the Cordon Sanitaire for the Sewage Treatment Works on Stratford Road. As such it has a limited range of acceptable uses and residential is not one of those uses
GTalt15	r.o. department store, Leamington Retail Park	Surface water flooding across southern half of site and smaller area on eastern half. Part of retail/employment sites. Very urban setting not suitable for this use
GTalt16	Gateway proposed employment site	Currently in the Green Belt, there is no decision on the proposal which is with the Government for the Secretary of State to decide. If it is found to be acceptable as an employment site, it will not be acceptable for residential use within the developed area. It may still be possible to develop on the edge of the site however and GT01 is therefore retained in part
GTalt17	Sydenham Industrial Estate (vacant units)	There are plans to rationalise the older industrial estates with a view to providing new housing in the future on part of the site. This is not currently a suitable location for residential uses however, including the siting of caravans
GTalt18	Land off Stoneleigh Road, Baginton	Green Belt. Two small areas subject to surface water flooding.

		Remote from services and facilities. No public transport provision. Access not currently achievable due to carriageway alignment
GTalt19	Castle Park	Grade I Registered Park and Garden. River Avon LWS. Stands of trees subject of TPO's. Designed landscape in Conservation Area. Would require new access to be taken off Banbury Road. Unsuitable for development
GTalt20	Land at Ranelagh Street	Major part of site susceptible to surface water flooding. Contamination due to industrial processes on site. Canal is LWS. Unlikely to be unsuitable on highway grounds. Current owners have not indicated that they intend to relocate
GTalt21	South East of Leamington Golf and Country Club	High pressure gas main runs through centre of site. Including buffer zone, there is no developable land remaining. Surface water flooding potential on northern boundary. Width and condition of Golf Lane precludes use as access for vehicles likely to be associated with the site. Unsuitable for any development
GTalt22	Extend caravan site at Warwick racecourse	The site at the racecourse is a Caravan and Camping Club site which is used on an occasional basis. The land is not suitable for permanent residential use owing to the risk of flooding, which is a regular occurrence in times of heavy rainfall and during the winter months. A mix of caravan and camping club and permanent Gypsy and Travellers sites is not acceptable to either community
GTalt23	Althorpe Street (vacant units)	Industrial and employment areas are not suitable for residential uses and therefore are not acceptable for a traveller site
GTalt24	Land off M40 junction at Sherbourne	The whole site is subject to severe flooding. Not suitable for any development, least of all residential and especially vulnerable caravans.

Site by site assessments

GT01 Land adjacent to Cobalt Centre, Siskin Drive

GT01: Land adjacent to Cobalt Centre, Siskin Drive Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon. Green Belt
2.Nature conservation designation	Siskin Bird Sanctuary and River Avon Local Wildlife Site
3.Historical designation	Fieldsapes
4.Infrastructure requirements	Connection to public main foul sewer possible making it preferable to other sites without mains connection available.
5. Ecology	May need enhanced buffer due to Bird Sanctuary Important site for buffering development from important mixed habitats. Areas of grassland should be retained and managed to complement other wildlife habitats across the area. Consideration needed to wetland activity along River Avon with open scrub and hedgerow retained as wildlife corridors between wooded and grassland areas. Areas of failed plantation woodland could be reinstated to screen business park from site and extended area of woodland buffer to the LWS semi-natural woodland to the north
6. Flooding	Small corridor on eastern edge is within Flood Zone 2 and 3. Confident of extent of flooding as recently modelled. Re-draw boundary to exclude this corridor. Small drain along eastern boundary may need to be considered with a site specific flood risk assessment
7. Contamination and other constraints	On edge of industrial estate. Noise from businesses, which is likely to increase if Gateway goes ahead. Noise also from A45 and airport. Smells from sludge lagoons.
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	
10. Can the site be visually screened adequately?	Yes. There is already a good belt of screening to the east and north
11.Is the site close to other residential property?	No
12. How far away is the primary road network?	1 mile
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	All services would need to be accessed in Coventry. Public transport available at a distance of 3750m. Education: The priority area school would be Priorsfield in Kenilworth. The school is usually oversubscribed. If children are looking for places in September they could have problems securing places on distance criteria. The nearest school likely to be able to take in year would be Provost Williams in Ryton on Dunsmore. However, Provost Williams School already takes a large number of traveller children.
14. Is the potential site on previously developed land?	No
15. Access issues	Would have to be taken from an existing private access road
16. Level site	
17. Suitable size	2.8ha developable
18. Availability	Possibly if Gateway does not go ahead
19. Deliverability	Depends on Gateway and if Coventry City Council willing to allow this use on its land

GT02 Land abutting the Fosse Way and its junction with the A425



GT02: Land abutting the Fosse Way and its junction with the A425 Assessment Criterion	Reason
1. Landscape character	Dunsmore & Feldon
2. Nature conservation designation	Adj. to Parlour Spinney potential Local Wildlife Site
3. Historical designation	Fieldsapes, orchards, allotments, paddocks and closes. Part pre 1880's Farm Complex
4. Infrastructure requirements	Unlikely to be able to connect to public foul mains sewer and would need non-mains solution. Nearest water body for discharge of treated sewerage is Grand Union Canal and would conflict with Water Framework Directive objectives so not desirable in terms of potential impact on water environment
5. Ecology	Two arable fields with intact hedgerow separation. Northern edge is bounded by intact hedgerow with trees separating an arable field. Parlour Spinney should be considered for Local Wildlife Survey in the event of the proposed development affecting the woodland edge. Grassland buffer between woodland and proposed development should be considered to create woodland edge of grass, scrub to woodland habitat. Hedgerows should be kept and managed. Consideration should be given to restoring hedgerow along southern boundary of site to replace the existing fence between the proposed site and Honey Cottage. This would improve woodland and hedgerow connectivity across the site. The two ponds adjoining the site should be assessed
6. Flooding	Site lies wholly within low risk Flood Zone 1 and is sequentially preferable in this regard
7. Contamination and other constraints	Gas pipeline consultation zone in far south east corner. Noise from Fosse Way Sand and gravel safeguard area

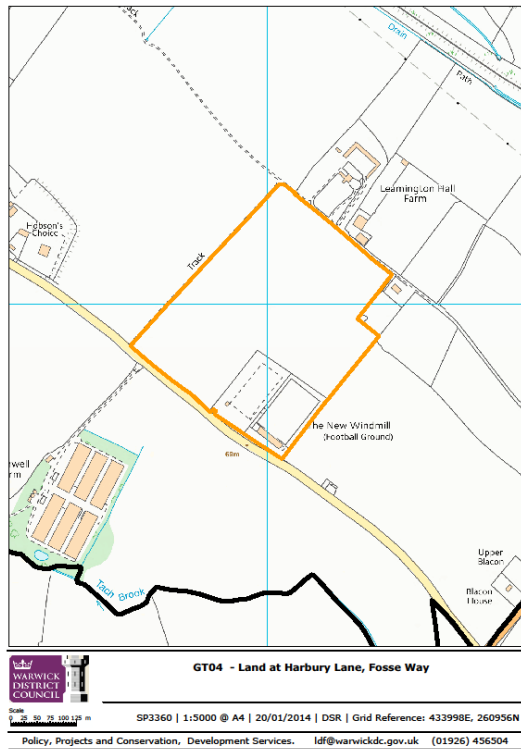
8. Agricultural land quality	Grade 3 and 3a
9. How visible and open in character is the site?	
10. Can the site be visually screened adequately?	
11. Is the site close to other residential property?	Single dwelling immediately adjacent to southern boundary
12. How far away is the primary road network?	Site is on Fosse Way and A425 junction
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Radford Semele school (1.5 miles) Harbury school (1.7 miles) Education: The priority area school would be Radford Semele which is usually full or close to capacity so travellers looking for places in year (other than September admission) would be unlikely to be able to secure places. Proposed housing for the village will see the school fill from in area children and the traveller site children would be unlikely to be able to secure places on distance grounds. The nearest school with places will probably be Bishops Itchington which is some considerable distance away GP surgeries at Croft, Sydenham (2.6 miles) or Harbury (1.6 miles) 63/64 and 498 bus services along A425
14. Is the potential site on previously developed land?	Not on western part of site
15. Access issues	If access taken from Fosse Way a new access would be needed a minimum of 215m from the roundabout. Visibility splays of 2.4m x 215m would be required in both directions. If access was taken from A425, a new access would be required 160m from the roundabout. Visibility splays of 2.4m x 160 m would be required in both directions
16. Level site	Yes except at rear of site where land slopes gently up into woodland
17. Suitable size	9.7ha developable
18. Availability	Businesses restrict use on eastern part of site. Only with compulsory purchase
19. Deliverability	Not without compulsory purchase

GT03 – Land at Barnwell Farm

GT03: Land at Barnwell Farm Assessment Criterion	Reason
1. Landscape character	Dunsmore & Feldon
2. Nature conservation designation	Adj. to Tach Brook which forms part of R Avon Local Wildlife Site
3. Historical designation	Fieldscapes. Large post-war fields
4. Infrastructure requirements	Unlikely to be able to connect to public foul mains sewer and would need non-mains solution. Nearest waterbody for discharge of treated sewage is Tach Brook which flows along southern boundary. Tach Brook is failing under Water Framework Directive due to high level of phosphates. Site not desirable in terms of potential impact on water environment
5. Ecology	
6. Flooding	Caravans should be located toward north-western side of site and boundary line set to exclude indicative footpath to avoid Flood Zone 3. Additional assessment may be required prior to allocation as modelling not yet carried out for Tach Brook, which

	may reduce available area for development.
7. Contamination and other constraints	Gas main zones affect all but centre of site where poultry farm precludes development. Noise from Fosse Way/Harbury Lane
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Open
10. Can the site be visually screened adequately?	Probably not
10. Is the site close to other residential property?	Very few houses and some farms
12. How far away is the primary road network?	On Harbury Lane and Fosse Way junction
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Bishops Tachbrook school (2.7 miles) Whitnash schools (3.3 and 3.6 miles) Education: The nearest school with places is likely to be Bishops Itchington Primary School which is some distance away. This situation could change with proposed development South of Warwick and the possibility of new schools being built although it is envisaged that these will be filled from more local children GP surgeries at Bishops Tachbrook (2.7 miles) Whitnash or Harbury (2.6 miles) 77 bus service (2060m) 64 bus service passes site 498 bus service (irregular)
14. Is the potential site on previously developed land?	In part
15. Access issues	Would not recommend access directly taken from Fosse Way. If access taken from Harbury Lane, it should be a minimum of 160m from existing crossroads with visibility splays of 2.4m x 160m in both directions. Avoid new access opposite existing. Access to Barnwell Farm considered suitable but with cutting back/removal of hedgerow to achieve required level of visibility
16. Level site	Yes
17. Suitable size	Not suitable
18. Availability	Not available without compulsory purchase
19. Deliverability	Not without compulsory purchase

GT04 – land at Harbury Lane/Fosse Way



GT04: Harbury Lane/Fosse Way Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon
2.Nature conservation designation	Includes Whitnash Brook Local Wildlife Site. Includes field at Fosse Farm potential Local Wildlife Site and adj. to Railway Cutting potential Local Wildlife Site. Harbury Lane road verge Local Nature Reserve
3.Historical designation	Fieldsapes, part industrial. Leamington Hall Farm, pre 1880's Farm Complex (Fosse Farm). Small area of flood plain probably once used as meadow. Small area of paddocks and closes. Bridle Farm, pre 1880's Farm Complex
4.Infrastructure requirements	Unlikely to be able to connect to public foul mains sewer and would need non-mains solution. Site will drain to either Tach Brook to south or to unnamed tributary of R Leam to north. Tach Brook is failing its objectives under Water Framework Directive due to high level of phosphates. Site should not therefore drain to south due to potential impact on water environment
5. Ecology	Maintain and restore hedgerows where possible and consider grassland verge management along the roadsides connecting the site. There may also be opportunities to extend the areas of scrub into linear features to the north of the site
6. Flooding	Caravans should be located away from north eastern corner of Bridie Farm which is in Flood Zone 3. If development proposed close to flood plain then additional assessment may be required prior to allocation as modelling of Tach Brook in not detailed. This may reduce area suitable for development. Ordinary watercourse runs along western boundary which will need to be assessed at part of site specific FRA or prior to allocation.
7. Contamination and other constraints	Historic landfill site to south of Hobson's Choice. Soakways should be avoided to prevent mobilisation of contamination to controlled water receptors Gas pipeline precludes use of all but small part of site. Sand and gravel safeguard areas along north and south boundaries

8. Agricultural land quality	Part Grade 3, remainder is football pitch
9. How visible and open in character is the site?	Additionally Network Rail requests that a 1.8m high trespass proof fence to be erected adjacent to its boundary at the site owners expense.
10. Can the site be visually screened adequately?	Yes
11. Is the site close to other residential property?	Few houses and farms
12. How far away is the primary road network?	On Harbury Lane/ Fosse Way junction
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Bishops Tachbrook school (2.7 miles) Whitnash schools (3.3 and 3.6 miles) Education: The nearest school with places is likely to be Bishops Itchington Primary School which is some distance away. This situation could change with proposed development South of Warwick and the possibility of new schools being built although it is envisaged that these will be filled from more local children GP surgeries at Bishops Tachbrook (2.7 miles) Whitnash or Harbury (2.6 miles) 77 bus service (2060m) 64 bus service passes site 498 bus service (irregular)
14. Is the potential site on previously developed land?	In part
15. Access issues	Not recommend access off Fosse Way. If access taken off Harbury Lane, it should be at least 160m from the crossroads with visibility splays of 2.4m x 160m in both directions. Avoid new access opposite existing
16. Level site	Yes
17. Suitable size	12.4 ha may be developable
18. Availability	Leamington Football Club need to relocate before this site could be utilised
19. Deliverability	Only if football club able to relocate

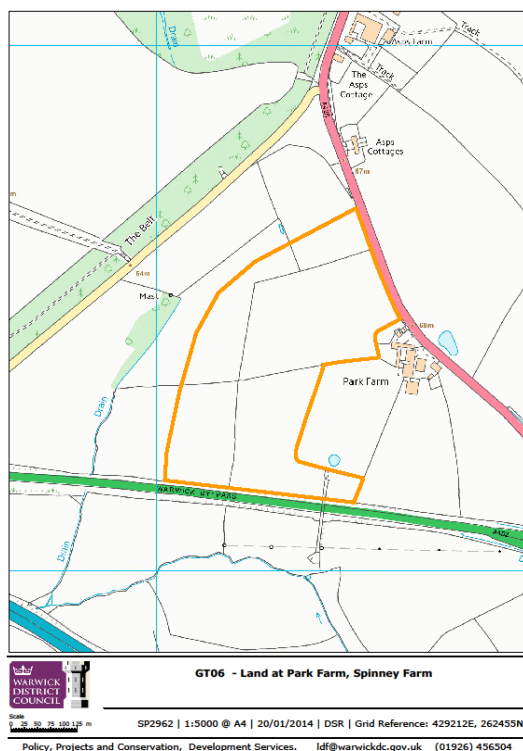
GT05 – Land at Tachbrook Hill Farm



GT05: Land at Tachbrook Hill Farm Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon
2.Nature conservation designation	
3.Historical designation	Grade 2 listed barn. Fieldsapes. Large fields showing some evidence of ridge and furrow suggesting that this once formed medieval open fields. Tachbrook Hill Farm, Farm Complex pre 1880s - Historic Farmstead
4.Infrastructure requirements	Unlikely to be able to connect to public foul mains sewer and would need non-mains solution. Nearest waterbody for discharge of treated sewage is Tach Brook. Tach Brook is failing in its objectives under Water Framework Directive due to high levels of phosphates and therefore the site is not suitable in terms of potential impact on water environment
5. Ecology	The ponds should be retained and surveyed for Great Crested newts. Consider further pond restoration in the area. Hedgerows should be retained and their connectivity of the small areas of woodland maintained and enhanced wherever possible
6. Flooding	Lies wholly within low risk Flood Zone 1 and is sequentially preferable in terms of flood risk
7. Contamination and other constraints	Sand and gravel safeguard area. High pressure gas main crosses southern part of site leaving only north of buildings developable Noise from M40 to south and from A452 to west, but may not have severe impact on remaining land for consideration
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Open in part from Banbury Road, but could be screened
10. Can the site be visually screened adequately?	Well screened from both road frontages and could be added to
11.Is the site close to other residential property?	Farm. Other properties at Bishop's Tachbrook are at 280m closest

12. How far away is the primary road network?	On A452 and easy reach of M40 junction
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Bishops Tachbrook school (0.9 miles) Education: The priority area school would be Bishops Tachbrook Primary School which is usually over-subscribed. Proposed housing in the area could see the need to expand the school or change the priority area. If no changes are made to the school, children living on this site would probably secure places over other in area children on distance. The priority area includes parts of Warwick Gates GP surgery at Bishops Tachbrook (1 mile) 77 bus service passes site
14. Is the potential site on previously developed land?	No
15. Access issues	Access taken from A452 would require visibility splays of 2.4m x 160m. Use of existing Tachbrook Hill Farm access not recommended as sited opposite an existing junction and not recommended any closer to motorway junction. If access created northwest of Tachbrook Hill Farm access, it should be in advance of traffic calming features. Access from Mallory Road would not be recommended. May be issues regarding forward visibility due to existing vertical alignment of road. Forward visibility should match that of the access and would be 160m in this case
16. Level site	Slopes gently east to west
17. Suitable size	
18. Availability	Not available without compulsory purchase
19. Deliverability	Not without compulsory purchase

GT06 – Land at Park Farm/Spinney Farm



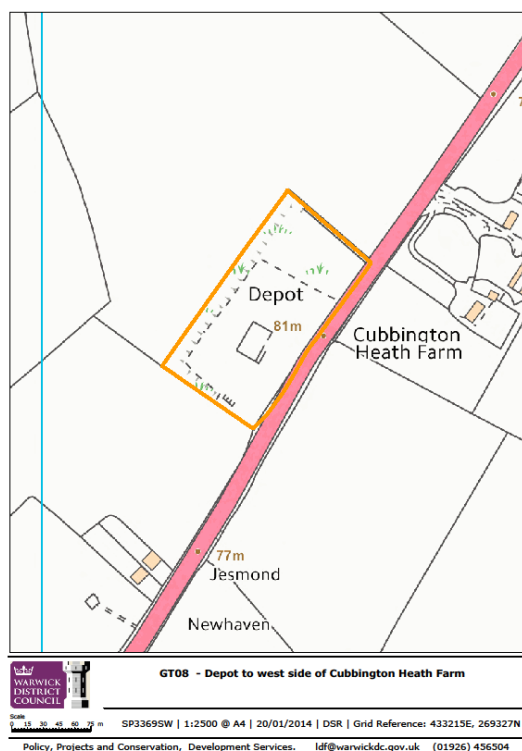
GT06: Land at Park Farm/Spinney Farm Assessment Criterion	Reason
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1.Landscape character	Dunsmore & Feldon
2.Nature conservation designation	
3.Historical designation	Adjacent to Grade 1 Registered Warwick Castle Park. Fieldscapes, part planned enclosure, Small area of broad leaved plantation. Park Farm - Farm Complex pre 1880s
4.Infrastructure requirements	Unlikely to be able to connect to public foul mains sewer and would need a non-mains solution. Nearest waterbody for discharge of treated sewage is Tach Brook. Tach Brook is failing in its objectives under Water Framework Directive due to high levels of phosphates and therefore the site is not suitable in terms of potential impact on water environment
5. Ecology	Consider reinstating and retaining hedgerows in order to improve connectivity throughout the site Maintain roadside verges as semi-improved grasslands with associated tree and shrub linear features
6. Flooding	Lies wholly within low risk Flood Zone 1 however there is an ordinary watercourse running through the centre and along the eastern boundary for which no modelling has been undertaken. This could affect the capacity of the site for development and therefore further assessment need to be undertaken prior to allocation. Regardless of floodplain extent, the watercourse and ponds must be protected and buffered from development
7. Contamination and other constraints	Historic landfill on south west corner of site (1970-77) and is therefore pre COPA licensing. Combination of waste types may have entered landfill during its lifetime and is best left undisturbed Historic landfill also takes up significant portion of west of site. Siting of soakaways should be avoided on site to prevent mobilisation of contamination to controlled waters receptors. Should development be brought forward then appropriate contamination investigation will be required prior to allocation
8. Agricultural land quality	Grade 3 in part
9. How visible and open in character is the site?	In parts the site is quite open.
10. Can the site be visually screened adequately?	There is reasonable screening to Banbury Road which could be improved
11.Is the site close to other residential property?	Few houses and farms
12. How far away is the primary road network?	Bounded by A452 and A425
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Bishops Tachbrook school (1.3 miles) Barford school (1.3 miles) Warwick schools (1.7 miles) West of Warwick schools (2.4 miles) Education: Limited places in Leamington - Kingsway Primary GP surgery at Bishop's Tachbrook (2.6 miles) or Hampton Magna (2.9 miles) 68 bus service (0.9 miles)
14. Is the potential site on previously developed land?	In part
15. Access issues	Access created from A435 would need to have visibility splays of 2.4m x 215m in both directions. Existing access to Park Farm likely to meet this standard. If new access created it is unlikely that it could be located closer to existing roundabout without the removal of hedgerows and trees. Any access created north west of Park Farm access must adhere to required visibility standards. Access should not be created in proximity of lay-by on A425
16. Level site	Yes
17. Suitable size	13.2ha developable
18. Availability	Not without compulsory purchase
19. Deliverability	Not without compulsory purchase

GT07 – Land at Stoneleigh Road, Baginton

GT07: Land at Stoneleigh Road, Baginton Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon. Green Belt
2.Nature conservation designation	Adj. to Baginton Village Green West potential Local Wildlife Site
3.Historical designation	Adjacent to Conservation Area Scheduled monument to west at north west corner Fieldsapes, paddocks and closes. Rosswood Farm and Oak Farm - Farm Complex Post 1955. Orchards and allotments
4.Infrastructure requirements	Unlikely to be able to connect to public foul mains sewer and would need a non-mains solution. Any discharge of treated foul effluent would drain to unnamed tributary to R Sowe which would be likely to be acceptable subject to appropriate controls. Site is not as desirable as one which could connect to mains, but is set in a relatively low sensitivity water environment so preferable to sites that drain into Tach Brook
5. Ecology	
6. Flooding	Lies wholly within low risk Flood Zone 1 and is sequentially preferable in terms of flood risk
7. Contamination and other constraints	Coventry airport safeguard area Close to airport which may preclude the locating of caravans in this area due to noise Sand and gravel safeguard area Severe access issues (see 15 below)
8. Agricultural land quality	Grade 3 in south west corner
9. How visible and open in character is the site?	Open in character
10. Can the site be visually screened adequately?	Yes
11.Is the site close to other residential property?	Close to edge of Baginton village and some houses within area of search
12. How far away is the primary road network?	A46 and major road intersection at 1.1 miles
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Schools and GP surgery would be accessed in Coventry Education: The priority area school would be Radford Semele which is usually full or close to capacity so travellers looking for places in year (other than September admission) would be unlikely to be able to secure places. Proposed housing for the village will see the school fill from in area children and the traveller site children would be unlikely to be able to secure places on distance grounds. The nearest school with places will probably be Bishops Itchington which is some considerable distance away 539 bus service passes site
14. Is the potential site on previously developed land?	In part
15. Access issues	Access from Stoneleigh Road unlikely to be achievable due to visibility restrictions unless taken from Smiths Nurseries. Even then it would have to be demonstrated that the proposed site was unlikely to generate significantly more vehicle movements than the existing development (and that it has not caused a highway safety/operation issue). From Coventry Road, (within 30mph speed limit) it may be difficult to achieve an access due to proliferation of existing accesses. Splays of 2.4m x 70m would be required in both directions.
16. Level site	Yes
17. Suitable size	2.6ha developable
18. Availability	Not without compulsory purchase
19. Deliverability	Access issues likely to be insurmountable

GT08 – Depot west side of Cubbington Heath Farm



GT08: Depot west side of Cubbington Heath Farm Assessment Criterion	Reason
1.Landscape character	Arden. Green Belt
2.Nature conservation designation	
3.Historical designation	Fieldsapes. Marked on the OS 1st edition as an 'Old Quarry'.
4.Infrastructure requirements	Unlikely to be able to connect to public foul mains sewer and would need a non-mains solution. Discharge of treated foul effluent to surface waterbodies would be likely to be acceptable subject to appropriate controls. Due to site's location on sandstone within Source Protection Zone 3 for potable water supply and potentially on contaminated (used as depot) land, drainage to ground would need additional assessment to demonstrate it would not pose a risk to groundwater. Not desirable as site could not connect to mains but is set in low sensitivity surface water environment so would be preferable to sites that drain to Tach Brook
5. Ecology	Small parcel of disturbed land enclosed by scrub and surrounded by arable fields. The site has a hedgerow with trees running along its edge. Retain and maintain the hedgerows in a favourable condition across the area
6. Flooding	Lies wholly within the low risk are of Flood Zone 1 and is sequentially preferable in terms of flood risk
7. Contamination and other constraints	Possible contamination due to use as depot and reported former use as quarry used as landfill site Within 1000m of line of HS2 Sand and gravel safeguard area
8. Agricultural land quality	Grade 2
9. How visible and open in character is the site?	Well hidden from Leicester Lane
10. Can the site be visually screened adequately?	Yes
11.Is the site close to other	Few houses and farms

residential property?	
12. How far away is the primary road network?	On A445 within easy distance of A45 (5.3 miles), A46 (2.4 miles) and motorway links
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Telford School (0.8 miles) Cubbington school (0.8 miles) Education: The priority area school would be Cubbington which is usually full or close to capacity so travellers looking for places in year (other than September admission) would be unlikely to be able to secure places. Travellers looking for places in September would take priority over out of area children and so would be likely to secure places. There is also a Catholic School in Cubbington which has some spare capacity GP surgery at Rugby Road (1.3 miles) 67 bus service (1126m) 538 bus service (irregular – 1287m)
14. Is the potential site on previously developed land?	Yes. Currently used as storage area for road salt by WCC. Reported as previously used as landfill site.
15. Access issues	Leicester Lane is subject to 50mph speed limit. Access with visibility splays of 2.4m x 160m would be required in both directions with equal corresponding forward visibility which should be achievable.
16. Level site	Slopes gently west to east
17. Suitable size	2.0ha developable
18. Availability	Three landowners on behalf of local charity. Not in agreement as sale would undermine charity. Not available without compulsory purchase
19. Deliverability	Not without compulsory purchase

GT09 – Land to the north east of M40

GT09: Land to the north east of M40 Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon
2.Nature conservation designation	Includes tributary which forms part of R Avon Local Wildlife Site. Half Moon Plantation Spinney Farm (TPO's) Includes Greys Mallory Local Wildlife Site
3.Historical designation	Greys Mallory Grade 2 Listed Building within area of search Fieldsapes, planned enclosure, field shapes changed due to M40. Red House Farm - Farm Complex pre 1880s. Greys Mallory - Country House. First marked on the OS 2nd edition as Grey Stoke. Marked on the OS 1955 edition and modern OS maps as Greys Mallory. Marked on the OS 1st edition as part of large irregular fields with curvilinear boundaries, probably piecemeal enclosure.
4.Infrastructure requirements	Unlikely to be able to connect to public foul mains sewer and would need a non-mains solution. Any discharge of treated foul effluent would drain to unnamed tributary of R Avon which would be likely to be acceptable subject to appropriate controls. Site is not as desirable as one that could connect to mains but is set in low sensitivity water environment so would be preferable to sites that drain to Tach Brook
5. Ecology	
6. Flooding	Lies wholly within low risk Flood Zone 1 however, there is an ordinary watercourse running through centre of site for which no modelling has been undertaken. This could affect capacity of site and further assessment needs to be undertaken prior to allocation.
7. Contamination and other constraints	Historic landfill is located in west of site. Siting of soakaways should avoid landfill site to prevent

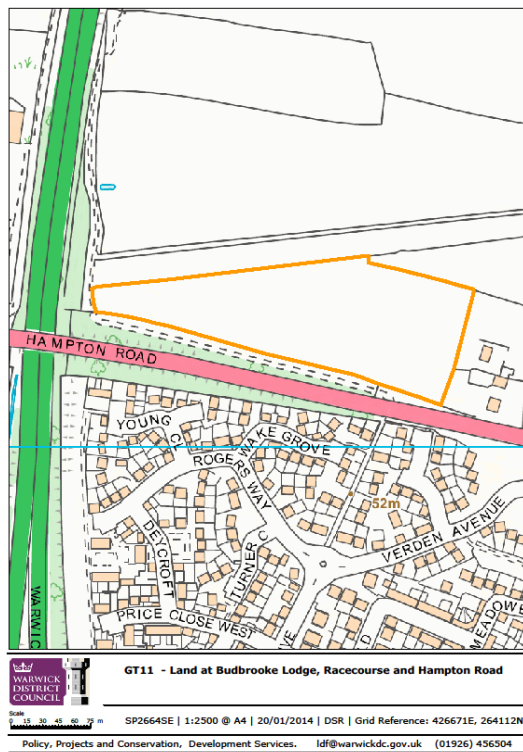
	mobilisation of contamination to controlled waters receptors. If site is brought forward appropriate contamination investigation will be required prior to allocation to demonstrate that there is no possibility of mobilisation of contamination within the ground M40 runs along southern boundary with associated noise Gas pipeline cuts across corner in far south east corner of site
8. Agricultural land quality	Grade 3 and part Grade 2
9. How visible and open in character is the site?	
10. Can the site be visually screened adequately?	
11. Is the site close to other residential property?	Few houses, Greys Mallory and farms within area of search. Few other houses adjacent.
12. How far away is the primary road network?	Bordered by A452 and M40
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Bishop's Tachbrook school (0.6 miles) Barford school (0.9 miles) Education: The nearest school with places is likely to be Wellesbourne Primary School GP surgery at Bishop's Tachbrook (2.6 miles) or Hampton Magna (2.9 miles) 77 bus service passes the site
14. Is the potential site on previously developed land?	In part
15. Access issues	A452 is subject to speed limit of ?. Achieving an access to standard from A452 would be difficult due to road alignment. Creation of an access onto Warwick By-pass would not be supported
16. Level site	
17. Suitable size	Potential for small site on part of land closest to existing farms, or to south east corner beyond gas main buffer
18. Availability	Not without compulsory purchase
19. Deliverability	Not without compulsory purchase

GT10 – Land at Tollgate house and Guide Dogs National Breeding Centre, Banbury Road

GT10: Land at Tollgate house and Guide Dogs National Breeding Centre, Banbury Road Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon
2.Nature conservation designation	Adj. to Oakley Wood Local Wildlife Site Includes Wiggerland Wood Local Wildlife Site
3.Historical designation	Fieldsapes, some large post war fields, paddocks and closes. Oakley Wood Kennels (industrial), Tollgate Farm - Farm Complex pre 1880s - Historic Farmstead
4.Infrastructure requirements	Unlikely to be able to connect to public foul mains sewer and would need a non-mains solution. Nearest waterbody for discharge of treated sewage is Tach Brook. Tach Brook is failing in its objectives under Water Framework Directive due to high levels of phosphates. In addition the underlying geology of Mercia Mudstone and Till will both have low intrinsic permeability which means the site may be unsuitable for soakaway drainage. It may not be acceptable to discharge treated effluent into the surface waters or ground at this location. A cesspool may be required which is the least preferable option outlined in Circular 3/99. The site therefore is not desirable in terms of its potential impact on water environment
5. Ecology	
6. Flooding	Lies wholly within low risk Flood Zone 1 and is sequentially

	preferable in terms of flood risk
7. Contamination and other constraints	Consideration should be given to impact of authorised landfill site in the eastern corner of the site on residential health and amenity. Site is permitted to accept inert waste from the construction industry. Allocations should be steered away from this area Potential noise from M40
8. Agricultural land quality	Grade 2 and Grade 3 but with sensitive current land use
9. How visible and open in character is the site?	Mixed
10. Can the site be visually screened adequately?	Yes, already has good screen of trees/hedges along Banbury Road frontage
12. Is the site close to other residential property?	Few houses
12. How far away is the primary road network?	Bordered to north east by M40
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Bishop's Tachbrook School (1.1 miles) GP surgery at Bishop's Tachbrook (1.2 miles) Education: The nearest school with places is likely to be Wellesbourne Primary School 77 bus service passes site 15 bus service passes site
14. Is the potential site on previously developed land?	In part
15. Access issues	Access from B4100 considered to be too difficult due to existing accesses/lay-bys which makes it difficult to find suitable location. Access from Oakley Wood Road considered to be unsuitable and an access with required visibility standards unlikely to be achievable
16. Level site	Yes
17. Suitable size	
18. Availability	Not without compulsory purchase. There are special circumstances for not pursuing this site.
19. Deliverability	Not without compulsory purchase

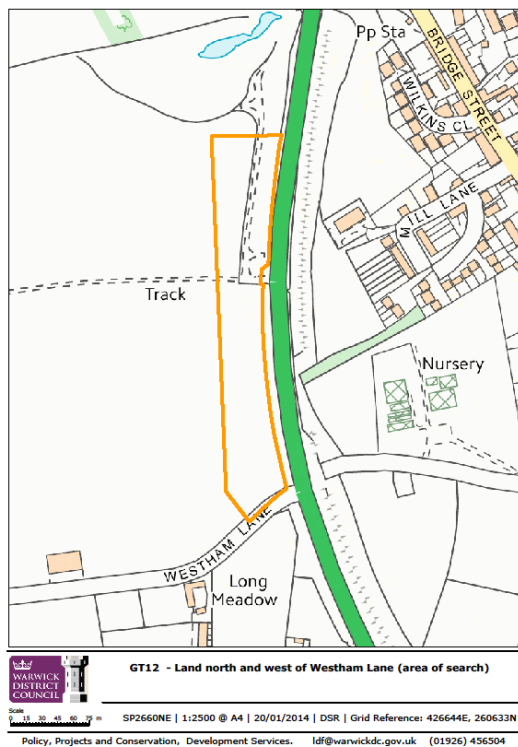
GT11 – Land at Budbrooke Lodge, Racecourse and Hampton Road



GT11: Land at Budbrooke Lodge, Racecourse and Hampton Road Assessment Criterion	Reason
1.Landscape character	Arden
2.Nature conservation designation	Includes Gog Brook which forms part of R Avon Local Wildlife Site
3.Historical designation	Fieldsapes. Part designed landscapes (racecourse). Marked on Greenwood's map of 1822. Marked on the OS 1st edition onwards. Area also marked as Lammass Field. Budbrooke Lodge - Farm Complex pre 1880s - Historic Farmstead. Second edition map shows buildings no longer standing. Field barns on two small plots within site
4.Infrastructure requirements	Treated foul effluent from non-mains system would discharge into Gog Brook. This brook is failing Water Framework Directive targets on invertebrates and phosphate, with the latter at 'poor'. Not suitable to accept further nutriment rich material. Substantial housing on southern side of road bordering site so there may be possibility of connecting into main foul sewer. Site should only be brought forward if less sensitive sites are demonstrated not to be suitable
5. Ecology	Small triangular arable field with northern edge separated by wide strip of amenity grassland which is another arable field, enclosed by intact hedgerows. Maintain and restore hedgerows and linear trees along field edge. Grassland strip to racecourse can also be maintained as semi-improved grassland and the potential Local Wildlife Site around the racecourse extended to include this section. Tree line along Gog Brook could be buffered to create an extended nature strip along field edge consisting of grassland and scrub
6. Flooding	Eastern part of site falls within high risk Flood Zone 3 of Gog Brook. This has been modelled so relatively confident of extend to floodplain. Development could be brought forward if boundary drawn to exclude land within mapped floodplain
7. Contamination and other	Sand and gravel safeguard area

constraints	Warwick Racecourse area of constraint Potential noise from A46 Potential impact of site on racecourse
8. Agricultural land quality	Grade 3/racecourse
9. How visible and open in character is the site?	Mostly open in character
10. Can the site be visually screened adequately?	Yes
11. Is the site close to other residential property?	Immediately adjacent to sizeable development of Chase Meadow
12. How far away is the primary road network?	On A4189 with A46 to west
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Newburgh School (0.2 miles) Education: Children would probably have to look for places at Woodloes Primary school as other closer schools are likely to be full GP surgery at Chase Meadow (0.5 miles) 68 bus service passes the site
14. Is the potential site on previously developed land?	In part
15. Access issues	Access from the point of the existing access for Budbrooke Lodge should be feasible. Need to ensure that visibility splays of 2.4m x 160m can be provided in both directions due to access emerging onto a 50mph section of highway. There already appears to be reasonable pedestrian access at this point too
16. Level site	Yes
17. Suitable size	3.2ha developable
18. Availability	Not without compulsory purchase
19. Deliverability	Not without compulsory purchase

GT12 – Land north and west of Westham Lane, Barford



GT12: Land north and west of Westham Lane, Barford Assessment Criterion	Reason
1.Landscape character	Severn & Avon Vales
2.Nature conservation designation	Includes Spinney potential Local Wildlife Site
3.Historical designation	Reported Bronze Age burial site on land Fieldsapes, large post-war fields. Part floodplain probably used as meadows. Small plot with field barn. Westham House - Marked as an Adult College on modern OS mapping. Prior to this it may have been a farm or just an isolated settlement. Now house split into separate residential units.
4.Infrastructure requirements	Site unlikely to be able to connect to public foul mains sewer and would need non-mains solution. Any discharge of treated foul effluent would drain to unnamed tributary of the River Avon which is likely to be acceptable subject to appropriate controls. Site is not as desirable as one which could connect to mains, but is set in relatively low sensitivity water environment so would be preferable to sites that drain into Tach Brook
5. Ecology	Site bisects two large arable fields which are separated by defunct hedgerow which runs along a track way. Along western boundary of the site is a strip of grassland and plantation woodland along A429. Along eastern edge of site is another arable field separated by defunct edge. North of site is an area of semi-improved grassland with two ponds. Southern section is separated from Western Lane by intact hedgerow. Consideration should be given to restoring the hedgerows across the site and roadside verge along A429 should be extended up to semi-improved area of grassland to create a semi-natural grassland edge along western edge of site. This would complement area of semi-natural grassland on the opposite side of A429
6. Flooding	Sections of northern and western parts of site fall within high risk Flood Zone 3. This was modelled as part of 2010 River Avon SFRM however flood extents may need refining if development proposed close to edge of modelled floodplain. Development on site could be brought forward if boundary drawn to exclude any land within mapped floodplain
7. Contamination and other constraints	Sand and gravel safeguard area Potential noise from by-pass on eastern boundary
8. Agricultural land quality	Part Grade 2 and part Grade 4
9. How visible and open in character is the site?	Open in character and visible
10. Can the site be visually screened adequately?	Yes
11.Is the site close to other residential property?	Site immediately adjacent to Barford village and a few properties on Westham Lane
12. How far away is the primary road network?	A46 and major motorway junction (0.9 miles)
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Barford school (0.5 miles) Education: The priority area school, Barford St Peter's, is usually over-subscribed. The nearest school with places could be Woodloes Primary or Wellesbourne Primary GP surgery at Bishop's Tachbrook (2.6 miles) or Hampton Magna (2.9 miles) 18 and 18a bus services (321m)
14. Is the potential site on previously developed land?	No
15. Access issues	By-pass is subject to derestricted speed limit. Accordingly, visibility splays of 215m in both directions are required. This should be achievable. Westham Lane narrows after a certain length and may require widening if access taken from this point. Highways authority would require further advice from transport operations team if this site was chosen to determine whether

	there is any capacity reason why site could not be served off by-pass
16. Level site	Yes
17. Suitable size	3.6ha developable
18. Availability	Possibly for sale or rent subject to agreement of landowner
19. Deliverability	With agreement of landowner, within 5 years

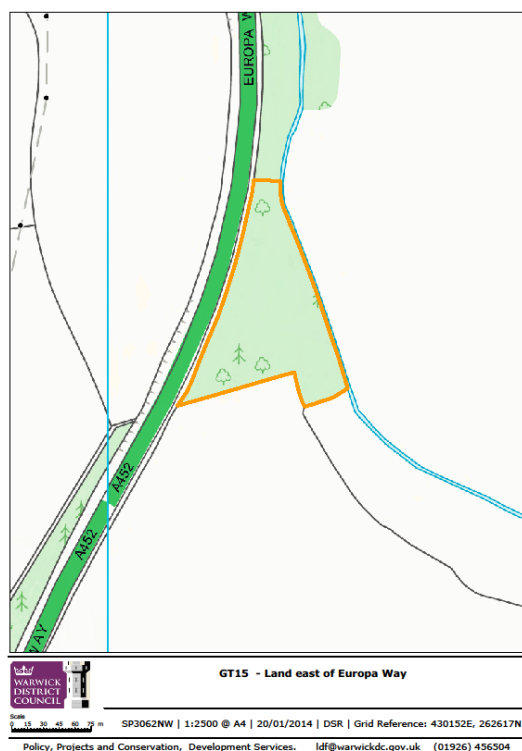
GT13 – Kites Nest Lane, Beausale

GT13: Kites Nest Lane, Beausale Assessment Criterion	Reason
1.Landscape character	Arden. Green Belt
2.Nature conservation designation	
3.Historical designation	Fieldsapes, planned enclosure
4.Infrastructure requirements	No issues with location of non-mains drainage in this location
5. Ecology	Small triangular section of broad-leaved plantation. Woodland is surrounded by linear scrub. Proposed site is approx. a third the plantation area and would impact on development of broad-leaved plantation which has variety of tree species with developing understory and ground flora. Woodland could mature into semi-natural woodland if well managed. Site should be maintained as part of wider area for its wildlife interest
6. Flooding	Lies wholly within low risk Flood Zone 1 and as such is sequentially preferable in terms of flood risk
7. Contamination and other constraints	Unsuitable as two planning applications have been refused and both appeals dismissed on Green Belt and landscape grounds
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Currently in use as unauthorised Gypsy encampment. Enforcement action currently being applied
10. Can the site be visually screened adequately?	Yes
11.Is the site close to other residential property?	Few houses
12. How far away is the primary road network?	A4177 (Birmingham Road) at 0.6 miles
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Ferncumbe School, Hatton Green (1.4 miles) Budbrooke School, Hampton Magna (2.5 miles) Education: Children would probably have to look for places within Kenilworth. There is some capacity at St John's Primary School although this is limited. Proposed housing development within Kenilworth will see the number of school places increase GP surgery at Budbrooke (2.5 miles) 60 bus service (irregular at 804m) 511 bus service (irregular at 804m)
14. Is the potential site on previously developed land?	No
15. Access issues	Kites Nest Lane and Brownley Green Lane are subject to derestricted speed limit. Vehicles are unlikely to be travelling at 60mph, however a speed survey would be required to establish level of visibility required and if this would be feasible. Both roads are narrow and may need localised widening
16. Level site	Yes
17. Suitable size	1.0ha
18. Availability	Landowner wishes to retain as Gypsy & Traveller site, but this is not an acceptable use in this location
19. Deliverability	Not deliverable due to previous planning history

GT14 – Warwick Road, Norton Lindsey

GT14: Warwick Road, Norton Lindsey Assessment Criterion	Reason
1.Landscape character	Arden. Green Belt
2.Nature conservation designation	
3.Historical designation	Farm Complex Post 1955 marked as poultry houses on latest maps (now disused).
4.Infrastructure requirements	Site would drain to Horse Brook, a tributary of River Avon. No issues with location of non-mains drainage at this location
5. Ecology	
6. Flooding	Lies wholly within low risk Flood Zone 1. There is an ordinary watercourse to north of site for which no modelling has been undertaken and impacts of this on the site should be considered given the long and narrow shape of site
7. Contamination and other constraints	Potential contamination due to previous use as poultry farm Sand and gravel safeguard area
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Fairly. Some existing sheds would need to be removed
10. Can the site be visually screened adequately?	Yes
11.Is the site close to other residential property?	Edge of village so several houses nearby
12. How far away is the primary road network?	A46 (2.3 miles) Major road and motorway junction (2.5 miles)
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Wolverton School (0.8 miles) Education: The priority area school would be Wolverton Primary School. The school is popular with children from outside the area and is usually full or close to capacity GP surgery (0.4 miles) 24 bus service (500m) 229 bus service (irregular) (544m)
14. Is the potential site on previously developed land?	Yes, but contamination issues
15. Access issues	Warwick Road is subject to derestricted speed limit and visibility from existing access does not meet standards of 2.4m x 215m. If it can be demonstrated that vehicle movements from the proposed development will not exceed that which could be generated by the existing permitted development (and that the existing access has not caused highway safety issues) use of the existing access may be acceptable
16. Level site	Land rises gently north to south
17. Suitable size	0.4ha really too small for even one pitch due to shape of site
18. Availability	Landowner selling at prohibitive cost
19. Deliverability	Not suitable and unaffordable given infrastructure requirements and access difficulties

GT15 – Land east of Europa Way



GT15: Land east of Europa Way Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon
2.Nature conservation designation	Includes Tach Brook which forms part of R Avon Local Wildlife Site
3.Historical designation	Mixed plantation woodland.
4.Infrastructure requirements	Unlikely to be able to connect to public foul mains sewer and would need non-mains solution. Nearest waterbody for discharge of treated sewage is Tach Brook. Tach Brook is failing in its objectives under Water Framework Directive due to high levels of phosphates and therefore the site is not suitable in terms of potential impact on water environment. In order to provide an electricity supply some High Voltage network would need to be constructed before Low Voltage supply could be provided. This will be expensive and may make the site unviable for the number of pitches which could be accommodated
5. Ecology	Small triangular section of broadleaved plantation totalling 2.5 ha. The A452 Europa Way runs alongside the eastern edge of site. To the south is a large arable field. On the western edge of the site is the continuation of the woodland beyond which is Tach Brook and then a large arable field. The woodland is surrounded by linear scrub. Approximately a third of the plantation site would be impacted by the development. If properly managed the woodland could mature into semi-natural woodland. No information on current management so this would need to be determined before making recommendations. Given mix of habitats in the area, including broad leaved woodland, mixed grassland and the watercourse makes this a site that should be maintained as part of the wider area for its wildlife interest
6. Flooding	Large proportion of site within floodplain of River Avon that

	flows along eastern boundary. Development could be brought forward if boundary was drawn to exclude land within mapped floodplain, however this would significantly reduce amount of useable land and may make site unviable
7. Contamination and other constraints	Sand and gravel safeguard area Potential noise from Europa Way
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	The site is open to the east and would be visible to the farm, but not elsewhere
10. Can the site be visually screened adequately?	From the road the site dips to the east and there is a dense screen of vegetation along the hedgerow adjacent to Europa Way
11. Is the site close to other residential property?	Very few close by but edge of Heathcote 0.9 miles away
12. How far away is the primary road network?	Located on A452 and 0.3 miles to junction with A425 and 1.4 miles to M40 junction
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Bishop's Tachbrook school (1.5 miles) St Margaret's School (2.4 miles) St Joseph's School (2.7 miles) Education: Children would probably have to look to Kingsway Primary for places. There is some limited capacity although proposed housing within the area is likely to have an impact GP surgery at Bishop's Tachbrook (1.6 miles) 68 bus service (554m) 77 bus service (554m)
14. Is the potential site on previously developed land?	No. Highway land which was used to store excavated material when Europa Way was constructed; but not developed
15. Access issues	This section of A452 is subject to speed limit of 50mph and accordingly, splays and forward visibility of 160m must be provided. Considered that this should be achievable at some point along the boundary with the removal of some vegetation
16. Level site	No, slopes down to the east
17. Suitable size	0.7ha developable
18. Availability	Land to be transferred from WCC to WDC for onward sale to Gypsies and Travellers
19. Deliverability	Could be delivered within first five years

GT16 – Land west of A429 Barford (small site)

GT16: Land west of A429 Barford (small site) Assessment Criterion	Reason
1. Landscape designation	Severn & Avon Vales
2. Nature conservation designation	
3. Historical designation	Fieldscapes, large post war fields.
4. Infrastructure requirements	Site unlikely to be able to connect to public foul mains sewer and would need non-mains solution. Any discharge of treated foul effluent would drain to unnamed tributary of the River Avon which is likely to be acceptable subject to appropriate controls. Site is not as desirable as one which could connect to mains, but is set in relatively low sensitivity water environment so would be preferable to sites that drain into Tach Brook
5. Ecology	
6. Flooding	Sections of northern and western parts of site fall within high risk Flood Zone 3. This was modelled as part of 2010 River Avon SFRM however flood extents may need refining if development proposed close to edge of modelled floodplain. Development on site could be brought forward if boundary drawn to exclude any land within mapped floodplain
7. Contamination and other constraints	Sand and gravel safeguard area

8. Agricultural land quality	Grade 4
9. How visible and open in character is the site?	
10. Can the site be visually screened adequately?	
11. Is the site close to other residential property?	Site is adjacent to by-pass and edge of Barford village
12. How far away is the primary road network?	A46 (0.9 miles) major road and motorway junction (0.9 miles)
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Barford school (0.7miles) Education: The priority area school, Barford St Peter's, is usually over-subscribed. The nearest school with places could be Woodloes Primary or Wellesbourne Primary GP surgery at Bishop's Tachbrook (2.6 miles) or Hampton Magna (2.9 miles) 18 and 18a bus service (383m)
14. Is the potential site on previously developed land?	No, but land is in use as drainage area for surface water from by-pass and undevelopable
15. Access issues	By-pass onto which proposed site off Westham Lane adjoins is subject to derestricted speed limit. Visibility splay of 215m in both directions must be provided. This should be achievable. Westham Lane narrows after a certain length and may require widening if access taken from this point. Highways authority would require further advice from transport operations team if this site was chosen to determine whether there is any capacity reason why site could not be served off by-pass. If access of the by-pass is proposed this would be subject to visibility splays of 2.4m x 215m being achieved and an access road being constructed to meet highway standards (subject to no objections being raised by Warwickshire transport operation team about the creation of a new access onto the by-pass)
16. Level site	
17. Suitable size	0.5ha
18. Availability	WCC land which could be make available, but unsuitable due to flooding
19. Deliverability	Not deliverable on flooding issues

GT17 – Service area west of A46 Old Budbrooke Way

GT17: Service area west of A46 Old Budbrooke Way Assessment Criterion	Reason
1. Landscape character	Arden. Green Belt
2. Nature conservation designation	
3. Historical designation	Commercial and retail. Marked on the OS 1st edition as part of large irregular fields with curvilinear boundaries, possibly piecemeal enclosure.
4. Infrastructure requirements	Treated foul effluent from a non-mains system would discharge into Gog Brook. This brook is failing in its objectives under Water Framework Directive targets on invertebrates and phosphate with the latter at 'poor'. Therefore the site is not desirable in terms of potential impact on water environment
5. Ecology	
6. Flooding	Lies wholly within low risk Flood Zone 1, however there is an ordinary watercourse/drain to the south of the site which may need to be modelled prior to allocation in order to establish whether any part of the site is at risk of flooding and is suitable for development
7. Contamination and other	Sand and gravel safeguard area

constraints	Noise from A46
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Open
10. Can the site be visually screened adequately?	Yes
11. Is the site close to other residential property?	One farm
12. How far away is the primary road network?	On A46 northbound
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Budbrooke school (1.5 miles) Newburgh School (2.5 miles) Education: There are limited spaces available at Woodloes Primary School although numbers in Warwick are increasing significantly. GP surgery Budbrooke (1.5 miles) 68 bus service (491m) 60 bus service (irregular) (1094m) 511 bus service (irregular) (1094m)
14. Is the potential site on previously developed land?	Yes, A46 services
15. Access issues	Highways Agency will object to this site as there are issues of road safety particularly in connection with access taken from the A46 shared with the existing services. Objections also centre around road noise, air quality, and access across third party land.
16. Level site	Yes
17. Suitable size	1.5ha
18. Availability	Landowner willing to promote for this use
19. Deliverability	Cannot be delivered due to Highways Agency objection on access grounds

GT18 – Service area east of A46 Old Budbrooke Way

GT18: Service area east of A46 Old Budbrooke Way Assessment Criterion	Reason
1. Landscape character	Arden
2. Nature conservation designation	
3. Historical designation	Commercial and retail. Marked on the OS 1st edition as part of large irregular fields with curvilinear boundaries, possibly piecemeal enclosure.
4. Infrastructure requirements	Treated foul effluent from a non-mains system would discharge into Gog Brook. This brook is failing in its objectives under Water Framework Directive targets on invertebrates and phosphate with the latter at 'poor'. Therefore the site is not desirable in terms of potential impact on water environment
5. Ecology	
6. Flooding	Lies wholly within low risk Flood Zone 1, however there is an ordinary watercourse/drain to the south of the site which may need to be modelled prior to allocation in order to establish whether any part of the site is at risk of flooding and is suitable for development
7. Contamination and other constraints	Noise from A46 southbound
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Open in part and wooded elsewhere
10. Can the site be visually screened adequately?	Yes
11. Is the site close to other	Closest is edge of Chase Meadows development (0.3 miles)

residential property?	
12. How far away is the primary road network?	On A46
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Newburgh School (0.8 miles) Budbrooke School (0.9 miles) Education: There are limited spaces available at Woodloes Primary School although numbers in Warwick are increasing significantly. GP surgery at Chase Meadow (0.9 miles) 68 bus service (409m)
14. Is the potential site on previously developed land?	Yes, A46 services
15. Access issues	Highways Agency will object to this site as there are issues of road safety particularly in connection with access taken from the A46 shared with the existing services. Objections also centre around road noise, air quality, and access across third party land.
16. Level site	Yes
17. Suitable size	0.9ha
18. Availability	Landowner willing to promote for this use
19. Deliverability	Cannot be delivered due to Highways Agency objection on access grounds

GT19 – Land off Birmingham Road, Budbrooke



GT19: Land off Birmingham Road, Budbrooke Assessment Criterion	Reason
1.Landscape character	Arden. Green Belt
2.Nature conservation designation	Adj. to Grand Union Canal Local Wildlife Site
3.Historical designation	Post 1955 detached housing, part of Hatton. Marked on the OS

	1st edition as small rectilinear fields with straight and curvilinear boundaries.
4. Infrastructure requirements	Site could connect to existing public foul sewer. Water and electricity connected for existing caravan and camping club use so would be available for travellers.
5. Ecology	
6. Flooding	Small section of site to extreme south west boundary that falls within high risk Flood Zone 3. Modelling could be inaccurate and impact more than floodmap indicates. Also a watercourse flows along southern boundary which hasn't been modelled. In light of this development should be steered away from these parts of the site and further modelling undertaken to support development and ensure it would be outside areas of risk. A habitat buffer would be required along the line of the watercourse
7. Contamination and other constraints	Sand and gravel safeguard area Noise from Birmingham Road Potential impact of site on canal and canal users Dangers of open water in close proximity
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Part of site secluded
10. Can the site be visually screened adequately?	Yes
11. Is the site close to other residential property?	Several houses in either direction but closest to petrol filling station and landowners property
12. How far away is the primary road network?	On A4177 (Birmingham Road) A46 junction 0.7 miles
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Ferncumbe School (1.7 miles) Budbrooke School (2.5 miles) Education: The Priority area school would be Budbrooke Primary School which is usually full or close to capacity so children looking for places in year could struggle. Children looking to enter in September would take priority over out of area children. Numbers within the Budbrooke priority area are falling although this will change with proposed housing in the area GP surgery Hampton Magna (1.1 miles) 68 bus service passes site 60 bus service (irregular) passes site 511 bus service (irregular) passes site
14. Is the potential site on previously developed land?	In Green Belt but previously developed as Camping and Caravan Club campsite
15. Access issues	Access would be taken from a section of highway subject to 40mph speed limit. Splays of 2.4m x 120m would be required and 120m forward visibility achieved on both approaches. Visibility is likely to be achievable at some point along proposed site boundary
16. Level site	Yes
17. Suitable size	0.3ha
18. Availability	Subject to agreement with landowner over future of whole site
19. Deliverability	Could be delivered within 5 years

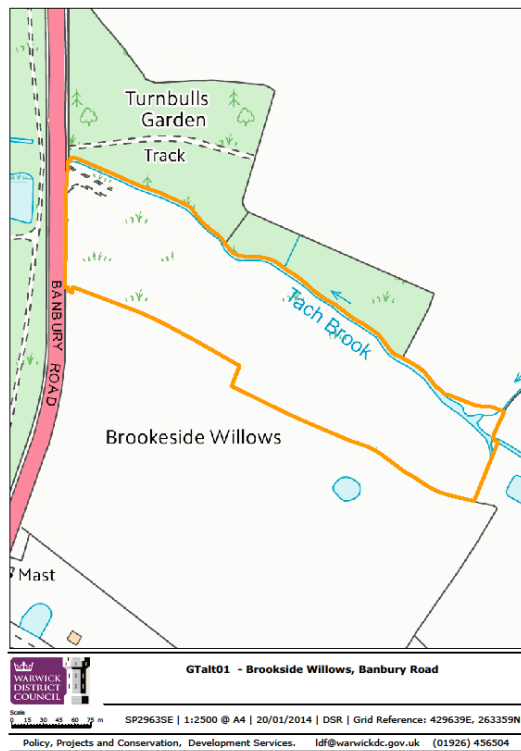
GT20 – Land at J15 of M40

GT20: Land at J15 of M40 Assessment Criterion	Reason
1. Landscape character	Severn & Avon Vales. Green Belt
2. Nature conservation designation	Adj. to Horse Brook which forms part of R Avon Local Wildlife Site Includes unnamed potential Local Wildlife Sites either side of B4463 and along western boundary

	Impact concerns about all wildlife habitats depending on location of pitches
3. Historical designation	Fieldsapes, large irregular shaped fields.
4. Infrastructure requirements	Site unlikely to be able to connect to public foul mains sewer and would need a non-mains solution. Nearest waterbody for discharge of treated sewerage is Sherbourne Brook. This brook is already highly enriched by nutrients so further inputs of phosphate unwelcome and would be in conflict with Water Framework Directive objectives. Site is not desirable in terms of potential impact on water environment.
5. Ecology	Warwickshire Habitat Alert Sites and a pond on site which should be retained
6. Flooding	Two areas are shown to be at high risk within Flood Zone 3. These add up to a significant proportion of the site. No detailed modelling has been undertaken within this location with modelling being generalised. This would therefore need to be re-modelled to establish the extent of the floodplain if the site is to be taken forward. Dependant on outcomes of this assessment, consideration should be given to possibility/necessity of carrying out beneficial floodplain compensation works to remove flooding from site and move it closer to the watercourse to improve habitat along Horse Brook
7. Contamination and other constraints	Sand and gravel safeguard area Noise from major road junctions and roundabouts Air pollution from major road junctions and roundabouts Hedgerow retention notice across site 69m from eastern boundary
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Very visible as lower than surrounding roads
10. Can the site be visually screened adequately?	No
11. Is the site close to other residential property?	Farms and edge of Sherbourne village is 0.2 miles away
12. How far away is the primary road network?	A46 (0.1 mile) Major road and motorway junction (0.3 miles)
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Newburgh School (1.5 miles) Barford School (2 miles) Education: The nearest schools with places is likely to be Woodloes Primary although numbers in Warwick are increasing significantly GP surgery Chase Meadows (2.6 miles) 16 bus service (254m) 18/18a bus service (378m)
14. Is the potential site on previously developed land?	No, other than part temporary use as constructor compound during major junction improvements to M40/A46. Land was reinstated to former agricultural use at the end of the construction work
15. Access issues	B4463 is subject to derestricted speed limit and visibility of 2.4m x 215m must be provided unless a speed survey can demonstrate that actual speeds are less than this. Unlikely that visibility for a new access is achievable. Access should not be taken closer than 215m from the roundabout junction.
16. Level site	Yes
17. Suitable size	29.7ha
18. Availability	Not without compulsory purchase.
19. Deliverability	Not without compulsory purchase. Unlikely to be deliverable due to lack of achievable access, noise and air pollution from M40 and A46 and concerns about Local Wildlife Site

Alternative sites suggested during the consultation:

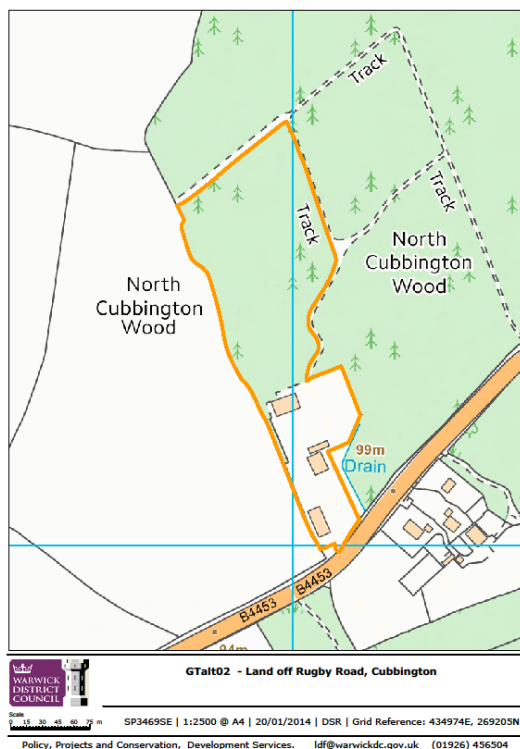
GTalt01: Brookside Willows, Banbury Road



GTalt01: Brookside Willows, Banbury Road Assessment Criterion	Reason
1. Landscape character	Dunsmore & Feldon
2. Nature conservation designation	Tach Brook is Local Wildlife site
3. Historical designation	Fieldsapes. Very large post war fields/Woodland, broad leaved plantation
4. Infrastructure requirements	
5. Ecology	Linear are of former mixed plantation which has been removed. Woodland remains around perimeter of site. Site appears to be developed recently with bare ground and short ephemeral vegetation. Tach Brook runs along northern edge of site boundary. Areas around the site consist of a mosaic of highly distinctive habitats, including semi-natural and marshy grassland, ponds and streams. Turnbull Gardens potential Local Wildlife Site should be surveyed as a Local Wildlife Site which should incorporate the area of pools and semi-natural grassland along the Tach Brook. The site, if developed should retain a buffer and wildlife corridor along the Tach Brook
6. Flooding	Flood zones 2,3,3a and 3b to east and south. Flooded watercourses would drain to road at lower level
7. Contamination and other constraints	Gassing landfill site (filled 1971-1990)
8. Agricultural land quality	Grade 2 and Grade 3
9. How visible and open in character is the site?	Enclosed and at a higher level than the road. Not visible behind heavily wooded frontage
10. Can the site be visually screened adequately?	Yes. Already well screened and landscape screen could improve this across the site
11. Is the site close to other residential property?	Nearest residential properties are 250m south on Banbury Road

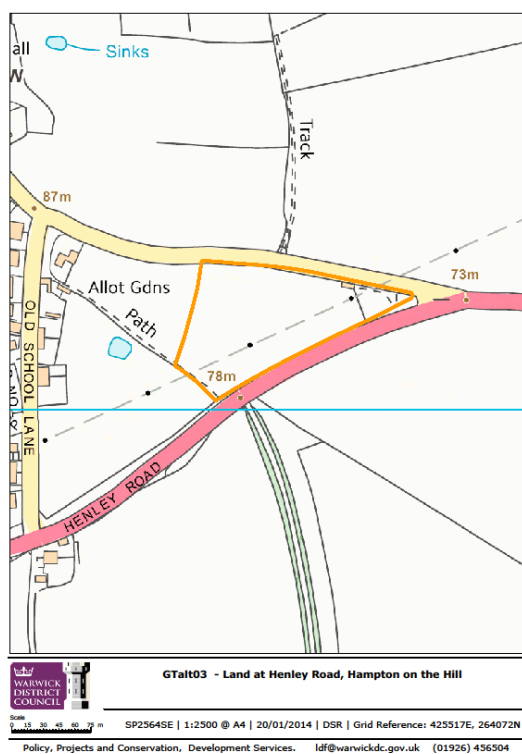
12. How far away is the primary road network?	Located on A425
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Education: No bus stops within recommended walking distance of 800m. 68 bus service, 800m+
14. Is the potential site on previously developed land?	Previously used as landfill site
15. Access issues	Existing access on Banbury Road recently constructed to highway standards to serve new caravan park. There is a footway adjacent. Banbury Road is subject to 50mph speed limit where visibility splays of 2.4m x 160m are required in both directions. No existing street lighting columns. Right hand turn lane off Banbury Road already constructed
16. Level site	Slopes toward Banbury Road but also a plateau once within the site boundaries
17. Suitable size	4.4ha
18. Availability	Landowner recently informed
19. Deliverability	With landowner's co-operation, site could be delivered quickly provided appropriate steps taken to adhere to previous planning decision conditions regarding possible gassing

GTalt02: Timber Yard, Rugby Road, Cubbington



GTalt02: Timber Yard, Rugby Road, Cubbington Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon. Green Belt
2.Nature conservation designation	Rear part of site part of Local Wildlife site. North Cubbington Wood is ancient woodland (replanted). Rear of site part of Local Wildlife Site
3.Historical designation	Industrial (timber yard). North Cubbington Wood
4.Infrastructure requirements	
5. Ecology	Small industrial area near South and North Cubbington Woods, These woods are part of Princethorpe woods complex; the

	<p>largest concentration of semi-natural woodland in Warwickshire, Both woodlands surrounded by arable fields enclosed by intact hedgerows and hedgerows with trees.</p> <p>Recommend survey North Cubbington Wood as LWS for it to be incorporated into Princethorpe Wood complex. Ensure retention of surrounding hedgerows in order to improve and retain existing woodland and hedgerow connectivity. Woods and hedgerows of Princethorpe Woods complex are currently a Warwickshire Wildlife Trust Living landscape project funded by SITA Trust. The project aims are to maintain and restore the woods and hedgerows across the Princethorpe area, North Cubbington wood is one of the prime cases for woodland restoration for the Princethorpe project</p>
6. Flooding	Surface water flooding on very small area on far south east corner
7. Contamination and other constraints	Possible timber treatment contamination
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Secluded and well hidden behind trees and hedgerow. Woodland backdrop
10. Can the site be visually screened adequately?	Yes
11. Is the site close to other residential property?	Nearest residential property is 57m away to east
12. How far away is the primary road network?	1.5 miles
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	<p>Education: The priority area school would be Cubbington which is usually full or close to capacity so travellers looking for places in year (other than September admission) would be unlikely to be able to secure places. Travellers looking for places in September would take priority over out of area children and so would be likely to secure places. There is also a Catholic School in Cubbington which has some spare capacity</p> <p>No bus stops within maximum recommended walking distance of 800m. 538 bus service (irregular) request stop 800m+</p>
14. Is the potential site on previously developed land?	Yes, currently a timber yard
15. Access issues	<p>No street lights along Rugby Road. Rugby Road is 6.2m wide. There is no footway fronting or adjacent to the site. Rugby Road is subject to 50mph speed limit therefore 2.4m x 160m splays required in both directions. Approx. 100m can be achieved in both directions due to overgrown vegetation and carriageway alignment. Existing access width likely to meet requirements to serve site. Enables two way traffic flows and carriageway is likely to be able to accommodate vehicles associated with site. However, visibility splays not achievable and intensified use of access detrimental to public highway safety. Speed survey required if pursuing</p>
16. Level site	Yes
17. Suitable size	0.9ha
18. Availability	Landowner considers site unlikely to be viable in terms of costs involved
19. Deliverability	May not be viable



GTalt03: Land at Henley Road, Hampton on the Hill Assessment Criterion	Reason
1.Landscape character	Arden. Green Belt
2.Nature conservation designation	
3.Historical designation	Fieldscapes. Small irregular fields with curvilinear boundaries
4.Infrastructure requirements	
5. Ecology	A poor semi-improved grass field forming a triangle with two other fields; an adjacent field of improved grassland and the other now allotments. Retain and maintain the hedgerows in a favourable condition. Consider retaining the existing grassland and creating semi-improved grasslands by appropriate grassland management
6. Flooding	Surface flooding on Hampton Road and along edge of site
7. Contamination and other constraints	Electricity Transmission Line crosses site north east to south west parallel to A4189
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Open from Hampton Road, less visible from Henley Road
10. Can the site be visually screened adequately?	Yes
11.Is the site close to other residential property?	Closest residential property is 113m
12. How far away is the primary road network?	Has frontage onto A4189
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP services at Hampton Magna (1.1 miles) Budbrooke School (1.1 miles) Education: The Priority area school would be Budbrooke Primary School which is usually full or close to capacity so children looking for places in year could struggle. Children looking to enter in September would take priority over out of area children. Numbers within the Budbrooke priority area are falling although this will change with proposed housing in the area Two bus stops within recommended walking distance of 800m (68 bus service).

14. Is the potential site on previously developed land?	No
15. Access issues	Henley Road is 6.5m wide. There are no street lighting columns. Henley Road unsuitable at present to serve caravans due to access not being wide enough and visibility to west. Recommended that speed survey carried out to enable visibility splays to be reduced. Visibility to east is achieved but to west is just below standard. Access can be widened in general accordance with highway standards. Footway measures 1.5m in width. Suitable access can be made off Hampton Road.
16. Level site	Yes
17. Suitable size	1.6ha
18. Availability	Landowner very keen to promote site for Gypsy and Traveller use
19. Deliverability	Would be deliverable within 5 years except for green belt issue

GTalt04: Station Road, Hatton

GTalt04: Station Road, Hatton Assessment Criterion	Reason
1.Landscape character	Arden. Green Belt
2.Nature conservation designation	Potential Local Wildlife Site on adjacent land
3.Historical designation	Fieldsapes: Small irregular fields with curvilinear boundaries, probably piecemeal enclosure. Grade II Listed Building at Station House
4.Infrastructure requirements	
5. Ecology	
6. Flooding	Surface Water flooding on far eastern edge of site
7. Contamination and other constraints	Noise from railway likely to be an issue
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Open and visible
10. Can the site be visually screened adequately?	Not easily
11.Is the site close to other residential property?	Other residential properties opposite the site 27m away
12. How far away is the primary road network?	0.5 miles
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Budbrooke Medical Centre (3.8 miles) Fercumbe School (1.7 miles) Wolverton School, Norton Lindsey (2.4 miles) Claverdon School (3.7 miles) Education: The priority area school would be The Fercumbe CE Primary School which is usually over-subscribed. The next nearest school with places would be either Budbrooke Primary or Lapworth Primary. As this site would be some considerable distance from either, children could struggle to secure places on distance criteria There are no bus stops within recommended walking distance of 800m. 60 bus service – (irregular) 800m+; 511 bus service (irregular) 1600m Adjacent to railway station
14. Is the potential site on previously developed land?	No
15. Access issues	No street columns on Station Road. Station Road has carriageway width of 5m. There is no footway fronting or adjacent to site. Station Road is unsuitable to serve caravans due to lack of visibility. Visibility splays of 2.4m x 70m in both directions could not be achieved. Would require lower speed

	limit introduced to allow safe access
16. Level site	Yes
17. Suitable size	2.0ha
18. Availability	Owner expressed an interest in releasing land for residential development but site was considered unsuitable
19. Deliverability	Unsuitable for any residential use

GTalt05: Land west of Europa Way

GTalt05: Land west of Europa Way Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon
2.Nature conservation designation	
3.Historical designation	Fieldsapes: Very large post war fields
4.Infrastructure requirements	
5. Ecology	
6. Flooding	
7. Contamination and other constraints	Potential noise from Europa Way
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Could be well hidden from road but more open to views from the north west
10. Can the site be visually screened adequately?	Thin line of boundary trees which could be added to
11.Is the site close to other residential property?	Nearest farm is 385m
12. How far away is the primary road network?	150m to major interchange
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgery at Bishop's Tachbrook (1.5 miles) Schools at Bishop's Tachbrook (1.5 miles) St Margaret's (2.4 miles) St Joseph's (2.7 miles) Education: There is some limited capacity at Kingsway Primary School There are no bus stops within the recommended walking distance of 800m. 68 bus service 800m+ 77 bus service 800m+
14. Is the potential site on previously developed land?	No
15. Access issues	There is no existing access onto Europa Way to the site. There is no footway fronting or adjacent. Europa Way has high volume of traffic and can accommodate two way traffic flow. Subject to 50mph speed limit where visibility splays of 2.4m x 160m are required in both directions. In the southern direction visibility cannot be achieved due to roundabout; however visibility can be achieved to the roundabout where vehicles will be travelling cautiously. In the northern direction, visibility can be achieved. There have been accidents; 2 fatal, adjacent to the site within the last three years. The site is not suitable to serve caravans
16. Level site	Yes
17. Suitable size	0.7ha but not a suitable depth to provide for access and pitches
18. Availability	Would be made available
19. Deliverability	Not suitable because of shape of site

GTalt06: Land at Warwick Gates/Trident Park (junction of Heathcote Lane and Macbeth Approach)

GTalt06: Land at Warwick Gates/Trident Park (junction of Heathcote Lane and Macbeth	Reason

Approach) Assessment Criterion	
1.Landscape character	Dunsmore & Feldon
2.Nature conservation designation	
3.Historical designation	
4.Infrastructure requirements	
5. Ecology	
6. Flooding	Patches susceptible to surface water flooding dotted over site
7. Contamination and other constraints	Former landfill site (no documentary evidence) Line of TPO trees along Heathcote Lane frontage Warwick Gates employment land Potential housing allocation in new Local Plan – outline pp granted 02.08.13
8. Agricultural land quality	Grade 2
9. How visible and open in character is the site?	Open but slightly lower level than road
10. Can the site be visually screened adequately?	Not easily
11.Is the site close to other residential property?	The nearest property is opposite and 33m away
12. How far away is the primary road network?	Immediately adjacent
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Warwick Gates surgery (0.6 miles) Schools: St Margaret's, Whitnash St Joseph's, Whitnash Briar Hill, Whitnash Education: There is some limited capacity at Kingsway Primary School There are several bus stops within the recommended walking distance particularly on Heathcote Way. 68 bus service along Europa Way 77 bus service along Europa Way
14. Is the potential site on previously developed land?	No
15. Access issues	There is currently no access into the site, however, there are three potential accesses on Macbeth Approach, Heathcote Lane and Harbury Lane. Macbeth Approach is 7.2m wide, Heathcote Lane is 6.5m wide and Harbury Lane is 6.3m wide. There is a footway on Macbeth Approach and Heathcote Lane, however there is no footpath on Harbury Lane. The speed limit on Macbeth Approach is 30mph therefore visibility splays of 70m are required in both directions. Heathcote Lane is 40mph and therefore visibility splays of 120m are required in both directions. Harbury Lane is 50mph and therefore visibility splays of 160m are required in both directions. These can be achieved on all access roads. The proposed site is adjacent to Europa Way roundabout which has had a lot of accidents over the last five years. Heathcote Lane has also had accidents over the last five years especially at the junction with Heathcote Way. There was also a fatality along Heathcote Lane in 2003 which involved a vehicle speeding, losing control and colliding with an oncoming vehicle. Access is recommended to be taken off Macbeth Approach
16. Level site	Level but slightly lower than road
17. Suitable size	1.2ha potentially
18. Availability	The site has been granted outline planning permission for housing and is likely to be allocated in the Draft Local Plan
19. Deliverability	Not available due to other allocation

GTalt07: Field to west of Leicester Lane, Cubbington

GTalt07: Field to west of Leicester Lane, Cubbington Assessment Criterion	Reason
1.Landscape character	Arden. Green Belt
2.Nature conservation designation	
3.Historical designation	Fieldsapes: Large rectilinear fields with very straight boundaries and laid out in a regular pattern, certainly planned enclosure.
4.Infrastructure requirements	
5. Ecology	
6. Flooding	
7. Contamination and other constraints	
8. Agricultural land quality	Grade 2
9. How visible and open in character is the site?	Open to views from the west
10. Can the site be visually screened adequately?	Already well screened from Leicester Lane, but very open to views from west
11.Is the site close to other residential property?	Residential property adjoining boundary of site
12. How far away is the primary road network?	163m
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgery at Cubbington Road (1.1 miles) School at Telford Road (0.6 miles) Education: The priority area school would be Cubbington which is usually full or close to capacity so travellers looking for places in year (other than September admission) would be unlikely to be able to secure places. Travellers looking for places in September would take priority over out of area children and so would be likely to secure places. There is also a Catholic School in Cubbington which has some spare capacity There are no bus stops within the recommended walking distance of 800m
14. Is the potential site on previously developed land?	No
15. Access issues	The existing access into the site is unformalised and would need widening to 5m to accommodate caravans and large vehicles. Leicester Lane is 6.5m wide. There is no footway. The speed limit is 50mph therefore visibility splays of 160m in both directions required. The 160m can be achieved to the northeast, but not to the southwest due to overgrown vegetation. If this was cut back it would be possible.
16. Level site	Yes
17. Suitable size	2.1ha
18. Availability	Landowner will not consider sale or use of this land
19. Deliverability	Not without use of compulsory purchase powers.

GTalt08: Lower Cape

GTalt08: Lower Cape Assessment Criterion	Reason
1.Landscape character	Arden
2.Nature conservation designation	
3.Historical designation	Industrial. Post 1880's/pre 1955 complex. Marked on the OS 1st edition as a brick works.
4.Infrastructure requirements	
5. Ecology	
6. Flooding	
7. Contamination and other constraints	Allocated employment land
8. Agricultural land quality	N/A

9. How visible and open in character is the site?	Built up all around with employment and residential uses
10. Can the site be visually screened adequately?	No. Adjoins other industrial units and could not be screened
11. Is the site close to other residential property?	Opposite at 21m
12. How far away is the primary road network?	344m
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgery at Cape Road (0.5 miles) Schools: St Mary's (0.8 miles) All Saints (1.6 miles) Education: There are limited spaces available at Woodloes Primary School although numbers in Warwick are increasing significantly There are a number of bus stops within the recommended walking distance of 800m. G1 bus service (128m)
14. Is the potential site on previously developed land?	Yes
15. Access issues	There is no existing access on Lower Cape which measures 6m in width and is wide enough for two way traffic flow. There is a footpath 3m in width. The site is situated at the end of a cul-de-sac with no visibility required to the north east as no traffic will be coming from this direction. To the south west, visibility is acceptable. There are street light columns along Lower Cape. The road is lightly trafficked due to residential developments and is suitable
16. Level site	Yes
17. Suitable size	0.5ha
18. Availability	Planning permission has been obtained to demolish an existing building in 2013. It is part of the available employment land portfolio for the district
19. Deliverability	Not without use of compulsory purchase powers

GTalt09: Former Ridgeway School, Montague Road, Warwick

GTalt09: Former Ridgeway School, Montague Road, Warwick Assessment Criterion	Reason
1. Landscape character	Arden
2. Nature conservation designation	Potential Local Wildlife Site forms southern boundary
3. Historical designation	Civic and commercial (educational/industrial). Marked on the OS 1st edition as small rectilinear fields with straight boundaries
4. Infrastructure requirements	
5. Ecology	Former school grounds surrounded by housing and industrial units, Southern edge of site is bordered by Grand Union Canal. Linear trees around the site should be retained and Grand Union Canal Local Wildlife Site survey sections completed
6. Flooding	
7. Contamination and other constraints	Potential noise and air pollution from adjacent employment area to east and south Would require buffer to existing employment area. Noise may still remain an issue however
8. Agricultural land quality	N/A
9. How visible and open in character is the site?	Highly visible having been school and open playing fields
10. Can the site be visually screened adequately?	Unlikely
11. Is the site close to other residential property?	Residential property to north, east and west
12. How far away is the primary road network?	175m

13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgery at Brese Avenue (0.4 miles) School: All Saints (0.6 miles) Education: There are limited spaces available at Woodloes Primary School although numbers in Warwick are increasing significantly. The priority area schools would be Emscote Infant and All saint's CE Junior. Children living on the site would take priority over out of area children There are a number of bus stops within the recommended walking distance of 800m. 16 bus service adjacent to site
14. Is the potential site on previously developed land?	Yes
15. Access issues	There is an existing access on Montague Road. The access is 3.5m in width. There is an additional access where the petrol station is currently located. Montague Road measures 5.5m wide. There is a footway fronting both accesses. Coventry Road and Montague Road are both subject to 30mph speed limit where visibility splays of 2.4m x 70m are required in both directions. This can be achieved in both directions at both accesses. There are street lighting columns on both Coventry Road and Montague Road. There have been two accidents in the last three years in connection with the petrol station access onto Coventry Road, both involving shunts when vehicles turn into the site. Coventry Road serves a high volume of traffic daily and may be unsuitable if there is an increase in traffic movements. Montague Road is wide enough for two way traffic flow. It may be unsuitable as the road is residential with a high volume of on street parking
16. Level site	Yes
17. Suitable size	1.8ha
18. Availability	Local Plan residential site which will appear in the draft
19. Deliverability	Not without use of compulsory purchase powers

GTalt10: Land at Thwaites, Cubbington

GTalt10: Land at Thwaites, Cubbington Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon. Green belt
2.Nature conservation designation	
3.Historical designation	Fieldsapes: Large rectilinear fields with straight boundaries/Paddocks and closes. Small rectilinear fields associated with Glebe Farm. Evidence of ridge and furrow in this area suggests that this once formed medieval open fields.
4.Infrastructure requirements	
5. Ecology	
6. Flooding	Flood zones 2 and 3 through centre of site
7. Contamination and other constraints	Part allocated for employment as extension to existing operation to north of site
8. Agricultural land quality	Grade 3a
9. How visible and open in character is the site?	Currently very open
10. Can the site be visually screened adequately?	Unlikely
11.Is the site close to other residential property?	Farm opposite 90m
12. How far away is the primary road network?	1900m
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Education: The priority area school would be Cubbington which is usually full or close to capacity so travellers looking for places in year (other than September admission) would be unlikely to

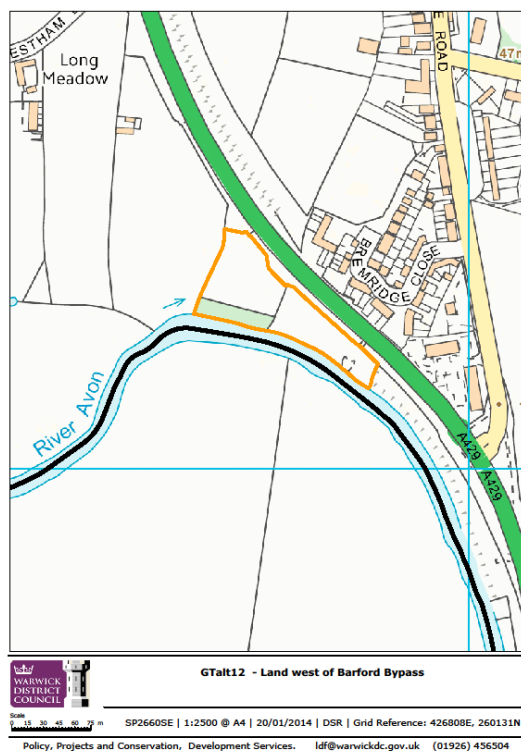
	<p>be able to secure places. Travellers looking for places in September would take priority over out of area children and so would be likely to secure places. There is also a Catholic School in Cubbington which has some spare capacity There are no bus stops within the recommended walking distance of 800m.</p>
14. Is the potential site on previously developed land?	No
15. Access issues	There is no footway fronting the site however there is a 5.5m wide verge. Welsh Road is 6.3m wide. The road is subject to 50mph speed limit although the limit reduces to 30mph on entering Cubbington village, therefore visibility splays of 160m are required in both directions which can be achieved. Welsh Road would be suitable to accommodate the vehicular movements associated with the site. The access should be positioned to ensure that it does not conflict with the visibility splays for Thwaites access at the north east corner of the site
16. Level site	Yes
17. Suitable size	5.4ha
18. Availability	Owners wish to retain this land for future expansion after flood alleviation measures are carried out
19. Deliverability	Not without use of compulsory purchase powers

GTalt11: Stoneleigh Showground

GTalt11: Stoneleigh Showground Assessment Criterion	Reason
1.Landscape character	Arden. Green Belt. Part Registered Park and Garden
2.Nature conservation designation	Local wildlife site surrounding buildings
3.Historical designation	Industrial: Post 1955 Industrial complex. The National Agricultural Centre comprising of the Royal Show grounds and offices. Mainly used as a business park. Marked on the OS 1st edition as Stoneleigh Park with some earthworks. Marked as Stoneleigh Park on Greenwood's map of 1822. Listed buildings on site.
4.Infrastructure requirements	Services available onsite
5. Ecology	
6. Flooding	Flood zone 2, 3, 3a and 3b surrounding buildings
7. Contamination and other constraints	Major developed site protected for specialist rural-based employment uses. Proposed HS2 line cuts through the site with serious noise issues. TPO's to southern end of site and one centrally
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Depending on where on the site it was located, the site is very open in character in the centre, but has vegetation around most of the boundary areas, including hedgerows
10. Can the site be visually screened adequately?	Would depend where on the site it was located
11.Is the site close to other residential property?	Closest residential properties adjacent to site boundary at 35m
12. How far away is the primary road network?	2.4 miles
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgery: Castle Medical Centre, Kenilworth (1.9 miles) Schools: Park Hill, Kenilworth (1.9ha) Wainbody Wood/Woodfield School, Coventry (3.2 miles) Finham School, Coventry (2.5 miles) Bishop Ullathorne, Coventry (2.6 miles) Education: The nearest school with places would possibly be Lillington Primary although the places within the schools priority

	area are on the increase There is a bus stop at the existing access. 539 bus service runs to east of site
14. Is the potential site on previously developed land?	Yes
15. Access issues	There is an existing access into the site currently serving Stoneleigh Park. The access is 17m wide with a verge island in the middle. Stoneleigh Road is 8.8m wide. There is no footway on Stoneleigh Road, although there are footways within the park. Stoneleigh Road is subject to a 50mph speed limit therefore visibility splays of 160m are required in both directions. At the existing access, 160m can be achieved to the left but only 130 to the right due to carriageway alignment. There have been a high number of accidents reported over the last 5 years at the access serving Stoneleigh park. The access would not be suitable, unless it can be demonstrated that vehicle movements generated by the development will not be a significant intensification of use
16. Level site	Mostly
17. Suitable size	96ha in total
18. Availability	Site is protected for specialist rural-based employment uses and is not available
19. Deliverability	Could not be delivered

GTalt12: Land off Barford By-pass



GTalt12: Land off Barford By-pass Assessment Criterion	Reason
1.Landscape character	Severn & Avon Vales
2.Nature conservation designation	River Avon is Local Wildlife site
3.Historical designation	Fieldsapes: Planned enclosure and Industrial: Post 1955 Industrial Complex, type unsure
4.Infrastructure requirements	Would need to be provided
5. Ecology	High distinctiveness scores for semi-natural grassland and

	<p>broad-leaved semi-natural woodland. Consists of two small fields between A429 and River Avon. Fields are mostly grassland and woodland along riverbank. To south along by-pass the site merges with roadside verge. To the west are open pastures. Across the by-pass from the site is the village of Barford. River Avon designated LWS with excellent associated habitats including sedge bed. Has some of the best examples of geomorphology along whole river. Important for habitats: otters have been recorded along this stretch of river.</p> <p>Retain site as semi-natural grassland extension along Barford by-pass and as a natural buffer between by-pass and river</p>
6. Flooding	Flood zone 2, 3, 3a and susceptible to surface water flooding along edge of site on bank of River Avon
7. Contamination and other constraints	None aware of
8. Agricultural land quality	Grade 2 and Grade 3
9. How visible and open in character is the site?	Open and visible currently
10. Can the site be visually screened adequately?	Yes
11. Is the site close to other residential property?	37.5m on opposite side of by-pass
12. How far away is the primary road network?	1.3 miles to J15 M40 and A46
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	<p>GP surgery: at Bishop's Tachbrook (2.6 miles) or Hampton Magna (2.9 miles)</p> <p>School: Barford (0.7 miles)</p> <p>Education: The priority area school, Barford St Peter's, is usually over-subscribed. The nearest school with places could be Woodloes Primary or Wellesbourne Primary</p> <p>There are two bus stops within the recommended walking distance of 800m. 18 and 18a bus service at 160m</p>
14. Is the potential site on previously developed land?	Partly?
15. Access issues	<p>There are two existing accesses on Barford By-Pass; neither are a suitable width for caravans and larger vehicles to access and pass each other. Barford By-Pass currently serves a high volume of traffic and can accommodate two way traffic flows. There is a footway measuring 1.5m in width. Barford By-Pass is subject to a 60mph speed limit where visibility splays of 2.4m x 215m are required in both directions, which can be achieved at both accesses. Within the last three years there has been one serious accident at the Wellesbourne Road junction. The By-pass can accommodate the increase in vehicular movement that will be generated by the site. Currently the existing accesses are not wide enough for the size of vehicles that will be entering the site. However, there is sufficient space for the accesses to be widened. The Highway Authority requires a width of 5.5m at the access with a 8m corner radii. Warwickshire County Council would not currently support creation of an access on Barford By-Pass to serve the type of development proposed</p>
16. Level site	Yes
17. Suitable size	0.9ha
18. Availability	Partly within the ownership of Warwickshire County Council (south) and partly privately owned (north). WCC would be willing to allow use for Gypsy and Traveller site; private landowner would not. It has since transpired that WCC has leased the land within its ownership to the Parish Council for a community orchard and riverside walk; this area will therefore be removed from further consideration
19. Deliverability	Only through the use of compulsory purchase order on private land

GTalt13: Land off Old Warwick Road

GTalt13: Land off Old Warwick Road Assessment Criterion	Reason
1.Landscape character	Arden. Green Belt
2.Nature conservation designation	
3.Historical designation	Fieldsapes: Piecemeal Enclosure. Small irregular fields with curvilinear boundaries with some reverse 'S' boundaries, probably piecemeal enclosure.
4.Infrastructure requirements	
5. Ecology	
6. Flooding	Surface water flooding on southern boundary
7. Contamination and other constraints	
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Open in character and visible
10. Can the site be visually screened adequately?	Possibly
11.Is the site close to other residential property?	Nearest cottages are 122.5m away
12. How far away is the primary road network?	1.6 miles
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgery: Lapworth (0.6 miles) Schools: Lapworth (0.7 miles) Education: There is limited capacity at Kingsway Primary There are no bus stops within the recommended walking distance of 800m. 60 bus service (irregular) 800m+
14. Is the potential site on previously developed land?	No
15. Access issues	There is no existing access to the site. Old Warwick Road measures 5.6m in width. There is no footway fronting or adjacent to the site. Old Warwick Road is subject to a 50mph speed limit where visibility splays of 2.4m x 160m is required in both directions. This cannot be achieved in either direction at any point due to the alignment of the carriageway. There are no existing street lighting columns along Old Warwick Road. Within the last three years there has been one slight accident caused by the brightness of the sun. Old Warwick Road is unsuitable to serve caravans due to the lack of visibility
16. Level site	Flat
17. Suitable size	6.3 ha
18. Availability	Land owner not willing to consider this use
19. Deliverability	Not without use of compulsory purchase powers

GTalt14: Land north of Fortress House, Stratford Road

GTalt14: Land north of Fortress House, Stratford Road Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon
2.Nature conservation designation	Local Wildlife Site along Fishers Brook on eastern boundary
3.Historical designation	Fieldsapes: Large Irregular Fields
4.Infrastructure requirements	
5. Ecology	
6. Flooding	Flood zone 3a. Flood zone 3 and 3b on northern third of site. Flood zone 2 along eastern quarter of site
7. Contamination and other constraints	Within Cordon Sanitaire of sewage works. Smells from sewage works. Noise from road
8. Agricultural land quality	Urban

9. How visible and open in character is the site?	Open beyond roadside screening
10. Can the site be visually screened adequately?	Yes
11. Is the site close to other residential property?	Residential properties are 55m to the north
12. How far away is the primary road network?	0.85 miles to J15 of M40 and A46
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgery: Chase Meadows (0.6 miles) Education: The nearest school with places is likely to be Woodloes Primary Schools: Newburgh School (0.5 miles) There are at least five bus stops within the recommended walking distance of 800m. 16 bus service
14. Is the potential site on previously developed land?	No
15. Access issues	There is an existing access on Stratford Road measuring 4m in width serving multiple dwellings. Stratford Road measures 6.5m in width, which is sufficient for two way traffic flow. There is a footway adjacent to the site measuring 3m in width. Stratford Road is subject to a 30mph speed limit where visibility splays of 2.4m x 70m are required in both directions. This can be achieved. There are existing street lighting columns on Stratford Road. Although Stratford Road could serve caravans and large vehicles, the access would need to be widened to accommodate these vehicles
16. Level site	Yes
17. Suitable size	3.8ha
18. Availability	Not checked as unsuitable to develop for residential use
19. Deliverability	Unsuitable for any residential use

GTalt15: Land r.o. department store, Leamington Retail Park

GTalt15: Land r.o. department store, Leamington Retail Park Assessment Criterion	Reason
1. Landscape character	Dunsmore & Feldon
2. Nature conservation designation	
3. Historical designation	Industrial: Post 1955 industrial complex. Part of the Heathcote Industrial Estate at Leamington Spa. First marked on modern OS maps. Marked on the OS 1st edition as large rectilinear fields with straight boundaries, probably planned enclosure.
4. Infrastructure requirements	
5. Ecology	
6. Flooding	Surface water flooding across southern half of site and a smaller area in eastern half
7. Contamination and other constraints	
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Mixed
10. Can the site be visually screened adequately?	Yes
11. Is the site close to other residential property?	Closest is at some distance from site boundary 540m
12. How far away is the primary road network?	0.7 miles
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgery: Waterside Medical Centre (1.3 miles) Schools: Kingsway (0.9 miles) Education: There is some limited capacity at Kingsway Primary School

	There are four bus stops within the recommended walking distance of 800m; 77 bus service (88m), 68, 60 and 69 bus service (428m)
14. Is the potential site on previously developed land?	Yes
15. Access issues	There is currently no existing access to the site. Apollo Way is 7.1m wide and Olympus Avenue is 7.2m wide. There is a high volume of on-street parking on both roads. The footway along Apollo Way and Olympus Avenue are subject to a 30mph speed limit, therefore visibility splays of 70m are required in both directions. The required visibility splays cannot be achieved in both directions on Apollo Way due to carriageway alignment, but can be achieved on Olympus Avenue. It is therefore recommended that the access is situated on Olympus Avenue as the visibility splays can be achieved in both directions
16. Level site	Fairly
17. Suitable size	1.6 ha
18. Availability	Not a suitable location
19. Deliverability	Not without compulsory purchase

GTalt16: Coventry & Warwickshire Gateway

GTalt16: Coventry & Warwickshire Gateway Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon. Green Belt
2.Nature conservation designation	Local Nature sites/ancient woodland on part of site
3.Historical designation	Industrial: Post 1955 Industrial Complex; Modern industrial complex. This area appears to have previously formed part of the civil and military Coventry Airfield. Marked on the OS 1st edition as large rectilinear fields with straight and curvilinear boundaries, possibly planned enclosure. Settlement: Farm Complex pre 1880s - Historic Farmstead. Marked on the 2nd edition is 'Lodge Farm'. The 2nd edition shows a loose L-plan with detached buildings to the third and fourth sides. Additional detached elements also present. Potential archaeology on site
4.Infrastructure requirements	
5. Ecology	
6. Flooding	Parts of site are in Flood Zones 2 and 3
7. Contamination and other constraints	Possible contamination from former uses
8. Agricultural land quality	One small area of land on north-western edge of site has agricultural land classification of Grade 3a – remainder unclassified
9. How visible and open in character is the site?	Mixed
10. Can the site be visually screened adequately?	Parts of the site could be screened adequately
11.Is the site close to other residential property?	Adjacent to boundary of site in parts
12. How far away is the primary road network?	Immediately adjacent
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgeries: Green Lane, Coventry, Cheylesmore, Coventry Schools: All in Coventry: Finham school to the west of the site, Baginton Fields special school to the north of the site, Stretton school to the north east of the site, Chace school to north east of the site, St Annes Catholic school to north east of site, Alice Stevens school to north of site, Whitley Abbey school to north of site Education: The priority area school would be Priorsfield in Kenilworth. The school is usually oversubscribed. If children are

	<p>looking for places in September they could have problems securing places on distance criteria. The nearest school likely to be able to take in year would be Provost Williams in Ryton on Dunsmore. However, it should be noted that Provost Williams School already takes a large number of traveller children</p> <p>North of airport: There are three bus stops within the recommended walking distance of 800m</p> <p>South of airport: There are no bus stops within the recommended walking distance on Bubbenhall Road, however there are several on Siskin Drive.</p> <p>539 bus service available to serve the south western part of the site</p> <p>538 (infrequent) bus service available to serve the south eastern part of the site</p> <p>If permission was granted and the site developed, the employment site may provide new public transport services, but these are by no means certain at this stage</p>
14. Is the potential site on previously developed land?	Largely
15. Access issues	<p>North of airport: There are currently two existing accesses into the site one on either side of Rowley Road currently used for accessing farmland. Rowley Road varies in width from 9.2m to 9.6m. There is a footway on the southern side of Rowley Road which is 1m wide. The speed limit on Rowley Road is National Speed Limit (60mph) but decreases to 30mph heading west toward Coventry Road where there are existing dwellings. Therefore, visibility splays of 215m are required where the speed limit is 60mph and 70m where the speed limit is 30mph. Visibility splays can be achieved in both directions at any point along Rowley Road. Rowley Road is wide enough to accommodate the vehicles that are likely to be associated to the site and is also wide enough to have a right/left turn lane into the site. The site is also in close proximity to the A46.</p> <p>South of airport: There is currently no existing access into the site although an access could be situated on Bubbenhall Road or Siskin Drive. Bubbenhall Road varies in width from 4m to 4.6m and also has an adversely aligned number of bends. Siskin Drive is 16.5m wide with a central reservation so a dual carriageway. There is no footway on Bubbenhall Road but there is a footway on the western side of Siskin Drive. The speed limit on Bubbenhall Road is 50mph therefore, visibility splays of 160m are required in both locations which cannot be achieved due to carriageway alignment and overgrown vegetation. Siskin Drive is subject to the National Speed Limit (60mph) therefore, visibility splays of 215m are required which can be achieved in both directions at various points. Siskin Drive would be more suitable to serve the site. Bubbenhall would not be suitable</p>
16. Level site	Mostly
17. Suitable size	300ha in total
18. Availability	Very uncertain. Planning application was called in by Secretary of State and the results will not be available before publication of this document in April 2014. The future of the site and availability for a Gypsy and Traveller site is therefore very uncertain
19. Deliverability	As 18 above

GTalt17: Sydenham Industrial Estate

GTalt17: Sydenham Industrial Estate (any vacant units) Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon

2. Nature conservation designation	
3. Historical designation	
4. Infrastructure requirements	
5. Ecology	
6. Flooding	Areas of surface water flooding throughout the site
7. Contamination and other constraints	
8. Agricultural land quality	Urban
9. How visible and open in character is the site?	No, industrial land
10. Can the site be visually screened adequately?	Not from other parts of site
11. Is the site close to other residential property?	Residential properties border the site on most boundaries
12. How far away is the primary road network?	670m
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	<p>GP surgery: Croft Medical Centre</p> <p>Schools: Depends on site location within this area; Clapham Terrace Community school on north west side, St Anthony's Catholic school on north east side, Sydenham school to east of site, Whitnash school to south west of site, Shrubland Street Community school to west of site.</p> <p>Education: Children would be looking to secure places either at St Anthony's Catholic Primary or Sydenham Primary School. Both schools are popular and St Anthony's is usually over-subscribed. In year admissions could be problematic but applications for September starts would probably be successful on distance criteria</p> <p>There are several bus stops within the recommended walking distance of 800m. 12 bus service runs to south and north east of site, U1 bus service runs to south and north east of site, U2 bus service runs to south and north east of site, 67 bus services runs to south and north east of site</p>
14. Is the potential site on previously developed land?	Yes
15. Access issues	There are currently two existing accesses into the site on Sydenham Drive. Berrington Road is 7.3m wide and St Mary's Road is 7.5m wide. Sydenham Drive has a right turn lane into both Berrington Road and St Mary's Road. The speed limit on all roads is 30mph therefore, visibility splays of 70m are required which can be achieved in both directions at both accesses. Since 2010, there has been one accident associated to the site which was serious involving a car pulling out of Berrington Road and colliding with another vehicle. All three roads are capable of accommodating the type of vehicles likely to be associated with the site. The right turn lanes on Sydenham Drive allow for vehicles to pass vehicles waiting to turn into the site
16. Level site	Yes
17. Suitable size	18.7ha (whole site)
18. Availability	Unknown. Many individual units but as this site is an industrial site, it is not suitable for residential uses, particularly for caravans which are vulnerable to noise
19. Deliverability	Only where there are vacant units, but location not suitable

GTalt18: Land off Stoneleigh Road, Baginton

GTalt18: Land off Stoneleigh Road, Baginton Assessment Criterion	Reason
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1.Landscape character	Arden. Green Belt
2.Nature conservation designation	
3.Historical designation	Orchards and Allotments: Nursery. Marked as Stags Head Farm on modern OS maps. A building is marked here on the OS 1st, 2nd and 1955 edition maps, probably a farm.
4.Infrastructure requirements	
5. Ecology	Area of former grassland now covered in horticultural glasshouses and poly tunnels. Site has few remaining areas of grassland but consists mostly of manmade structures. To north and west along a diagonal boundary line is broad-leaf plantation which appears to have been overplanted on the original grassland. South of site are arable fields and pasture. Consideration should be given to retaining plantation woodland, hedgerows and grassland around the site
6. Flooding	Two small areas subject to surface water flooding
7. Contamination and other constraints	Intact hedgerows on two boundaries and hedgerow with trees on third boundary
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Partially
10. Can the site be visually screened adequately?	Yes
11.Is the site close to other residential property?	Farm adjoining boundary and cottages at 99m
12. How far away is the primary road network?	1.6 miles
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgeries: Green Lane, Coventry (3.1 miles) Cheylesmore, Coventry (3.9 miles) Schools: Finham school (2.8 miles), Other Coventry schools further to travel; Baginton Fields special school Stretton school Chace school St Annes Catholic school Alice Stevens school Whitley Abbey school Cubbington school (3.9 miles) Education: The priority area school would be Priorsfield in Kenilworth. The school is usually oversubscribed. If children are looking for places in September they could have problems securing places on distance criteria. The nearest school likely to be able to take in year would be Provost Williams in Ryton on Dunsmore. However, it should be noted that Provost Williams School already takes a large number of traveller children. There are no bus stops within the recommended walking distance of 800m. 539 bus service at 800m+
14. Is the potential site on previously developed land?	Yes
15. Access issues	There are currently two accesses into the site on Stoneleigh Road and Bubbenhall Road. The access on Stoneleigh Road is 4.5m wide and the access onto Bubbenhall Road is 3.5m wide. Bubbenhall Road is 4m wide and Stoneleigh Road is 7m wide and both are adversely aligned with a number of bends. There is no footway at either access. The speed limit on Bubbenhall Road is 50mph, therefore visibility splays of 160m are required in both directions which cannot be achieved due to carriageway alignment and overgrown vegetation. The speed limit on Stoneleigh Road is 60mph and therefore visibility splays of 215m are required in both directions. Full visibility can be achieved to the right, however, visibility is obstructed to the left due to overgrown vegetation and the bend in the carriageway reduces visibility to 150m. The site would not be currently suitable for the proposed development due to the carriageway

	alignment of both roads and the width of accesses
16. Level site	Yes
17. Suitable size	2.5ha
18. Availability	Not a suitable site
19. Deliverability	Not without compulsory purchase

GTalt19: Warwick Castle Park

GTalt19: Warwick Castle Park Assessment Criterion	Reason
1.Landscape character	Arden. Registered Park and Garden with River Avon flowing through
2.Nature conservation designation	River Avon is Local Wildlife site. Areas of trees subject to preservation orders Conservation Area
3.Historical designation	Grade 1 Registered Park and Garden originally the grounds of and now the setting of Warwick Castle (Grade 1 Listed Building). Designed landscape. Core part of the park on the south and east of the river Avon. Conservation Area
4.Infrastructure requirements	
5. Ecology	
6. Flooding	Large areas susceptible to surface water flooding. Large part of site in flood zones 2, 3 3a and 3b
7. Contamination and other constraints	Conservation Area Huge impact on historic environment and Grade 1 Registered Park and Garden
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Well screened from outside the site. Open within the site with pockets of less open landscape
10. Can the site be visually screened adequately?	Yes
11.Is the site close to other residential property?	Residential properties border the site boundary to the north, north east and north west
12. How far away is the primary road network?	827m from the closest part of the site
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgery: Cape Road (0.8 miles) School: Westgate (0.5 miles) Education: The nearest schools with places is likely to be Woodloes Primary although numbers in Warwick are increasing significantly There are a number of bus stops within the recommended walking distance of 800m. 68 bus service passes site. 16,18 and 18a within 180m
14. Is the potential site on previously developed land?	On cultivated and managed landscape
15. Access issues	There is an existing access to the site on Bridge End. Potential access could be situated on Banbury Road. Bridge End is not suitable to accommodate large vehicles or caravans. However, Banbury Road could be suitable as it is a main road serving a high volume of traffic. There is no footway fronting or adjacent to the site on Bridge End. Banbury Road is subject to a 50mph speed limit where visibility splays of 2.4m x 160m are required in both directions. This can be achieved at various points. There are street lighting columns on part of Banbury Road. The existing access on Bridge End is unsuitable to serve caravans and large vehicles; however Banbury Road could be suitable at various points. Banbury Road is highly trafficked, therefore it is recommended that a left hand turn lane is implemented
16. Level site	Varies
17. Suitable size	320ha in total
18. Availability	Not available and highly unsuitable

19. Deliverability	Not without compulsory purchase
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GTalt20: Land off Ranelagh Street, Royal Leamington Spa

GTalt20: Land off Ranelagh Street, Royal Leamington Spa Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon
2.Nature conservation designation	Canal is a Local Wildlife Site
3.Historical designation	Industrial. Pre 1880's Industrial complex. Marked at foundry on OS 1 st edition, marked as industrial site on modern OS maps
4.Infrastructure requirements	Services already available
5. Ecology	
6. Flooding	Major part of site susceptible to surface water flooding
7. Contamination and other constraints	Contamination due to industrial use Adjacent to canal
8. Agricultural land quality	Urban
9. How visible and open in character is the site?	Currently built out site
10. Can the site be visually screened adequately?	Not currently
11.Is the site close to other residential property?	Residential properties along western and southern site boundaries
12. How far away is the primary road network?	1.1 miles
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	Education: Possible places at Shrubland Street or Kingsway Primary There are a number of bus stops on Brunswick Street. G1 bus service within 111m
14. Is the potential site on previously developed land?	Yes
15. Access issues	Access into the site can be achieved on Ranelagh Street or Clarence Street. Ranelagh Street and Clarence Street are both 9m wide. Both streets and surrounding streets have a high volume of on street parking. There is a footway on both streets which is 1.8m wide. Both streets and surrounding streets are subject to a speed limit of 30mph, therefore visibility splays of 70m are required in both directions. Full visibility can be achieved at both accesses onto Brunswick Street in both directions. Although both Ranelagh Street and Clarence Street are both wide enough to accommodate the type of vehicles likely to be associated to the site, due to the high volume of traffic on Brunswick Street, the proposed site is unlikely to be suitable
16. Level site	Yes
17. Suitable size	2.6ha total site area
18. Availability	Current owners have been on this site for many years and have no plans to relocate
19. Deliverability	Not deliverable

GTalt21: Field SE of Leamington Golf & Country Club

GTalt21: Field SE of Leamington Golf & Country Club Assessment Criterion	Reason
1.Landscape character	Dunsmore & Feldon
2.Nature conservation designation	
3.Historical designation	Fieldsapes: Planned enclosure. Large rectangular fields with straight boundaries
4.Infrastructure requirements	

5. Ecology	
6. Flooding	Surface water flooding potential along extreme northern boundary
7. Contamination and other constraints	High Pressure Gas Main runs through the middle of the site. Including buffer area, none of this site remains available for development Intact hedgerow runs along southern boundary
8. Agricultural land quality	Grade 3
9. How visible and open in character is the site?	Open and visible from lane and footpath
10. Can the site be visually screened adequately?	Yes
11. Is the site close to other residential property?	Closest is 111m but others much further away
12. How far away is the primary road network?	1.6m
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgery: Whitnash Medical Centre (0.9 miles) Schools: St Margaret's School (0.8 miles) Briar Hill School (0.8 miles) St Joseph's Catholic School (1 mile) Education: Places in area already extremely limited. Would be dependent on future build in the area There are no bus stops within the recommended walking distance of 800m. G1 bus service is 1530m away
14. Is the potential site on previously developed land?	No
15. Access issues	There is an existing access into the site to the rear of the golf course which is 3.5m wide. Golf Lane varies in width from 4.5m to 3m and is also in a fairly poor condition with pot holes. There is no footway on Golf Lane. Golf lane is subject to a 30mph speed limit therefore visibility splays of 70m are required. As the site is situated at the end of Golf Lane, visibility is only required to the left which cannot be achieved due to overgrown vegetation. Due to the width and condition of Golf Lane, it would currently be unsuitable for the type of vehicles likely to be associated to the site
16. Level site	Yes
17. Suitable size	1.5ha
18. Availability	Regardless of availability, this site is not suitable for any development
19. Deliverability	Unsuitable due to High Pressure Gas Main

GTalt22: Extend existing caravan site at Warwick Racecourse

GTalt22: Extend existing caravan site at Warwick Racecourse Assessment Criterion	Reason
1. Landscape character	Arden
2. Nature conservation designation	Local Wildlife Site
3. Historical designation	Conservation Area. Designed landscape. Marked on Greenwood's map of 1822. Marked on OS 1 st edition onwards. Also marked as Lammas Field
4. Infrastructure requirements	
5. Ecology	
6. Flooding	Small area susceptible to surface water flooding on south west corner of existing site
7. Contamination and other constraints	Conservation Area
8. Agricultural land quality	Largely urban with a small area of Grade 3 on the western boundary
9. How visible and open in character	Very open being part of the racecourse land

is the site?	
10. Can the site be visually screened adequately?	Not easily or adequately
11. Is the site close to other residential property?	97m to residential properties on Hampton Street
12. How far away is the primary road network?	1 mile
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgery: Cape Road (0.7 miles) Schools: Westgate School (0.3 miles) St Mary Immaculate Catholic School (0.3 miles) Education: The nearest schools with places is likely to be Woodloes Primary although numbers in Warwick are increasing significantly A number of bus stops are within the recommended distance for walking of 800m. 16 bus service is 107m
14. Is the potential site on previously developed land?	Yes
15. Access issues	There is an existing access to the caravan site opposite Crompton Street, the existing access serves horse boxes and caravans already so would cope with larger vehicles. Friars Street measures 7m in width, which can serve two way traffic flows. Bread and Meat Close measures 6m in width and can serve two way traffic flows. There is a footway adjacent to the existing access which measures 2m in width. Visibility can be achieved in both directions from the existing access and no known accidents have taken place. There are street lighting columns present on both Hampton Road and Friars Street. Warwick Racecourse has an existing caravan site and therefore access is suitable for large vehicles and caravans
16. Level site	Yes
17. Suitable size	1.1ha
18. Availability	Camping & Caravan Club site
19. Deliverability	Unsuitable for Gypsy and Traveller site

GTalt23: Althorpe Street Industrial Estate

GTalt23: Althorpe Street Industrial Estate (any vacant units) Assessment Criterion	Reason
1. Landscape character	Dunsmore & Feldon
2. Nature conservation designation	Canal to south is Local Wildlife Site
3. Historical designation	Industrial: Post 1955 industrial complex. First marked on modern OS maps. Marked on the OS 1 st edition as part of the historic core of Royal Leamington Spa
4. Infrastructure requirements	Services available on site
5. Ecology	
6. Flooding	Large area susceptible to surface water flooding
7. Contamination and other constraints	Railway runs along much of the boundary to the north and east with resultant noise issues, especially for caravans which are more vulnerable in this regard Industrial sites are not considered suitable locations for residential use and as caravans are more vulnerable to noise for example, this is a particularly unsuitable location
8. Agricultural land quality	Urban
9. How visible and open in character is the site?	Industrial site
10. Can the site be visually screened adequately?	Not from other units
11. Is the site close to other residential property?	Residential property in close proximity on all boundaries except to south where canal separates from the site

12. How far away is the primary road network?	0.6 miles
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgery: Waterside Medical Centre (0.1 miles) Schools: Kingsway Community Primary School (0.8 miles) St Patrick's Catholic School (0.7 miles) Education: Possible places at Clapham Terrace Primary There are a series of bus stops on High Street within the recommended walking distance of 800m. 12, U1, U2, 63,64, 67 bus services all within 100m
14. Is the potential site on previously developed land?	Yes
15. Access issues	Althorpe Street can be accessed via High Street or Cumming Street. Althorpe Street is 8.8m wide and has a high volume of on-street parking. There is a footway on both sides of Althorpe Street which is 1.8m wide. Althorpe Street has a straight alignment therefore visibility splays can be achieved along the road. Also visibility splays of 70m can be achieved in both directions at the junction onto High Street. Although there have been no accidents in the last five years on Althorpe Street, there have been a high number of accidents on High Street. Although Althorpe Street could be suitable, due to the high volume of traffic and accidents on High Street, the potential increase in vehicles generated by the site may be detrimental to highway safety, depending on the size of the site proposed
16. Level site	Yes
17. Suitable size	1.6ha (total site)
18. Availability	Although individual units may become available, they would not be of a size to accommodate Gypsy & Traveller pitches and this is in any case, not a suitable location
19. Deliverability	Not deliverable

GTalt24: Land at A46 junction at Sherbourne Roundabout

GTalt24: Land at A46 junction at Sherbourne Roundabout Assessment Criterion	Reason
1.Landscape character	Severn & Avon Vales
2.Nature conservation designation	
3.Historical designation	Fieldsapes: Very large post war fields. Large number of monuments in this area
4.Infrastructure requirements	
5. Ecology	
6. Flooding	The whole site is within flood zones 3, 3a and 3b. the whole site is also susceptible to surface water flooding
7. Contamination and other constraints	Adjoining Sherbourne Conservation Area Noise from A46 and M40 would be a major issue
8. Agricultural land quality	Grade 2
9. How visible and open in character is the site?	Very open and at a lower level than the surrounding road system, other than Watery Lane
10. Can the site be visually screened adequately?	Would be very difficult to achieve
11.Is the site close to other residential property?	Closest part of site to residential property in Sherbourne is 35m
12. How far away is the primary road network?	Immediately adjacent to J15 of M40 and A46
13. Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?	GP surgery: Chase Meadow Medical Centre (2 miles) School: Barford St Peter's School (1 mile) Education: The nearest schools with places is likely to be Woodloes Primary although numbers in Warwick are increasing significantly There are three bus stops within recommended walking

	distance.
14. Is the potential site on previously developed land?	No
15. Access issues	There is an existing access on Watery Lane in the south west corner of the site. The farm access is 6m in width with a gate set back of 7.5m from the near edge of the public highway. Watery Lane measures 5m in width and can accommodate two way traffic flows. There is no footway fronting the site. Watery Lane is subject to a 40mph speed limit, where visibility splays of 2.4m x 120m are required in both directions. This can be achieved at the existing access. There are no existing street lighting columns along Watery lane. Within the last three years there have been three accidents at the junction from the A429 into Watery Lane involving rear shunts. There is a substantial amount of flooding on the site. There are good network links to the M40 and A46
16. Level site	Yes
17. Suitable size	8.9ha in total
18. Availability	This site suffers from permanent flooding and is unsuitable for any type of development. It also suffers excessive levels of noise totally incompatible with residential use of any kind
19. Deliverability	Not deliverable

With reference to these results and those of the Sustainability Appraisal, the sites have been included in the following assessment summary table

Table of Sites in Summary

Site originally published in 'Options' consultation document

Site	Green Belt?	PD land?	Red/Amber /Green	Commentary
GT01 Land adj. Cobalt Centre, Siskin Drive	Yes	No	Red	<ul style="list-style-type: none"> • Green belt site • Within the planning application boundary of the Gateway employment site and is annotated as landscaping. It would create a valuable buffer between built development and the Siskin Bird Sanctuary on the eastern boundary • Council is committed to the Gateway scheme • Site would not be deliverable if Gateway proceeds • Uncertainty over availability • Partially in Flood Zones 2 and 3 • Smells emanating from sludge lagoons to the south • Noise from nearby A46 and major highway interchange • Access issues requiring third party agreement
GT02 Land abutting Fosse Way at junction with A425 (part)	No	No	Green	<ul style="list-style-type: none"> • Not in Green Belt • Area reduced to two fields on west of Fosse Way • Access from Fosse Way possible if visibility splays achieved • Immediate access to popular route for Gypsies and Travellers • Wholly within low risk flood zone 1 and is sequentially preferable • Grade 3 and 3a agricultural land
GT03 Land at Barnwell Farm	No	No	Red	<ul style="list-style-type: none"> • High pressure gas mains affect all but centre of site which is poultry farm and precludes development • Mostly within Flood Zone 3
GT04 Land at Harbury Lane/Fosse Way (part)	No	?	Green	<ul style="list-style-type: none"> • Not in Green Belt • Football ground retained as developable area • High pressure gas mains affect large parts of the site on the east and west • Excluded areas affected by Local Wildlife Sites: Whitnash Brook Local Wildlife Site (LWS), potential LWS at Fosse Farm,

				<ul style="list-style-type: none"> potential LWS adj. to railway cutting Excluded area in Flood Zone 3 near Bridle Farm Avoiding historic landfill site at Hobson's Choice
GT05 Land at Tachbrook Hill Farm (part)	No	No	Green	<ul style="list-style-type: none"> Not in Green Belt Lies within Flood Zone 1 and therefore sequentially preferable Site area reduced to avoid noise from major roads, high pressure gas main on southern part of site and farm complex Close to primary road network
GT06 Land at Park Farm/Spinney Farm (part)	No	No	Amber	<ul style="list-style-type: none"> Not in Green Belt May cause problems for viable agricultural unit Proximity to Grade 1 Listed Park and Garden at Castle Park Contamination issue related to former landfill site on western third of site reduces developable area May be noise issue connected with proximity to Warwick By-Pass in part Lies within Flood Zone 1 and therefore sequentially preferable Access should be achievable north of Park Farm
GT07 Land at Stoneleigh Road, Baginton	Yes	Partially	Red	<ul style="list-style-type: none"> Green Belt Only two fields were found to be worth consideration through 'villages' consultation and these are too close to Coventry airport where noise vulnerable caravans should not be located Insurmountable access issues
GT08 Depot to west side of Cubbington Heath Farm	Yes	Yes	Amber	<ul style="list-style-type: none"> Green Belt land, but previously developed Possible historic filling of old quarry and potential contamination from storage of road salt Potential impact on local wildlife Wholly within Flood Zone 1 and therefore sequentially preferable Within 1000m of HS2 Located on sandstone so would need additional assessment to ensure no risk to groundwater Access should be achievable Grade 2 agricultural land More remote than some sites
GT09 Land to north east of M40	No	No	Red	<ul style="list-style-type: none"> Includes River Avon LWS and Greys Mallory potential LWS Grade 2 Listed Building – Greys Mallory

				<ul style="list-style-type: none"> • Ordinary watercourse runs through centre of site which has not been modelled for potential flood risk • Historic landfill in west of site with potential mobilisation of contaminants within groundwater • Road noise from M40 • Serious access issues • High pressure gas main cuts through south east corner of site • Part grade 2 agricultural land
GT10 Land at Tollgate House and Guide Dogs National Breeding Centre	No	Yes	Red	<ul style="list-style-type: none"> • Serious access issues • landfill site on eastern corner • Noise issues close to M40 • Sensitivity of existing use • Wiggerland Wood potential LWS • Tach Brook failing in its objectives under Water Framework Directives due to high levels of phosphates
GT11 Land at Budbrooke Lodge, Racecourse and Hampton Road (part)	No	No	Amber	<ul style="list-style-type: none"> • Not in the Green Belt • Reduced site area due to areas in Flood Zone 3 and potential road noise issues from A46 • Gog Brook modelled so confident of extent of floodplain • Uncertainty over impact on racecourse and Budbrooke Lodge • Includes Gog Brook LWS • Immediately adjacent to local services and facilities at Chase Meadow • Edge of urban area • Close to primary road network • Good pedestrian access • Vehicular access may be achievable but Budbrooke Lodge access preferred • May be able to connect to main sewers serving Chase Meadow
GT12 Land north and west of Westham Lane (area of search) (part)	No	No	Green	<ul style="list-style-type: none"> • Not in Green Belt • Reduced area to allow viable agricultural use of remainder and avoiding areas in Flood Zone 3 • Site immediately adjacent to services and facilities in Barford • Close to primary road network

GT13 Kites Nest Lane, Beausale	Yes	No	Red	<ul style="list-style-type: none"> • Green Belt • Unauthorised Gypsy and Traveller site has been subject of retrospective planning applications and two subsequent appeals, both dismissed • Remote from services and facilities • Remote from primary road network • High quality landscape • Access issues
GT14 Warwick Road, Norton Lindsey	Yes	Yes	Red	<ul style="list-style-type: none"> • Green Belt • Potential contamination from former use as poultry farm • Remote from primary road network • Some access issues • Very awkward shaped site to develop for one or two pitches
GT15 Land east of Europa Way (part)	No	No	Green	<ul style="list-style-type: none"> • Not in Green Belt • Site area reduced to take account of flooding • Well screened • Close to primary road network • Close to edge of urban area, facilities and services • WCC owned land which can be made available • Deliverable • Access should be achievable
GT16 Land west of A429 Barford (small site)	No	No	Red	<ul style="list-style-type: none"> • Flood Zone 3 • Drainage area for Barford By-Pass
GT17 Service area west of A46 Old Budbrooke Way	Yes	Yes	Red	<ul style="list-style-type: none"> • Green Belt • Highways Agency will not allow new access or the existing access to be utilised for an additional use • Acute noise and air quality issues from A46 • Remote from services and facilities
GT18 Service area east of A46 Old Budbrooke Way	No	Yes	Red	<ul style="list-style-type: none"> • Highways Agency will not allow new access or the existing access to be utilised for an additional use • Acute noise and air quality issues from A46
GT19 Land off Birmingham Road, Budbrooke (part)	Yes	Yes	Green	<ul style="list-style-type: none"> • Green Belt but previously developed land • Site area reduced to avoid other existing uses and retain viability of remaining unit • Possible use of existing access points

				<ul style="list-style-type: none"> • Close to primary road network • Services available on site as currently used by Caravan and Camping Club
GT20 Land at J15 of M40	Yes	Partially	Red	<ul style="list-style-type: none"> • Green Belt • Part of River Avon LWS and potential LWS • Impact concerns on wildlife • Not desirable in terms of potential impact on water environment • Warwickshire Habitat Alert Site and pond • Large proportion of site in Flood Zone 3 • Noise and air quality issues from surrounding road network including M40 and A46 and new road system with roundabout at Sherbourne • Hedgerow retention notice 69m from eastern boundary • Highly visible being set lower than surrounding roads • Access unlikely to be achievable • Remote from services and facilities and no pedestrian access

Alternative Sites suggested through Options Consultation

Site	Green Belt?	PD land?	Red/Amber /Green	Commentary
GTalt01 Brookside Willows, Banbury Road	No	Yes	Green	<ul style="list-style-type: none"> • Not in Green Belt • Has planning permission for holiday caravan site • Close to edge of urban area • Well screened • New access created with turning lane from Banbury Road to highway standards for caravan park • Flooded watercourses drain to road rather than onsite • Planning conditions on existing permission deal with issues of contamination from landfill • Landfill details/potential risks known from previous work carried out for planning application • Existing pedestrian access • Close to primary road network

GTalt02 Land off Rugby Road, Cubbington	Yes	Yes	Amber/Red	<ul style="list-style-type: none"> • Green Belt but previously developed • North Cubbington Wood is replanted ancient woodland • Some surface water flooding on small area in south east corner • Remote from services and facilities • Existing access likely to be suitable to serve site, but visibility splays may not be achievable and intensified use of site may be detrimental to public highway safety. Speed survey would be required if progressing this site • Landowner considers unlikely to be viable as would include purchase of North Cubbington Wood as well as timber yard business
GTalt03 Henley Road//Hampton Road	Yes	No	Green	<ul style="list-style-type: none"> • Access achievable along Hampton Road • On public transport route • Pedestrian access • Landowner very keen to promote site for this use • Available and deliverable
GTalt04 Station Road, Hatton	Yes	No	Red	<ul style="list-style-type: none"> • Green Belt • High landscape area • Station House Grade II Listed Building • Noise from railway • Surface water flooding along eastern edge • Remote from all services and facilities • Station Road unsuitable to serve caravans • Access could not be achieved • Already assessed for residential use and found unsuitable
GTalt05 West of Europa Way	No	No	Red	<ul style="list-style-type: none"> • No existing access and difficult to achieve • Narrow site which, once access road taken out of site area, would leave no space for pitches. Site has insufficient depth • Site is not suitable for caravans in access terms
GTalt06 Land at Warwick Gates/Trident park (junction of Heathcote Lane with Macbeth Approach)	No	No	Red	<ul style="list-style-type: none"> • Site currently allocated as employment land • Site is likely to be allocated for residential development in Draft Local Plan • Access only off Macbeth Approach would be restricted to conventional housing site
GTalt07	Yes	No	Red	<ul style="list-style-type: none"> • Green Belt

Field west of Leicester Lane, Cubbington				<ul style="list-style-type: none"> • High landscape value • Open to views from west • Difficult to achieve access • Restrictive covenant on land to resist development
GTalt08 Employment Land, Lower Cape, Warwick	No	Yes	Red	<ul style="list-style-type: none"> • Allocated employment land and part of district's employment land portfolio • Industrial estates are not suitable for any type of residential use • Planning permission has been recently granted to develop this part of the site for employment use
GTalt09 Former Ridgeway School, Montague Road	No	Yes	Red	<ul style="list-style-type: none"> • Potential noise and air pollution from adjacent employment area which would impact on caravans • Potential LWS on southern boundary • Likely to be allocated for residential use in Draft Local Plan
GTalt10 Land off Welsh Road, Cubbington	Yes	No	Red	<ul style="list-style-type: none"> • Green Belt • Flood Zones 2 and 3 through centre of site • No public transport access and no footpaths • Owners wish to retain site for expansion of existing business once flood attenuation measures are carried out
GTalt11 Stoneleigh Showground	Yes	Yes	Red	<ul style="list-style-type: none"> • Green Belt • Part Registered Park and Gardens • Site is protected for specialist rural-based employment uses • LWS around buildings • Flood zones 2,3,3a and 3b • Remote from facilities • Access issues unless it can be proven that there would be no intensification in traffic using existing access to site • Not deliverable
GTalt12 Land west of Barford By-Pass	No	No	Green	<ul style="list-style-type: none"> • Not in Green Belt • Flood zones 2,3,3a only along edge of river bank • Close to services and facilities at Barford • Close to primary road network • Access can be achieved • Partly owned by WCC
GTalt13 Land off Old Warwick Road,	Yes	No	Red	<ul style="list-style-type: none"> • Green Belt • Surface water flooding on southern boundary

between Rowington and Shrewley				<ul style="list-style-type: none"> • Access not achievable and road not suitable to serve caravans due to lack of visibility
GTalt14 Land north of Fortress House, Stratford Road	No	No	Red	<ul style="list-style-type: none"> • Within Cordon Sanitaire of sewage works with accompanying smells • Flood Zones 3, 3a and 3b on northern third of site. Flood Zone 2 across eastern quarter of site • Unsuitable for any residential use
GTalt15 r.o. department store, Leamington Retail Park	No	No	Red	<ul style="list-style-type: none"> • Surface water flooding across southern half of site and smaller area on eastern half • Part of retail/employment sites • Access would have to be from Olympus Way • Very urban setting not suitable for this use
GTalt16 Gateway proposed employment site	Yes	Yes	Red	<ul style="list-style-type: none"> • Green Belt • LWS/ancient woodland on part of site • Parts of site are in Flood Zones 2 and 3 • Possible contamination from former uses • Uncertainty over future of site but Council committed to Gateway employment site proposal
GTalt 17 Sydenham Industrial Estate (vacant units)	No	Yes	Red	<ul style="list-style-type: none"> • Areas of surface water flooding throughout the site • Industrial site unsuitable for residential use, particularly caravans which are vulnerable to noise
GTalt18 Land off Stoneleigh Road, Baginton	Yes	Yes	Red	<ul style="list-style-type: none"> • Green Belt • Two small areas subject to surface water flooding • Remote from services and facilities • No public transport provision • Access not currently achievable due to carriageway alignment
GTalt19 Castle Park, Warwick	No	Yes	Red	<ul style="list-style-type: none"> • Grade I Registered Park and Garden • River Avon LWS • Stands of trees subject of TPO's • Designed landscape in Conservation Area • Would require new access to be taken off Banbury Road • Unsuitable for development
GTalt20 Land off Ranelagh Street	No	Yes	Red	<ul style="list-style-type: none"> • Major part of site susceptible to surface water flooding • Contamination due to industrial processes on site • Canal is LWS • Unlikely to be unsuitable on highway grounds

				<ul style="list-style-type: none"> • Current owners have not indicated any intention to relocate
GTalt21 South east of Leamington Golf and Country Club	No	No	Red	<ul style="list-style-type: none"> • High pressure gas main runs through centre of site. Including buffer zone, there is no developable land remaining • Surface water flooding potential on northern boundary • Width and condition of Golf Lane precludes use as access for vehicles likely to be associated with the site • Unsuitable for any development
GTalt22 Extend caravan site at Warwick racecourse	No	Yes	Red	<ul style="list-style-type: none"> • LWS • Conservation Area • Likely to flood on south west corner • Very open and conspicuous • Access would have to be shared with Camping and Caravan Club access • As a Caravan and Camping Club site, this use would not be suitable
GTalt23 Althorpe Street (vacant units)	No	Yes	Red	<ul style="list-style-type: none"> • Canal is LWS • Large area susceptible to surface water flooding • Railway runs along north and west boundary with associated noise issues • Industrial sites are not suitable for any type of residential use
GTalt24 Land off M40 junction at Sherbourne	Yes	No	Red	<ul style="list-style-type: none"> • Whole site within Flood Zones 3, 3a and 3b • Whole site susceptible to surface water flooding • Immediately adjacent to J15 of M40 • Noise from M40 and A46 • Adjoining Sherbourne Conservation Area • Site suffers from permanent flooding and is unsuitable for any kind of development