

Site Selection Methodology

- 1.1 The justification for the broad location of development is set out in detail in the Local Plan and Sustainability Appraisal.
- 1.2 The Site Selection Table summarises the Council’s methodology for selecting sites at each stage of the Local Plan preparation process. The starting point was the Strategic Housing Land Availability Assessment (SHLAA). All sites assessed in the SHLAA as being available, achievable and suitable and deemed as being strategic were taken forward for consideration. Strategic sites were defined as those with a potential capacity of over 40 dwellings. Suitable SHLAA sites with capacities lower than this were included within the land supply as “small SHLAA sites” along with an allowance for windfall sites.
- 1.3 Information on each site was gathered from the following key pieces of technical evidence to understand the sensitivities of the land and potential impact of development :
 - Strategic Housing Land Availability Assessment (SHLAA)
 - Sustainability Appraisal
 - Green Belt Assessment
 - Landscape Character Assessment
 - Historic Setting Assessment
 - Strategic Flood Risk Assessment (SFRA Level 1)
 - Habitat Assessment
 - Strategic Transport Assessment
- 1.4 The sites were also appraised in terms of the potential for development to result in coalescence between settlements and the loss of employment land. Infrastructure constraints were also taken into account for each site.
- 1.5 This information together with responses received as part of the public consultation was taken into account when selecting the sites. Reasons for including or excluding sites at each stage of the process are set out in the final columns of the table.

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Sites assessed in the DMAA are being evaluated, achievable and suitable were taken forward and assessed against the following framework where deemed to be strategic. Strategic sites were defined as those with a potential capacity of 40 dwellings or over.

| Site (including site area and potential capacity) | SHA Assessment | | | Sustainability Appraisal | | Greenbelt Assessment | | Landscape Character Assessment | | Historic Settings Assessment | | SFA | Habitat Assessment | Potential coalescence between settlements (see landscape assessment part 2) | Loss of employment land | Transport infrastructure constraints | Other infrastructure constraints | May 2012 Preferred Options Document | Preferred Options Consultation | June 2013 Revised Changes Document | 2013 Consultation | Submission Draft Local Plan |
|--|----------------------|--|---|--|--|---|---|---|---|--|--|---|---|--|--|--|--|---|--|---|---|-----------------------------|
| | Ref | Suitability | Availability | Achievable | Assessment | Assessment against five purposes of the Greenbelt | Further assessment of land meeting three or less purposes | Landscape value | Comments | Historic Settings Assessment | SFA | | | | | | | | | | | |
| North of Milverton (West) 34.4 Hectares (approx. 630 dwellings) | U07 | Physical constraints: pathway line on western boundary, footpath through centre of site, part of site within water source protection zone and area of groundwater vulnerability, grade 2 agricultural land, part adjacent to Leamington conservation area. | Owner willing to release site for mixed use development within 2 years | Yes - however scale of development will require significant contributions towards infrastructure including transport, education and health | The site currently does not have access to public transport (despite being close to G Spurgery and schools (within 1.5 miles) and at this stage, little detail is known about existing traffic issues such as congestion. There is the potential for short to long term negative effects on SA objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network. The Local Plan will include policies to ensure that traffic and transport issues are identified and that appropriate mitigation is implemented as well as introduce requirements for developers to contribute to transport infrastructure improvements. Suitable infrastructure improvements would be required to ensure that there are no adverse effects on the surrounding road network. Air, light and noise pollution are likely to increase particularly in the short term during the construction phases and the presence of the railway to the west could be a potential noise source for new development. There is potential for contamination to be present on the site adjacent to an old landfill and quarry site. In addition, development of the site will result in the loss of high grade agricultural land leading to minor negative effects on soil. Development at this site would lead to the loss of Greenfield and Green Belt land with the potential for a significant long term negative effect on the prudent use of land. There is the potential for a long term negative effect on landscape as the area has been identified as having a medium landscape value, however, if a sensitive approach to development is taken there is the potential for it to be quite well contained. There is also an opportunity to enhance the existing rural/urban interface. The effects on historic environment are uncertain at this stage. The effects will depend on the presence/absence of archaeology | W14 - Meets three purposes of the greenbelt: sprawl from north of Leamington Spa, contributes to preserving the setting and special character of Leamington Spa, retention of greenbelt will assist urban regeneration by encouraging use of derelict and other urban land | Medium value | November 2012 work - Landscape has a range of assets which could help to provide a distinctive development. Green infrastructure planning could provide considerable benefits to future and existing residents. Should aim to create network of non vehicular routes around north Leamington including wildlife corridors and other multifunctional uses. Setting of Old Milverton and the Avon Valley should be protected. Visual impacts could be mitigated by avoiding built development on some areas of high ground. The extent of sustainable development might be defined by acceptable infrastructure provision | | | Mainly flood zone 1, minor areas of flood zone 2 in northern site area. Low to medium risk of surface water flooding. Medium risk of ground water flooding. Should be investigated further through a FRA | Area comprises of arable land, rich hedgerows and allotments including a wide range of species. Northern edge consists of a linear glWS/NC River Avon SPB/SLB and a glWS/NC Hill Wootton Farm Meadows SPB/SLB which should be retained and a buffer zone implemented to prevent direct or indirect impacts. River Avon runs along the north boundary with high potential for supporting protected species. Setting of Old Milverton and the Avon Valley should be protected. Visual impacts could be mitigated by avoiding built development on some areas of high ground. The extent of sustainable development might be defined by acceptable infrastructure provision | Potential coalescence between Old Milverton and Blackdown and the main urban area of Leamington | N/A | If entire site was developed would need to dual the A452 or Leamington Northern Relief Road. Related works include improvements to the A452 Berrice and Blackdown roundabouts | Potential high impact on sewerage infrastructure capacity, known sewer flooding appraised as part of Severn Trent sewer investment programme. Further hydraulic modelling needed to identify impact. | Entire site allocated as a strategic site for mixed use. In line with the dispersal approach option and concern over deliverability of a higher level of growth to sites in the south of the district due to highway network constraints. | Alternative sites available, the very special circumstances to justify development in the greenbelt have not been demonstrated, land has important amenity value, would result in coalescence between Leamington and Old Milverton | Site removed from Local Plan strategy. Updated transport evidence suggests more development could be delivered to the south of the district. Focus on maximizing broadfield opportunities through the rationalisation of existing underutilised employment areas (informed through the findings of the Employment Land Update 2013). Lower overall employment land requirements will increase residential capacity on non greenbelt allocations. | Not included as a proposal to limited number of responses relating specifically to this site. A significant amount of support for the changes to the development strategy with development focused away from the north Leamington Greenbelt. However, also a significant number of objections suggesting inclusion of this site would be fairer and would ensure impacts are not concentrated and infrastructure would be more able to cope | Site not included. Exceptional circumstances for green belt release have not been sufficiently justified. Studies show that infrastructure can be improved to cope with proposed distribution of development and indeed a more focused distribution of development could have advantages in delivering transport mitigation strategies. | |
| North of Milverton (East) 34.7 Hectares (approx. 610 dwellings) | U07 | Physical constraints: railway line on western boundary, footpath through centre of site, part of site within water source protection zone and area of groundwater vulnerability, grade 2 agricultural land, part adjacent to Leamington conservation area. | Owner willing to release site for mixed use development within 2 years | Yes - however scale of development will require significant contributions towards infrastructure including transport, education and health | The site is adjacent to North of Milverton (West) site and therefore the effects on: prudent use of land, and air, light and noise pollution (although this is not need to a railway and therefore effects are minor instead of major); and transport, are expected to be similar. At this stage the effect on the historic environment and natural environment is likely to be minor negative. The south eastern part of the site is adjacent to the Leamington Spa Conservation area and although the presence of archaeological remains, the area has a rich heritage and it does include a minor watercourse designed as a local wildlife site which could be directly affected. A clay factory to the very north-east of the site is at risk from flooding. It is assumed that appropriate mitigation will be in place at the site. The nearby north-western part of the site is within a water source protection zone and an area of groundwater vulnerability and as a result the allocation could have major negative effects on water quality | W14 - Meets three purposes of the greenbelt: sprawl from north of Leamington Spa, contributes to preserving the setting and special character of Leamington Spa, retention of greenbelt will assist urban regeneration by encouraging use of derelict and other urban land | Medium value | November 2012 work - Landscape has a range of assets which could help to provide a distinctive development. Green infrastructure planning could provide considerable benefits to future and existing residents. Should aim to create network of non vehicular routes around north Leamington including wildlife corridors and other multifunctional uses. Setting of Old Milverton and the Avon Valley should be protected. Visual impacts could be mitigated by avoiding built development on some areas of high ground. The extent of sustainable development might be defined by acceptable infrastructure provision | | Mainly flood zone 1, minor areas of flood zone 2 in northern site area. Low to medium risk of surface water flooding. Medium risk of ground water flooding. Should be investigated further through a FRA | Area comprises of arable land, rich hedgerows and allotments including a wide range of species. Northern edge consists of a linear glWS/NC River Avon SPB/SLB and a glWS/NC Hill Wootton Farm Meadows SPB/SLB which should be retained and a buffer zone implemented to prevent direct or indirect impacts. River Avon runs along the north boundary with high potential for supporting protected species. Setting of Old Milverton and the Avon Valley should be protected. Visual impacts could be mitigated by avoiding built development on some areas of high ground. The extent of sustainable development might be defined by acceptable infrastructure provision | Potential coalescence between Old Milverton and Blackdown and the main urban area of Leamington | N/A | If entire site was developed would need to dual the A452 or Leamington Northern Relief Road. Related works include improvements to the A452 Berrice and Blackdown roundabouts | Potential high impact on sewerage infrastructure capacity, known sewer flooding appraised as part of Severn Trent sewer investment programme. Further hydraulic modelling needed to identify impact. | Part of site allocated as a strategic site for mixed use. In line with the dispersal approach option and concern over deliverability of a higher level of growth to sites in the south of the district due to highway constraints. | Alternative sites available, the very special circumstances to justify development in the greenbelt have not been demonstrated, land has important amenity value, would result in coalescence between Leamington and Old Milverton | Site removed from Local Plan strategy. Updated transport evidence suggests more development could be delivered to the south of the district. Focus on maximizing broadfield opportunities through the rationalisation of existing underutilised employment areas (informed through the findings of the Employment Land Update 2013). Lower overall employment land requirements will increase residential capacity on non greenbelt allocations. | Not included as a proposal to limited number of responses relating specifically to this site. A significant amount of support for the changes to the development strategy with development focused away from the north Leamington Greenbelt. However, also a significant number of objections suggesting inclusion of this site would be fairer and would ensure impacts are not concentrated and infrastructure would be more able to cope | Site not included. Exceptional circumstances for green belt release have not been sufficiently justified. Studies show that infrastructure can be improved to cope with proposed distribution of development and indeed a more focused distribution of development could have advantages in delivering transport mitigation strategies. | | |
| North of Milverton 71.3 Hectares (approx. 1288 dwellings) | U07 | Physical constraints: railway line on western boundary, footpath through centre of site, part of site within water source protection zone and area of groundwater vulnerability, grade 2 agricultural land, part adjacent to Leamington conservation area. | Owner willing to release site for mixed use development within 2 years | Yes - however scale of development will require significant contributions towards infrastructure including transport, education and health | This site includes both the East and West allocations mentioned above and therefore both positive and negative effects are likely to be enhanced / exacerbated leading to major effects on prudent use of land, and air, light and noise pollution (although this is not need to a railway and therefore effects are minor instead of major); and transport, are expected to be similar. At this stage the effect on the historic environment and natural environment is likely to be minor negative. The south eastern part of the site is adjacent to the Leamington Spa Conservation area and although the presence of archaeological remains, the area has a rich heritage and it does include a minor watercourse designed as a local wildlife site which could be directly affected. A clay factory to the very north-east of the site is at risk from flooding. It is assumed that appropriate mitigation will be in place at the site. The nearby north-western part of the site is within a water source protection zone and an area of groundwater vulnerability and as a result the allocation could have major negative effects on water quality | W14 - Meets three purposes of the greenbelt: sprawl from north of Leamington Spa, contributes to preserving the setting and special character of Leamington Spa, retention of greenbelt will assist urban regeneration by encouraging use of derelict and other urban land | Medium value | November 2012 work - Landscape has a range of assets which could help to provide a distinctive development. Green infrastructure planning could provide considerable benefits to future and existing residents. Should aim to create network of non vehicular routes around north Leamington including wildlife corridors and other multifunctional uses. Setting of Old Milverton and the Avon Valley should be protected. Visual impacts could be mitigated by avoiding built development on some areas of high ground. The extent of sustainable development might be defined by acceptable infrastructure provision | | Mainly flood zone 1, minor areas of flood zone 2 in northern site area. Low to medium risk of surface water flooding. Medium risk of ground water flooding. Should be investigated further through a FRA | Area comprises of arable land, rich hedgerows and allotments including a wide range of species. Northern edge consists of a linear glWS/NC River Avon SPB/SLB and a glWS/NC Hill Wootton Farm Meadows SPB/SLB which should be retained and a buffer zone implemented to prevent direct or indirect impacts. River Avon runs along the north boundary with high potential for supporting protected species. Setting of Old Milverton and the Avon Valley should be protected. Visual impacts could be mitigated by avoiding built development on some areas of high ground. The extent of sustainable development might be defined by acceptable infrastructure provision | Potential coalescence between Old Milverton and Blackdown and the main urban area of Leamington | N/A | If entire site was developed would need to dual the A452 or Leamington Northern Relief Road. Related works include improvements to the A452 Berrice and Blackdown roundabouts | Potential high impact on sewerage infrastructure capacity, known sewer flooding appraised as part of Severn Trent sewer investment programme. Further hydraulic modelling needed to identify impact. | Allocated as a strategic site for mixed use. In line with the dispersal approach option and concern over deliverability of a higher level of growth to sites in the south of the district due to highway network constraints. | Alternative sites available, the very special circumstances to justify development in the greenbelt have not been demonstrated, land has important amenity value, would result in coalescence between Leamington and Old Milverton | Site removed from Local Plan strategy. Updated transport evidence suggests more development could be delivered to the south of the district. Focus on maximizing broadfield opportunities through the rationalisation of existing underutilised employment areas (informed through the findings of the Employment Land Update 2013). Lower overall employment land requirements will increase residential capacity on non greenbelt allocations. | Not included as a proposal to limited number of responses relating specifically to this site. A significant amount of support for the changes to the development strategy with development focused away from the north Leamington Greenbelt. However, also a significant number of objections suggesting inclusion of this site would be fairer and would ensure impacts are not concentrated and infrastructure would be more able to cope | Site not included. Exceptional circumstances for green belt release have not been sufficiently justified. Studies show that infrastructure can be improved to cope with proposed distribution of development and indeed a more focused distribution of development could have advantages in delivering transport mitigation strategies. | | |
| Red House Farm 8.7 Hectares (approx. 200 dwellings) | L23 | Physical constraints: no means of access, dependent upon agreement with third party, north eastern part of site slopes away steeply, development on part of site would be highly visible from countryside | Willingness to bring forward site within three years | Achievable in medium term subject to securing suitable access to the site | The delivery of between 200 - 250 dwellings will have a significant medium to long term effect on the SA objective relating to housing need. This will also have indirect positive effects on the economy, health and well-being and quality of life. In relation to transport and access, the site has good access to public transport leading to Leamington's Centre with a bus within approximately 50 m from the site. However, at this stage, little detail is known about existing traffic and transport issues and how the allocation will affect them and access to the site is dependent on agreement with a third party. Potential for a medium to long term negative effect on SA objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network. Air, light and noise pollution are likely to increase particularly in the short term during the construction phases. This may affect the residential areas to the west of the site. It is considered that suitable mitigation will be put through development management policies in the Local Plan and will also be available at the project level to address negative effects. There is the potential for a long term major negative effect on landscape and a minor negative effect on natural environment as the area has been identified as being of high landscape value, there is a disused quarry and a water course which could provide habitat for a number of protected species. Also the site is within a water source protection zone and an area of groundwater vulnerability and as a result the allocation could have major negative effects on water quality. The effects on historic environment are uncertain at this stage. The effects will depend on the presence/absence of archaeology | W10 - Meets three purposes of the greenbelt: justly expansion of Leamington in this eastern boundary in landscape planning terms however there is potential that development could be visually contained. | Medium value | A sensitive development could avoid being visually prominent and might have potential landscape value. In relation to transport and access, the site has good access to public transport leading to Leamington's Centre with a bus within approximately 50 m from the site. However, at this stage, little detail is known about existing traffic and transport issues and how the allocation will affect them and access to the site is dependent on agreement with a third party. Potential for a medium to long term negative effect on SA objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network. Air, light and noise pollution are likely to increase particularly in the short term during the construction phases. This may affect the residential areas to the west of the site. It is considered that suitable mitigation will be put through development management policies in the Local Plan and will also be available at the project level to address negative effects. There is the potential for a long term major negative effect on landscape and a minor negative effect on natural environment as the area has been identified as being of high landscape value, there is a disused quarry and a water course which could provide habitat for a number of protected species. Also the site is within a water source protection zone and an area of groundwater vulnerability and as a result the allocation could have major negative effects on water quality. The effects on historic environment are uncertain at this stage. The effects will depend on the presence/absence of archaeology | | | Surface water zone 1, Low to medium risk of surface water flooding. Medium risk of ground water flooding. Should be investigated further through a FRA | Primarily arable with mature hedgerows and trees and improved grassland with low ecological value. The hedgerows are the most ecologically significant aspect of the parcel due to their number and their value to wildlife. Bends provide opportunities for breeding amphibians and will need to be surveyed. Minor watercourses to present water habitat and should be surveyed. | N/A | No improvements directly related. Can be accommodated in proposed traffic mitigation measures | Limited access into site | Site allocated for 220 dwellings | Generally supportive conditions. Concern over potential drainage issues and treatment of sewage due to recent flooding in Lillington and that greenbelt should only be developed where there are very special circumstances. Concern that the site occupies the highest point in town so will be seen for miles around. | Area extended to reflect potential opportunities for the wider regeneration of Lillington. | There was a relatively low level of response to this site and of those who did respond, there was a significant amount of support on the basis that it could provide regeneration in Lillington and is well located in terms of services around the Crest. Potential for a number of houses delivered to tightly packed 220 | Site included. Further work completed on how the site could help to underpin the ability and desirability of a wider regeneration scheme in Lillington including significant environmental and housing improvements in the area around the Crest. Potential for a number of houses delivered to tightly packed 220 | | |
| Blackdown 66.7 Hectares (approx. 1,170 dwellings) | L48 | Physical constraints: owner of large part of site does not wish to release site for development | Willingness to bring forward site within three years | Achievable in medium term subject to securing suitable access to the site | The effects on prudent use of land and transport, are expected to be similar to those identified for North of Milverton (East) as the site currently does not have access to public transport (despite being close to G Spurgery and schools (within 1.5 miles) and the development at this site would lead to the loss of Greenfield and Green Belt land, air, light and noise pollution are likely to increase particularly in the short term during the construction phases and this may affect the residential areas to the south of the site. In addition, there is potential for contamination to be present as the site contains an old quarry. It is considered that suitable mitigation will be put through development management policies in the Local Plan and will also be available at the project level to address negative effects. There is the potential for a long term major negative effect on landscape and a minor negative effect on natural environment as the area has been identified as being of high landscape value, there is a disused quarry and a water course which could provide habitat for a number of protected species. Also the site is within a water source protection zone and an area of groundwater vulnerability and as a result the allocation could have major negative effects on water quality. The effects on historic environment are uncertain at this stage. The effects will depend on the presence/absence of archaeology | W17 - Meets four purposes of the greenbelt: sprawl from north of Leamington Spa, contributes to preserving the setting and special character of Leamington Spa, retention of greenbelt will assist urban regeneration by encouraging use of derelict and other urban land | High value | November 2012 work - Landscape has a range of assets which could help to provide a distinctive development. Green infrastructure planning could provide considerable benefits to future and existing residents. Should aim to create network of non vehicular routes around north Leamington including wildlife corridors and other multifunctional uses. Setting of Old Milverton and the Avon Valley should be protected. Visual impacts could be mitigated by avoiding built development on some areas of high ground. The extent of sustainable development might be defined by acceptable infrastructure provision | | Flood zone 1, Low risk of surface water flooding. Medium risk of ground water flooding through a FRA | Awaiting information | N/A | Assessed as having some development potential close to Pinewood Heath Road with opportunities for associated green infrastructure. | Potential high impact on sewerage infrastructure, site is likely to drain a westerly direction and there are a number of connection options, some of which have known capacity constraints downstream. Hydraulic modelling should be undertaken to confirm the extent of any required capacity improvements for this level of development. | Allocated as a strategic site for mixed use. In line with the dispersal approach option and concern over deliverability of a higher level of growth to sites in the south of the district due to highway network constraints. | Alternative sites available, the very special circumstances to justify development in the greenbelt have not been demonstrated, land has important amenity value, would result in coalescence between Leamington and Old Milverton | Site removed from Local Plan strategy. Updated transport evidence suggests more development could be delivered to the south of the district. Focus on maximizing broadfield opportunities through the rationalisation of existing underutilised employment areas (informed through the findings of the Employment Land Update 2013). Lower overall employment land requirements will increase residential capacity on non greenbelt allocations. | Not included as a proposal to limited number of responses relating specifically to this site. A significant amount of support for the changes to the development strategy with development focused away from the north Leamington Greenbelt. However, also a significant number of objections suggesting inclusion of this site would be fairer and would ensure impacts are not concentrated and infrastructure would be more able to cope | Site not included. Exceptional circumstances for green belt release have not been sufficiently justified. Studies show that infrastructure can be improved to cope with proposed distribution of development and indeed a more focused distribution of development could have advantages in delivering transport mitigation strategies. | | | |
| Westwood Heath (part) 20 Hectares (approx. 350 dwellings) | CO2, CO5, C13 (part) | Within an area of high landscape value, although potential for mitigation against loss of area of high quality landscape in countryside | The owners have expressed a willingness to release the site for development | Subject to access from adjacent sites and the ability of development to mitigate against loss of area of high quality landscape in countryside | In relation to travel and transport, the site has good access to public transport with a bus stop within approximately 50 m from the site. However, existing traffic and transport issues and how the allocation will affect them and access to the site is dependent on agreement with a third party. Potential for a medium to long term negative effect on SA objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network. Air, light and noise pollution are likely to increase particularly in the short term during the construction phases and this may affect the residential areas to the north of the site. It is considered that suitable mitigation will be put through development management policies in the Local Plan and will also be available at the project level to address negative effects. There is the potential for a long term major negative effect on landscape and a minor negative effect on natural environment as the area has been identified as being of high landscape value and there are two local wildlife sites adjacent to the site. There are also some hedgerows and mature trees on the site that should be protected from development. For this site, there could be major negative effects on landscape as the development of the site could result in the loss of a sports field. In addition, the effects on historic environment are uncertain at this stage. The effects will depend on the presence/absence of archaeology | The site falls within parcel C14C. It is assessed as fulfilling 3 out of 5 purposes of the green belt: preventing urban sprawl, safeguarding the countryside from encroachment and encourages the recycling of derelict land | N/A | This forms a small part of a wider area. The landscape between Coventry and Kenilworth has recognised importance as Green Belt and it is considered that these functions must be safeguarded. A variety of housing development has been proposed in the study area and other development pressures include the proposed HS2 rail corridor and possible expansion of the University of Warwick campus. It is proposed that a sensitive development might be possible in small areas along the northern edge of Kenilworth and on land adjacent Westwood Heath / Burton Green. However, principal goals of development should include facilitation of improved access to the public foot network to the west of the site. | | Not covered by SFA. None of this area is in flood zone 2 or 3 | Dominated by arable with numerous hedgerows. There are two glWS/NC sites: Black Water Wood and The Post Wood) that are Local Wildlife Sites/SPB/SLB. They are relatively undisturbed woods with ancient woodland indicators and a rich ground flora. Some of the hedgerows are mature species rich which are valuable for a range of wildlife particularly foraging and nesting farmland birds and invertebrates. There are a few ponds which have the potential to be suitable habitat for breeding amphibians and invertebrates and are important habitats for a range of wildlife. | N/A | The STA Phase 1 shows the impact of these sites could be mitigated for the highway network within Warwick District. However, if these sites were to be considered, a transport study exploring modelling the impacts and potential mitigation for Coventry's health, social and community facilities etc. Pumping will be required to connect the site into the public foot network to the north east of the site. There are no known capacity issues downstream of the site. Hydraulic modelling should be used to determine the impact of the development and any required capacity improvements. | Cooperation would need to be undertaken with Coventry City Council to assess the potential impacts and opportunities for secondary schools, health, social and community facilities etc. Pumping will be required to connect the site into the public foot network to the north east of the site. There are no known capacity issues downstream of the site. Hydraulic modelling should be used to determine the impact of the development and any required capacity improvements. | Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District | N/A | Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District | N/A | Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District | | | |
| Westwood Heath (whole) 50.53 Hectares (approx. 880 dwellings) | CO2, CO5, C13 | As above but also potential for mitigation against loss of area of high quality landscape value | The owners have expressed a willingness to release the site for development | Ability of development to mitigate against loss of area of high quality landscape | see above | The western part of the sites fall within parcel C14C (see above for details). The western part of the sites falls within parcel C13B. This area is assessed as fulfilling 3 out of 5 purposes of the green belt: preventing urban sprawl, safeguarding the countryside from encroachment and encourages the recycling of derelict land | N/A | As above | | Not covered by SFA. None of this area is in flood zone 2 or 3 | Dominated by arable with numerous hedgerows. There are two glWS/NC sites: Black Water Wood and The Post Wood) that are Local Wildlife Sites/SPB/SLB. They are relatively undisturbed woods with ancient woodland indicators and a rich ground flora. Some of the hedgerows are mature species rich which are valuable for a range of wildlife particularly foraging and nesting farmland birds and invertebrates. There are a few ponds which have the potential to be suitable habitat for breeding amphibians and invertebrates and are important habitats for a range of wildlife. | N/A | The STA Phase 1 shows the impact of these sites could be mitigated for the highway network within Warwick District. However, if these sites were to be considered, a transport study exploring modelling the impacts and potential mitigation for Coventry's health, social and community facilities etc. Pumping will be required to connect the site into the public foot network to the north east of the site. There are no known capacity issues downstream of the site. Hydraulic modelling should be used to determine the impact of the development and any required capacity improvements. | Cooperation would need to be undertaken with Coventry City Council to assess the potential impacts and opportunities for secondary schools, health, social and community facilities etc. Pumping will be required to connect the site into the public foot network to the north east of the site. There are no known capacity issues downstream of the site. Hydraulic modelling should be used to determine the impact of the development and any required capacity improvements. | Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District | N/A | Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District | N/A | Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District | | | |
| Lorn Farm 43 Hectares (approx. 180 dwellings) | W28 | Suitable in part (approx 7.8 hectares) subject to access, mitigation of impact on Guy's Cliffe Park & Garden of Special Interest and mitigation of impact of trees on tree | Available - owner has expressed a willingness to release the site | Achievable within a strong housing market and subject to appropriate contributions being made towards improving infrastructure and services. | The site currently does not have access to public transport (despite being close to G Spurgery and schools (within 1.5 miles). There is the potential for short to long term negative effects on SA objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network. In addition, air, light and noise pollution are likely to increase particularly in the short term during the construction phases and this may affect the residential areas to the south of the site. In addition, the presence of the A46 to the west could be a potential noise source for new development. Development at this site would lead to the loss of Greenfield and Green Belt land with the potential for a significant long term negative effect on the prudent use of land. There is the potential for a long term negative effect on landscape as the site includes a large area of Guy's Cliffe Park and Garden. At this stage the effect on the historic environment is likely to be negative as the site is adjacent to Guy's Cliffe Park and Garden which is of Special Historic Interest registered park and garden and the presence of archaeology is likely to be high | Parcel W5A. This meets 3 of the purposes of the green belt: preventing urban sprawl, safeguarding the countryside from encroachment and encourages the recycling of derelict land | N/A | Arden Parklands Character. This is an enclosed landscape and has topographical variety, mature vegetation. This parcel (especially the eastern part) is considered important due to the proximity of Coventry and Kenilworth. However the parcel is located in the western part of this site. | | Flood zone 1. Risk of flooding from land and groundwater to low to medium and needs to be considered further a detailed flood risk assessment. Risk of flooding from artificial sources is low. | This small parcel of land that is between two major roads is primarily poor semi improved grassland, improved grassland, continuous scrub and mature trees. The northern section is a strip of mixed plantation woodland that is a glWS/NC. The woodland contains veteran oaks and a watercourse. The grasslands have numerous mature yellow meadow wildflowers. The majority of the habitat is poor semi improved deep grassland with some areas showing faint ridge and furrow. Although the grassland is floristically poor it has more value due to the frequency of mature oak trees. There are some mature trees in a range of species including some very large oaks. There is a stretch of mature species rich hedgerow. The grassland dominates the parcel meaning it is not favourable for development | No loss of employment land | Some difficulties with access from Pinewood Hill, Warwick and Lees Wootton as a result of development here and some suggested this could be prevented as heading the coalescence. However, the site is approximately a mile away from Lees Wootton and the gap between the A46 which provides a strong boundary to prevent further coalescence. | There are two connection options that the site a connection could be made to a public foot network to the south. This sewer may have transferred to Severn Trent under the Private Drains and Sewers Transfer in 2011. Alternatively, a connection could be made to the public foot network to the south, though part of the site would need to be pumped. There are no significant capacity issues downstream of the site. Hydraulic modelling would be required to determine the impact of the development on the network in the area. | Allocated as a strategic site for 180 houses and open space | Significant level of objections predominantly concerning: impact on Green Belt, impact on high quality landscape; impact on Registered Park and Garden; impact on ecology (including loss of trees and hedgerows; concern about transport and other infrastructure | Not included as inclusion of this site would be fairer and would ensure impacts are not concentrated and infrastructure would be more able to cope | N/A | Not included as exceptional circumstances for inclusion in green belt parts of the site would be fairer and would ensure impacts are not concentrated and infrastructure would be more able to cope | | | |
| West of Europa Way 63.3 Hectares (1000-1150 Dwellings plus Employment) | W01 and W21 | Potentially suitable, subject to amendment to area of residential boundary and part of comprehensive development being made towards improving infrastructure and services. | Landowners have expressed willingness to release site for mixed use development | This site is understood to be achievable within a strong housing market and subject to appropriate contributions being made towards improving infrastructure and services. | The delivery of between 1050 to 1250 new dwellings, employment 7 - 8 ha and community facilities (Local Centre, new primary school and contributions to secondary schools) will have a significant medium to long term effect on SA objectives relating to the economy, housing and accessibility of services and facilities. The road network around the site is busy and at times suffers from congestion and it is noted that development at this site, especially considered cumulatively with other sites proposed in the surrounding area, will lead to an unacceptable level of additional road traffic unless mitigation is provided. There is the potential for a significant long term negative effect on SA objective 2 (sustainable transport). In addition, air, light and noise pollution are likely to increase particularly in the short term during the construction phases. It is considered that suitable mitigation will be set out through development management policies in the Local Plan and will also be available at the project level to address adverse effects. The site is greenfield land, which is predominantly bare with some pasture and there are mature trees, a brook (running from north to south) and a large pond present on the site and there is evidence of hedges and badger setts in the northern portion of the site. Development will have long term negative effects SA objective 5 (prudent use of land) and SA objective 6 (natural environment and landscape) through the loss of Greenfield land and habitats (species and SA objective 5) air, water & soil quality through the loss of agricultural land. It is expected that mitigation could address this. There is the potential for negative effects on heritage through impacts on landscape as well as Heathcote Hill Farmhouse (Grade II listed building), which is adjacent to the site. Local Plan policies should seek to protect and enhance heritage assets, including their setting, and require mitigation is available to address potential adverse effects | Non green belt land | Non green belt land | Low to Medium | Potentially suitable land with some pasture. Is located in the Feldon and Dunsmore character area though not entirely representative of this landscape type. Southern half of the site on relatively high land and is likely to be notable in some localities views. However, the development of the Warwick Technology Park, coupled with the scale and prominence of commercial development east of Europe Way has diminished the rural landscape character. Development may have less impact on the character and scale than other localities with a better preserved rural character setting. Although this wedge of development has been a strategic break between 'Warwick' and 'Leamington', we feel that the setting of the towns has been greatly diminished by its surrounding and use. We feel that carefully considered development here would enhance the setting of the towns and provide a better transition from rural to urban land. | | Mainly zone 1 with southern boundary in zones 2 and 3. Risk of flooding from land to low to medium. Risk of flooding from artificial source and groundwater is low. | Mature trees with good but potential are found throughout. There is a brook running from North to South with diverse and interesting flora. There are five fields containing floristically poor improved grassland and two with prominent ridge and furrow. There is a large pond with good grass created 'new' potential. The brook and pond have to be notable in some localities views. However, the development of the Warwick Technology Park, coupled with the scale and prominence of commercial development east of Europe Way has diminished the rural landscape character. Development may have less impact on the character and scale than other localities with a better preserved rural character setting. Although this wedge of development has been a strategic break between 'Warwick' and 'Leamington', we feel that the setting of the towns has been greatly diminished by its surrounding and use. We feel that carefully considered development here would enhance the setting of the towns and provide a better transition from rural to urban land. | No loss of employment land | The highway network around this site is busy at times suffers from congestion. Transport is therefore a major constraint. The Strategic Transport Assessments show that without mitigation development here (especially when associated with the development of other sites in close proximity) would lead to an unacceptable level of additional road traffic unless steps are taken to mitigate. With appropriate mitigation development would be possible | Development here would require a new primary school and either the expansion of Milton School or a contribution towards a new secondary school facility. This site is located north of the development of other sites in close proximity to the site. Hydraulic modelling would be required to determine the impact of the development and any required capacity improvements. | Included as a Preferred Option for 1150 houses plus employment land | Some objections to development here mainly on the following grounds: coalescence (this is seen as strategic gap between Warwick and Leamington); transport (more traffic and congestion); infrastructure (impact on landscape and biodiversity; loss of countryside and farmland, impact on infrastructure); impact on the environment (partly as a result of transport mitigation required; impact on air quality; coalescence and loss of green space; loss of agricultural land). | In combination with other sites being proposed to the south of Warwick, a significant number of objections received. These were focused on lack of primary school, football club (community hub facilities and transport infrastructure improvements. Site area required to include the transport infrastructure will not be able to cope with the traffic generated; impact on historic environment; partly as a result of transport mitigation required; impact on air quality; coalescence and loss of green space; loss of agricultural land. | Included with some amendments to the mix of development. Proposals for housing, open space, local centre, health and expanded secondary school, new Primary School, football club (community hub facilities and transport infrastructure improvements. Site area required to include the transport infrastructure will not be able to cope with the traffic generated; impact on historic environment; partly as a result of transport mitigation required; impact on air quality; coalescence and loss of green space; loss of agricultural land. | | | |

| Site (including site area and potential capacity) | SHAA Assessment | Sustainability Appraisal | Greenbelt Assessment | Landscapes Character Assessment | Historic Settings Assessment | SFRA | Habitat Assessment | Potential coalescence between settlements (see landscape assessment part 2) | Loss of employment land | Transport infrastructure constraints | Other Infrastructure Constraints | July 2013 Preferred Options | Preferred Options Consultation | June 2013 Revised Changes | 2013 Consultation | Submissions Draft Local Plan | | | | | |
|---|------------------|---|--|---|--|---|---------------------|---|--|---|---|---|---|--|--|---|---|---|---|---|---|
| ref | Sustainability | Availability | Achievable | Assessment | Assessment against five purposes of the Greenbelt | Further assessment of land meeting three or less purposes | Landscapes value | Comments | Level 1 SFRA April 2013 | Habitat Assessment | Potential coalescence between settlements (see landscape assessment part 2) | Loss of employment land | Transport infrastructure constraints | Other Infrastructure Constraints | July 2013 Preferred Options | Preferred Options Consultation | June 2013 Revised Changes | 2013 Consultation | Submissions Draft Local Plan | | |
| Site (including site area and potential capacity) South of Galloway Hill 36.4 Hectares (approx 800 houses) | W10 and W20 | Potentially suitable subject to mitigation of impact on Warwick Castle Park and on open countryside in area of high landscape value | Landowners have expressed willingness to release site for mixed use development | Achievable within the scale of development and subject to appropriate infrastructure and services improvements | The site is situated to the south of the Myton Garden Suburb site, separated by Heathcote Lane and Galloway Hill Road. Given the proximity of the sites, there will be some similarities with regard to identified effects of housing, employment, health and well-being, poverty and social exclusion, air, water and soil; transport (although it allows for the provision of a park and ride) and the prudent use of land. There are also possibilities of cumulative effects in particular in biodiversity and transport. The site was identified as having high landscape value and is considered to be an area of well-maintained agricultural land that is important to the setting of Castle Park and prominent approaches to Warwick. The Landscape Character Assessment states that it should be safeguarded from development. There is the potential for development at this site to have long term negative effects on the landscape and setting of the town as well as the historic Castle Park, which is adjacent to the North West boundary of the site. The allocation could also have long term negative effects on flooding and the natural environment (potential water vole habitat adjacent to the site and also provides an important linkage with the surrounding landscape) | Non green belt land | Non green belt land | Part of larger parcel assessed as high value | Well preserved farmland that creates an attractive rural setting for the south side of Warwick and should be considered an important part of the setting for Castle Park. Development here would set a major landscape precedent as extending the urban area so far south. However following a reassessment of the 2003 study, it was felt that this area could have development potential with appropriate landscape mitigation (Castle Park, Tach Brook and wider visual impact) | The impact on Castle Park and the setting of the Castle is of paramount importance. The open countryside views on this side of Warwick are unparalleled elsewhere in the approach to the town. There is a fast transition from countryside to town as one approaches over Castle Bridge and the visual impact of the fortification from that approach (the surprise element is vital to the appreciation of the historic development and understanding of the importance of the Castle and its location. Additionally, although Castle Park was altered to make New Waters and Barbury Road was aligned differently to the old road to compensate, the open nature of this approach has remained largely unchanged since that time. | Mainly zone 1 with southern boundary in zones 2 and 3. Risk of flooding from land & groundwater low | Tach Brook is potential water vole habitat and needs to be protected by a suitable buffer zone. The size of the buffer zone for this linear habitat will depend on the presence or absence of water voles. A management plan for the brook should be implemented to ensure future good management and enhancement of the habitat. The woodlands and mature trees are of biodiversity value and should be protected from development. Any development within this parcel of land should focus on protecting the section of most ecological significance within the adjacent jWS/NS/NC and surrounding grasslands and ponds. Tach Brook is an important linkage with the surrounding landscape and should therefore be retained with suitable buffer zones to minimise disturbance. | None | None | The highway network around this site is busy and at times suffers from congestion. Transport is therefore a major constraint. The Strategic Transport Assessments show that without mitigation development here (especially when associated with the development of other sites in close proximity) will lead to an unacceptable level of additional road traffic unless steps are taken to mitigate. (see dualling of Europa Way and Galloway Hill development would be possible. | These sites will drain to the foul sewer adjacent to the northern site boundary. There are no known flooding incidents downstream of the site and this site in isolation should not cause significant development on this site and development within the vicinity (Warwick Gates, W of Europa Way and S of Hartury Lane) should be quantified using hydraulic modelling. | Included as a Preferred Option as part of a wider area taking the Apps | Some objections including concerns about coalescence impact on Castle Park, often greater to the south and potential impact on open countryside on historic approaches to the town; more traffic and congestion; concern about flooding; loss of countryside; loss of high value landscape; loss of impact on important habitats; loss of farmland. English Heritage also objected to this site (in conjunction with the Apps). | Included within Revised Development Strategy proposals for housing, open space, and transport infrastructure improvements. | In combination with other sites being proposed to the south of Warwick, a significant number of objections were received. These were focused on: impact on infrastructure - most notably transport, with real concerns that the transport infrastructure will not be able to cope with the traffic generated; impact on historic environment (particularly Castle Park, the Castle and Warwick Conservation Area); impact on air quality; coalescence and loss of green space; loss of agricultural land. | Not included - Heritage Setting Assessment undertaken in line with English Heritage guidance suggests the impact on the Castle and Castle Park is significant and that as a result this site should not be developed. |
| South of Galloway Hill and the Apps 96 Hectares (approx 1600 houses) | W10, W20 and W21 | Potentially suitable, subject to mitigation of impact on Warwick Castle Park and on open countryside in area of high landscape value | Owner has expressed willingness to release site for development | Achievable although the scale of development will require significant contributions towards improved infrastructure and services, including transport, education, health and parks and open spaces. This may require third party land and the agreement of statutory bodies. Employment areas may also be required to provide the opportunity for people to live and work in close proximity. | The road network around the site is busy and at times suffers from congestion. The Strategic Transport Assessments 2012 show that development at this site, especially considered cumulatively with other sites in the area, will require significant contributions towards improved infrastructure and services. There is the potential for a significant long term negative effect on SA objective 2 (sustainable transport). However, the level and location of proposed development has been considered and it is considered that it should be considered unsuitable for development due to its proximity to the significant jWS/NS/NC and surrounding grasslands and ponds. Tach Brook is an important linkage with the surrounding landscape and should therefore be retained with suitable buffer zones to minimise disturbance. | Non green belt land | Non green belt land | High | Well preserved farmland that creates an attractive rural setting for the south side of Warwick and should be considered an important part of the setting for Castle Park. Development here would set a major landscape precedent in extending the urban area so far south. The southern part of this site (The Apps) is considered unsuitable for development due to its proximity to the significant jWS/NS/NC and surrounding grasslands and ponds. Tach Brook is an important linkage with the surrounding landscape and should therefore be retained with suitable buffer zones to minimise disturbance. | The impact on Castle Park and the setting of the Castle is of paramount importance. The open countryside views on this side of Warwick are unparalleled elsewhere on the approach to the town. There is a fast transition from countryside to town as one approaches over Castle Bridge and the visual impact of the fortification from that approach (the surprise element is vital to the appreciation of the historic development and understanding of the importance of the Castle and its location. Additionally, although Castle Park was altered to make New Waters and Barbury Road was aligned differently to the old road to compensate, the open nature of this approach has remained largely unchanged since that time. | Mainly zone 1 with section in the area around Tach Brook in zones 2 and 3. Risk of flooding from land & groundwater low to medium and needs to be protected by a suitable buffer zone. A management plan for the brook should be implemented. At least be contained naturally by Tach Brook and would be reasonably easy to integrate to existing development. | Tach Brook is potential water vole habitat and needs to be protected by a suitable buffer zone. The size of the buffer zone for this linear habitat will depend on the presence or absence of water voles. A management plan for the brook should be implemented. At least be contained naturally by Tach Brook and would be reasonably easy to integrate to existing development. | None | None | The highway network around this site is busy and at times suffers from congestion. Transport is therefore a major constraint. The Strategic Transport Assessments show that without mitigation development here (especially when associated with the development of other sites in close proximity) will lead to an unacceptable level of additional road traffic unless steps are taken to mitigate. (see dualling of Europa Way and Galloway Hill development would be possible. | These sites will drain to the foul sewer adjacent to the northern site boundary. There are no known flooding incidents downstream of the site and this site in isolation should not cause significant development on this site and development within the vicinity (Warwick Gates, W of Europa Way and S of Hartury Lane) should be quantified using hydraulic modelling. | Included as a Preferred Option for 1600 houses plus employment land | Whilst the overall number of objections was relatively low, there were objections including from English Heritage regarding the impact on the setting of Castle Park. | Northern part (South of Galloway Hill) retained. The southern part (The Apps) excluded from the proposal. | In combination with other sites being proposed to the south of Warwick, a significant number of objections were received. These were focused on: lack of farmland as a result of concentrating so much development; most notably transport, with real concerns that the transport infrastructure will not be able to cope with the traffic generated; impact on historic environment (particularly Castle Park, the Castle and Warwick Conservation Area); impact on air quality; coalescence and loss of green space; loss of agricultural land. | Not included - comments relating to impact on the setting of heritage assets (see above) also apply to the area known as the Apps |
| South of Hartury Lane (partial site) 123 Hectares (up to 2300 Dwellings) | W07 | Potentially suitable, subject to amendment to open countryside boundary, site remediation in area of sewage works and flood zone, to form a natural boundary to development, possibly in public ownership | Available, landowners have expressed willingness to release the land for mixed use development | Achievable, although the scale of development will require significant contributions towards improved infrastructure and services, including transport, education, health, and parks and open spaces. Employment areas may also be required to provide the opportunity for people to live and work in close proximity. | See information below and comments in the Interim SA Report relating to the Former Severn Trent Sewage Works and Grove Farm | Non green belt land | Non green belt land | Medium to high | This area is on a ridge of higher ground that is prominent in some views from the south. Development here would be a relatively prominent urban extension. However sensitive development could at least be contained naturally by Tach Brook and would be reasonably easy to integrate to existing development. | The perception of coalescence with Bishop's Tachbrook is a relevant factor and would require careful mitigation in terms of design and layout (eg 'green fingers' of open space). A management plan for the brook should be implemented. At least be contained naturally by Tach Brook and would be reasonably easy to integrate to existing development. | Mainly zone 1 with southern boundary in zones 2 and 3. Risk of flooding from land and groundwater low to medium and needs to be protected by a suitable buffer zone. A management plan for the brook should be implemented. At least be contained naturally by Tach Brook and would be reasonably easy to integrate to existing development. | Key features: Tach Brook with continuous silt; floor semi improved grassland; undisturbed areas on disused Severn Trent site; Hedgerows; Large ponds; Mature trees. Tach Brook is potential water vole habitat and needs to be protected by a suitable buffer zone. A management plan for the brook should be implemented. At least be contained naturally by Tach Brook and would be reasonably easy to integrate to existing development. | None | None | The highway network around this site is busy and at times suffers from congestion. Transport is therefore a major constraint. The Strategic Transport Assessments show that without mitigation development here (especially when associated with the development of other sites in close proximity) will lead to an unacceptable level of additional road traffic unless steps are taken to mitigate. With appropriate mitigation development would be possible. | Not included due to concerns about perceived coalescence, potential impact on infrastructure (especially transport) and scale of development downstream of the site and this site in isolation should not cause significant development on this site and development within the vicinity (Warwick Gates, W of Europa Way and S of Hartury Lane) should be quantified using hydraulic modelling. | Included for approx 1500 houses, and school. Transport study showed that development here could be achieved, but proposed scale of development restricted to below overall site capacity to enable provision of substantial Tach Brook Country Park and to enable a layout/design which mitigates the landscape and perceived coalescence issues. | Suggested as an appropriate alternative to green belt sites to the north of Warwick and Leamington. It was suggested that exceptional circumstances for green belt releases could not be justified whilst there is an available non greenbelt site available at Leamington | In combination with other sites being proposed to the south of Warwick, a significant number of objections were received. These were focused on: lack of farmland as a result of concentrating so much development; most notably transport, with real concerns that the transport infrastructure will not be able to cope with the traffic generated; impact on historic environment (particularly Castle Park, the Castle and Warwick Conservation Area); impact on air quality; coalescence and loss of green space; loss of agricultural land. | Still included for approx 1500 houses, and school. Transport study showed that development here could be achieved, but proposed scale of development restricted to below overall site capacity to enable provision of substantial Tach Brook Country Park and to enable a layout/design which mitigates the landscape and perceived coalescence issues. | |
| South of Hartury Lane (partial site) Lower Heathcote 40 Hectares (approx 700 houses) | Part of W07 | Potentially suitable, subject to amendment to open countryside boundary, site remediation in area of sewage works and flood zone, to form a natural boundary to development, possibly in public ownership | Available, landowners have expressed willingness to release the land for mixed use development | Achievable, although the scale of development will require significant contributions towards improved infrastructure and services, including transport, education, health, and parks and open spaces. | The allocation is located to the south of Leamington Spa and Whitnash and is generally defined by Hartury Lane to the north, the Tach Brook Watercourse to the south and south west and the A462 (Europe Way) to the west. Given the proximity of the sites, there will be some similarities with regard to identified effects in terms of housing, employment, health and well-being, poverty and social exclusion, air, water and soil; transport (although it does include a park and ride); climate change adaptation; natural environment (biodiversity interests adjacent to the site and similar habitats on site) and the prudent use of land. There are also possibilities of cumulative effects in particular in landscape and transport. The site is on a ridge of higher ground that is prominent in some views from the south and the site was assessed as having medium to high landscape value. Whilst the site is clearly of landscape qualities, it had been identified that the site also has detracting features - the intensive agriculture. Proposed development at the site has the potential for a significant long term negative effect on the landscape if not carefully planned and controlled, particularly when considered cumulatively with other development proposed to the south of Warwick, Leamington Spa and Whitnash. In addition, the effects on historic environment are uncertain at this stage. The effects will depend on the presence/absence of archaeological | Non green belt land | Non green belt land | Part of larger parcel assessed as medium to high value | This area is on a ridge of higher ground that is prominent in some views from the south. Development here would be a relatively prominent urban extension. However sensitive development could at least be contained naturally by Tach Brook and would be reasonably easy to integrate to existing development. | Mainly zone 1 with southern boundary in zones 2 and 3. Risk of flooding from land and groundwater low to medium and needs to be protected by a suitable buffer zone. A management plan for the brook should be implemented. At least be contained naturally by Tach Brook and would be reasonably easy to integrate to existing development. | See above, although it should be noted that this partial site does not adjoin the Tach Brook | Some inter visibility with Bishop's Tachbrook which could lead to a limited perception of coalescence. However, the impact of this site is less significant than the area further to the east | None | None | The highway network around this site is busy and at times suffers from congestion. Transport is therefore a major constraint. The Strategic Transport Assessments show that without mitigation development here (especially when associated with the development of other sites in close proximity) will lead to an unacceptable level of additional road traffic unless steps are taken to mitigate. With appropriate mitigation development would be possible. | Will drain to the foul sewer to the north. There are no known sewer flooding problems downstream of the site and this site in isolation should not cause significant development on this site and development within the vicinity (Warwick Gates, W of Europa Way and S of Hartury Lane) should be quantified using hydraulic modelling. | Included as part of a wider site (see above) | Suggested as an appropriate alternative to green belt sites to the north of Warwick and Leamington. It was suggested that exceptional circumstances for green belt releases could not be justified whilst there is an available non greenbelt site available. | N/A | Included as part of a wider site (see above) | |
| Warwick Gates Employment Land 9.8 Hectares (approx. 200-250 dwellings) | W03 | Potentially suitable, subject to the site no longer required to be retained as employment land. | Available, with the exception of Hawkins Farm (0.3 hectares) | Available, subject to market | As with the other allocations, the delivery of 220 dwellings will have a significant medium to long term effect on the SA objective relating to housing need. This will also have indirect positive effects on the economy, health and well-being and poverty/ social exclusion. The site currently does have access to public transport (despite being close to a GP surgery and schools (within 1.5 miles) and the A462. Heathcote Lane/Galloway Hill/Hartury Lane experience high volumes of traffic. There is the potential for long term negative effects on SA objective 2 (sustainable transport) through increased traffic on the surrounding road network, which is already experiencing capacity issues. In addition, air, light and noise pollution are likely to increase - particularly in the short term during the construction phase and there are potential noise and air pollution sources from the adjoining employment uses. There is the potential for a long term negative effect on landscape, particularly when considered cumulatively with other proposed allocations south of Warwick and Leamington Spa. The cumulative effect of proposed development on the landscape is considered in the Options for Future Urban Expansion in Warwick District - Considerations for Sustainable Landscape Planning (Nov 2012). Development of the site will lead to the loss of Greenfield agricultural land with long term negative effects on SA objective 5 (prudent use of land) and 9 (air, water & soil quality). The site is of limited ecological value however, there are a range of protected oak trees adjacent to Heathcote Lane and to the north east of the site that should be protected from development. The effects on historic environment are uncertain at this stage. The effects will depend on the presence/absence of archaeological | Non green belt land | Non green belt land | N/A | Not assessed as already allocated as employment land | Flood zone 1. Risk of flooding from land and groundwater is low to medium and needs to be considered further in a detailed flood risk assessment. Risk of flooding from artificial sources is low. | Not assessed in 2008 as site already allocated for employment | No impact. | Will result in loss of approx. 100m of land allocated for employment. Subject to the employment land (W of Europa Way) will need to be provided elsewhere | The highway network around this site is busy and at times suffers from congestion. Transport is therefore a major constraint. The Strategic Transport Assessments show that without mitigation development here (especially when associated with the development of other sites in close proximity) will lead to an unacceptable level of additional road traffic unless steps are taken to mitigate. With appropriate mitigation development would be possible. | The site is relatively flat and may require levelling. The site could connect to the public sewerage network to the north east or south. There is no significant capacity land available downstream of the site. The impact of the development should be quantified using hydraulic modelling. The cumulative impact of other development in the area should also be considered (S of Hartury Lane, S of Galloway Hill, The Apps, W of Europa Way, Woodside Farm). The connection to the south offers the most direct route to the works. | Included as a Preferred Option for 200 houses | Concern about loss of employment land | Included in the Revised Development Strategy for 250 houses | Agree equal balance between those who support and those who object to this site. Objections concern loss of infrastructure and loss of employment land. Suggestor suggest this is a good site that has been vacant and good accessibility to services | Commitment. Has planning permission for 200 houses | |
| Whitnash East (Part) 7.5 Hectares (approx. 175 Dwellings) | L10 | Potentially suitable, subject to amendment to area of | Owner willing to release land for development | Achievable, subject to development will require contributions | The site is situated to the east of Whitnash and is defined by the railway line to the west, Whitnash Brook to the east, existing development to the north and a small hedge to the south. There is the potential for significant long term positive effects on housing and there will be indirect positive effects on the economy, health and well-being and poverty/ social exclusion (access to good quality housing). There is also the potential for a long term positive effect on SA objective 13 through the provision of community facilities. Development at this site will require significant contributions towards improved infrastructure and services, including transport, health, education and parks and open spaces. Proposed development could support new and improved existing public transport infrastructure through increased positive effects on SA objective 2 as well as help to reduce the need to travel for residents with improved access to housing and community facilities. A well-used public footpath (broadway traverses the site) separates Whitnash Brook from Church Lane and the railway bridge. This also has any other existing access link between Whitnash and the countryside should be retained and enhanced where possible. Development of the site will lead to the loss of Greenfield agricultural land with minor long term negative effect on SA objective 5 (prudent use of land); SA objective 9 (air, water & soil quality); and biodiversity value (Whitnash Brook flows north into the River Leam and becomes a local Nature Reserve just above Greenfield Road). Air, light and noise pollution are likely to increase - particularly in the short term during the construction phases. This may affect the residential areas and school in the north but is less likely to affect existing development to the west given the existing railway corridor. Short term negative effects during construction can be mitigated through appropriate Planning and an Environmental Management Plan (construction & occupation), including monitoring which should be followed. A buffer will also be required to protect development from the noise and vibration created by the railway. The eastern boundary of the site is within Flood Zones 2, 3 & 6. Proposed development could increase the risk of flooding on the Whitnash Brook to the east of the site as well as increase the risk of flooding on the River Leam | Non green belt land | Non green belt land | Medium | The railway line makes a definitive edge to Whitnash and there are constraints for development of this area. However, as it is relatively hidden from the main towns and their approaches, in theory this area could be developed without significant harm to the landscape setting of Warwick or Leamington. | Flood zones 2 & 3 (fluvial) on eastern edge against brook. Flood risk from land and groundwater is low to medium risk of flooding from artificial sources. Susceptible to surface water flooding in some areas with medium to high landscape value. Risk of flooding from ground water is low. | It is essential that Whitnash Brook LMS is retained and a considerable buffer zone is retained and implemented, with appropriate management of the buffer zone to meet objectives of the reserve. The linear jWS/NS/NC Whitnash Brook SP36G1 should be retained and a buffer zone implemented to prevent direct or indirect impact on the site. The brook is potential water vole habitat and needs to be protected. The size of the buffer zone for this linear habitat therefore depends on the presence or absence of water voles. A management plan for the brook should be written and implemented to ensure future good management and enhancement of the habitat. It is recommended that hedgerows are replaced with new hedgerow habitat through and around any development, comprising suitable native species, as advised by Arden Character area guidelines. Please refer to the hedgerow regulations for advice on their legal protection and requirements within Planning and Legal Context. The mature trees within the parcel should be retained. Each tree should have a buffer zone to protect the tree's roots from development. It is important that a buffer zone is in place to address health & safety issues of future tree loss impacting on development properties. Please refer to the section on tree preservation and protection within Planning and Legal Context. | N/A | N/A | Impact on wider transport network can be managed within current mitigation proposals | Loss of Grade 4 agricultural land. Potential jWS/NS/NC Whitnash Brook SP36G1 north section | Allocated for Mixed Use development | Increase in traffic and congestion. Infrastructure costs economic. Not needed. Impact on Campion School. Danger of coalescence. Loss of habitat. Access issues. Loss of archaeology. Pollution. Risk of flooding. | Included as part of larger site (see below) | Concern about loss of agricultural land, access, impacts on the transport infrastructure, impact on the historic area of Whitnash, impact on ecology, flood risk and perceived coalescence with Radford Semele | Has planning permission for 209 dwellings. This is included as a commitment. | |
| Land at Campion School/Whitnash East 37 Hectares (approx. 800 Dwellings) | L9 | Potentially suitable in part (circa 37 ha to exclude school and provide buffer to Whitnash Brook) subject to provision of social and community facilities, access arrangements, significant buffer to protect LMS and potential SHNC areas at risk of flood, and properties from railway, and vibration from noise and air pollution boundary | Most recent information suggests the site are well outside the flood (100-100a) | Achievable although the scale of development will require significant contributions towards improved infrastructure and services, including transport, education, health and parks and open spaces. This may require third party land and the agreement of statutory bodies. | See above | Non green belt land | Non green belt land | Medium | The railway line makes a definitive edge to Whitnash and there are constraints for development of this area. However, as it is relatively hidden from the main towns and their approaches, in theory this area could be developed without significant harm to the landscape setting of Warwick or Leamington. | Eastern boundary within Flood Risk Zones 2, 3 & 6. Risk of low risk of flooding from land and residual risk from partially protected reservoir risk from Drapcote Water. Low to medium risk of flooding from groundwater which should be considered further during a FIA. | It is essential that Whitnash Brook LMS is retained and a considerable buffer zone is designated and implemented, with appropriate management of the buffer zone to meet objectives of the reserve. The linear jWS/NS/NC Whitnash Brook SP36G1 should be retained and a buffer zone implemented to prevent direct or indirect impact on the site. The brook is potential water vole habitat and needs to be protected. The size of the buffer zone for this linear habitat therefore depends on the presence or absence of water voles. A management plan for the brook should be written and implemented to ensure future good management and enhancement of the habitat. It is recommended that hedgerows are replaced with new hedgerow habitat through and around any development, comprising suitable native species, as advised by Arden Character area guidelines. Please refer to the hedgerow regulations for advice on their legal protection and requirements within Planning and Legal Context. The mature trees within the parcel should be retained. Each tree should have a buffer zone to protect the tree's roots from development. It is important that a buffer zone is in place to address health & safety issues of future tree loss impacting on development properties. Please refer to the section on tree preservation and protection within Planning and Legal Context. | N/A | N/A | Access issues can be resolved through partial redevelopment of Campion School. Impact on wider transport network can be managed within current mitigation proposals | Transmission line runs north/south through south eastern part of site. Public footpath traverses site west/ east from Church Lane and railway bridge. Southern part of site remote from existing built up area if access is from north. High potential sewer impact, development is likely to require levelling but is located upstream of a sub-catchment with known sewer flooding problems downstream of the site. The impact of the development should be quantified using hydraulic modelling. The cumulative impact of other development in the area should also be considered (S of Hartury Lane, S of Galloway Hill, The Apps, W of Europa Way, Woodside Farm). The connection to the south offers the most direct route to the works. | Allocated for a total of 500 houses with open space and community facilities | Increase in traffic and congestion. Infrastructure costs economic. Not needed. Impact on Campion School. Danger of coalescence. Loss of habitat. Access issues. Loss of flooding. | Allocated for a total of 500 houses with open space and community facilities | Concern about loss of agricultural land, access, impacts on the transport infrastructure, impact on the historic area of Whitnash, impact on ecology, flood risk and perceived coalescence with Radford Semele | Part of site (to the north) has planning permission for 209 dwellings. This is included as a commitment. The southern part of the site is included for 300 dwellings | |
| Golf Lane/Fiddlegate Lane, Whitnash 4 Hectares (approx. 100 Dwellings) | L11 | Potentially suitable depending upon findings of full Transport Assessment and improvements to highway network to mitigate any transport safety issues. | Landowner willing to release land for development | Subject to ability to satisfactorily address any issues arising from a full Transport Assessment | The site is situated to the south of Whitnash, defined by Golf Lane and the Leamington & County Golf Club to the west, the railway line to the east and existing residential development to the north. There is the potential for significant long term positive effects on housing and there will be indirect positive effects on the economy, health and well-being and poverty/ social exclusion (access to good quality housing). There is also the potential for a long term positive effect on SA objective 13 through the provision of community facilities. Development at this site will require significant contributions towards improved infrastructure and services, including transport, health, education and parks and open spaces. This may require third party land and the agreement of statutory bodies. | Non green belt land | Non green belt land | Medium | This small site is well contained and development here would not have a major impact on the overall setting of the town. However, it has some historical value and could set a precedent for further expansion south of the town. | In flood zone 1. Medium risk of flooding from land and groundwater. Low risk of flooding from artificial sources. Susceptible to surface water flooding. | The jWS/NS/NC Whitnash Meadow SP36G2 and Linear jWS/NS/NC Railway Cutting SP36K1 should be retained and a buffer zone implemented to prevent direct or indirect impact on the site. The linear jWS/NS/NC Whitnash Meadow SP36G2 should be retained and a buffer zone implemented to prevent direct or indirect impact on the site. The brook is potential water vole habitat and needs to be protected. The size of the buffer zone for this linear habitat therefore depends on the presence or absence of water voles. A management plan for the brook should be written and implemented to ensure future good management and enhancement of the habitat. It is recommended that hedgerows are replaced with new hedgerow habitat through and around any development, comprising suitable native species, as advised by Arden Character area guidelines. Please refer to the hedgerow regulations for advice on their legal protection and requirements within Planning and Legal Context. The mature trees within the parcel should be retained. Each tree should have a buffer zone to protect the tree's roots from development. It is important that a buffer zone is in place to address health & safety issues of future tree loss impacting on development properties. Please refer to the section on tree preservation and protection within Planning and Legal Context. | N/A | N/A | Access issues can be resolved. Impact on wider transport network can be managed within current mitigation proposals | Impact on open countryside of medium landscape value. Mollington Hill potential SHNC to west of site. Likely impact of worsening highway safety at junction of Golf Lane and Whitnash Brook and potential impact on the junction of Heathcote Road and Whitnash Brook. The impact of the development should be quantified using hydraulic modelling. The cumulative impact of other development in the area should also be considered (S of Hartury Lane, S of Galloway Hill, The Apps, W of Europa Way, Woodside Farm). The connection to the south offers the most direct route to the works. | Allocated for housing and Open Space | Lack of suitable drainage. Increased traffic and congestion. Pressure on schools and other services. Infrastructure required. Loss of habitat. Impact on golf course. Highly visible due to topography. Results in creep of urbanisation into countryside | Allocated for 100 houses with open space. | Concern about flooding, access, infrastructure, ecology and impact on landscape. | Has planning permission for 94 dwellings. This is included as a commitment. | |

| | SHAA Assessment | Sustainability Appraisal | Greenbelt Assessment | Landscapes Character Assessment | Historic Settings Assessment | SFRA | Habitat Assessment | Potential coalescence between settlements (see landscape assessment part 2) | Loss of employment land | Transport infrastructure constraints | Other infrastructure constraints | July 2012 Preferred Options Document | Preferred Options Consultation | June 2013 Revised Changes Document | 2013 Consultation | Submission Draft Local Plan | | | |
|-----|---|---|---|--|---|--|--------------------|--|--|--|---|--|--|--|---|--|---|---|---|
| ref | Suitability | Availability | Achievable | Assessment | Assessment against five purposes of the Greenbelt | Further assessment of land meeting three or less purposes | Landscape value | Comments | Level 1 SFRA April 2013 | Habitat Assessment | Potential coalescence between settlements (see landscape assessment part 2) | Loss of employment land | Transport infrastructure constraints | Other infrastructure constraints | July 2012 Preferred Options Document | Preferred Options Consultation | June 2013 Revised Changes Document | 2013 Consultation | Submission Draft Local Plan |
| L4 | Potentially suitable subject to amendment to Area of Resource (AR) 250 (Dwellings) | Landowner is willing to release land for development within 2 years | Achievable subject to release of electricity cabling if necessary. | As with the other allocations, the delivery of 280 dwellings will have a significant medium to long term effect on the SA objective relating to housing need. This will also have indirect positive effects on the economic, health and social exclusion. The site currently has access to public transport (despite being close to a GP Surgery and schools (within 1.5 miles) and the A667) and high volumes of traffic. There is the potential for a short to long term negative effect on SA objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network, which is already experiencing capacity issues. In addition, air, light and noise pollution are likely to increase - particularly in the short term during the construction phases. It is considered that suitable mitigation will be set out through development management policies in the Local Plan and will also be available at the project level to address negative effects. Development of the site will lead to the loss of Greenfield with long term negative effects on the prudent use of land, health and the potential for minor long term negative effects on the landscape. However, it is considered that a sensitive approach to design would help to avoid negative impacts. There is the potential for a long term negative effect on the historic environment as there are a number of listed buildings adjacent the western boundary, a registered park and garden adjacent to the south part of the site and given the heritage of the surrounding area there is likely to be an archaeological present on the site. | Non green belt land | Non green belt land | Medium | Although this site is partly on high ground, if sensitively developed it could be a relatively discreet urban extension. | Low risk of flooding from land and residual risk from partially protected reservoir risk from Draycote Water. Low to medium risk of flooding from groundwater which should be considered further during a FRA | The small section of woodland is of high biodiversity value and should be protected from development, including degradation and implementation of a buffer zone of 5 metres around the site. This is to prevent damage to the woodland site from direct impact of road damage, or from indirect issues including changes to soil hydrology, compaction, and increased temperature from development. With mature trees in the woodland, it is important that a buffer zone is in place to address health and safety issues of future tree loss impacting on development properties. It is recommended that the species rich hedgerows are retained with a buffer zone. The less biodiversity hedgerows should be replaced with new hedgerow habitat through and around any development, comprising suitable native species, as advised by Arden Character Area guidelines. Please refer to the hedgerow regulations for advice on their legal protection and requirements within Planning and Legal Context. The mature trees within the parcel should be retained. Each tree should have a buffer zone to protect the tree's roots from development. It is important that a buffer zone is in place to address health and safety issues of future tree loss impacting on development properties. New areas of planting should compensate for the loss of the scattered trees within the parcel. All planting should be native and sourced locally. Please refer to the section on tree preservation and protection within Planning and Legal Context. Any development within this parcel would need to consider the area of woodland and have suitable mitigation for any hedgerow losses. | There is development pressure to expand Sydenham and Whitnash south and east into greenfield areas of the Whitnash Brook valley, whilst there is also pressure to expand the village of Bafford Smeeth. Both areas of expansion are likely to lead to the actual or perceived coalescence of the settlements. The rural setting, which includes managed nature reserve areas are well used public footpaths, has important functions for existing residents that are likely to be greatly undermined by some of the larger proposals for development adjacent the valley. Smaller land parcels are suggested for possible development where there would seem to be potential to retain the separate identity of Bafford, the wider landscape character, some specific and distinctive landscape features and the multi-functional green infrastructure purposes of the valley. It is again considered important that viable agricultural units are retained. A commitment to excellence within new development is also essential, where some previous residential development in the locality seems to lack the potential to mature into attractive, desirable neighbourhoods in the longer term. | N/A | Access issues can be resolved. Impact on wider transport network can be managed within current mitigation proposals. | Footpath runs north/south through site. Underground electricity cable land along boundary. There is a 220mm diameter foul sewer crossing the west of the site. There are no known sewer flooding problems downstream of this development but hydraulic modelling will be required to confirm the extent of any capacity improvement works and to confirm capacity at Grove Farm SPS site which drains the Grove Farm SPS located to the south. | Allocated for Housing and Open Space | Increase in traffic and congestion. Infrastructure costs uneconomic. Not needed. Impact on Caravan School. Danger of coalescence. Loss of habitat. Access issues. Loss of archaeological. Pollution. Risk of flooding. Additional pressure on services | Allocated together with other sites in the south as part of Metropolitan area | Concern about access. In particular, but also about impact on wider highway network and the on landscape, loss of agricultural land and infrastructure | Has planning permission for 250 dwellings. This included a commercial |
| W18 | Occupied at time of SHAA assessment but since vacated. Potential SNC to south of site adjacent to canal. Potential air and noise pollution from employment areas to east. Suitable subject to buffer to existing employment area. | Part of site available within the period 2013-2018 | Achievable subject to market and land being released | The delivery of 50 dwellings has the potential for a long term positive effect on SA objective 12 through the economic, health and well being and poverty and social exclusion. The site has good access to public transport leading to Warwick's Centre with a bus stop within approximately 50m from the site and local facilities and community facilities within 1 mile. There is the potential for a short to long term negative effect on SA objective 2 (sustainable transport) through increased traffic and for minor long term positive effects on the prudent use of land and the landscape as the regeneration of the site and delivery of new high quality housing and open space would help to renew and strengthen the character/ sense of place of the area creating an attractive place for people to live. The effects on historic environment and natural environment are considered to be uncertain at this stage. However, the allocation has potential local wildlife site adjacent the southern part of the site which could be indirectly affected. It is recommended that a buffer is provided between development and the adjacent A66. It is also recommended that strong environmental policies are developed to encourage sustainable design, to protect and encourage the enhancement of the natural environment, and to include provision for green infrastructure. Air, light and noise pollution are likely to increase - particularly in the short term during the construction phases. There are also potential noise and air pollution from adjacent employment area to east and south and as the site is on brownfield land there is potential contamination to be present. It is recommended that a survey is carried out to identify the extent of pollution and suggest mitigation as appropriate. | N/A | N/A | N/A | N/A | Flood zone 1. High risk of surface water flooding. Opportunities to improve the situation should be considered during the FRA | N/A | None | The eastern part of the site includes a depot building. However in September 2012 the Council of their desire to retain the depot and not release it for development | None. Location within urban area means alternative transport modes are possible | Medium potential impact on sewerage infrastructure. Hydraulic modelling will be required to confirm if capacity improvements would be required. | The larger site area of the original brick site (2.0 hectares) (dwellings) was allocated as one of four sites in the urban area to come forward in Phase 1 | Due to landowner now wishing to retain the employment part of the site, a reduced area is suggested for allocation at a higher density to take into account the urban location of the site (1.8 hectares/72 dwellings) | In general development here was supported although concerns raised about loss of playing fields | Included. The adjacent site (currently used as a depot by the County Council) now available as well. This would give a total site capacity of up to 100 dwellings | |
| L15 | Site abuts Leamington Spa Conservation Area. Part employment allocation, part Opportunity Site regarding mixed use development. Bus Depot currently in use. Some protected trees. Limited access. Noise from railway line and bus depot. Potentially suitable subject to comprehensive redevelopment. | Majority of site vacant and available. Alteration Area Part location for bus depot required | The site is understood to be achievable subject to the market and location of the bus depot. The scale of development will require improved infrastructure and services. This may require third party land and the agreement of statutory bodies. | It is expected to have similar effects (albeit slightly greater given the large size) to the allocation at the Former Ridgeley School on housing, employment, health and well being, poverty and social exclusion, the prudent use of land, and the natural environment and landscape. The effects on air, water and soil are similar to those identified for the allocation at Leamington Spa Fire Station although there is a potential existing noise source from the railway. The effects regarding travel and transport as the site is situated within Leamington Spa adjacent to the railway track and is close proximity to the railway station and therefore has good access to public transport. In addition, the effects on crime are more certain and considered to be positive in the long term as the development also has the potential to improve what is considered a crime hotspot (Warwick District Council, Community Protection Officers). The site abuts the Leamington Spa Conservation Area. It is recommended that Local Plan policies are developed to protect and enhance heritage assets, including their setting, and require mitigation to be available to address potential negative effects. In relation to travel and transport, the site has good access to public transport with a bus stop within approximately 50m from the site. There is the potential for short to long term negative effects on SA objective 2 (sustainable transport) through increased traffic and for minor long term positive effects on the prudent use of land and the landscape as the regeneration of the site and delivery of new high quality housing and open space would help to renew and strengthen the character/ sense of place of the area creating an attractive place for people to live. The effects on historic environment and natural environment are considered to be uncertain at this stage. However, the allocation has potential local wildlife site adjacent the southern part of the site which could be indirectly affected. It is recommended that a buffer is provided between development and the adjacent A66. It is also recommended that strong environmental policies are developed to encourage sustainable design, to protect and encourage the enhancement of the natural environment, and to include provision for green infrastructure. Air, light and noise pollution are likely to increase - particularly in the short term during the construction phases. There are also potential noise and air pollution from adjacent employment area to east and south and as the site is on brownfield land there is potential contamination to be present. It is recommended that a survey is carried out to identify the extent of pollution and suggest mitigation as appropriate. | N/A | N/A | N/A | N/A | Flood Zone 1. Low risk of surface water flooding. Low to medium risk of flooding from groundwater. Local risk should be considered during a FRA. | N/A | None | The Local Plan allocates the western part of the site for employment uses and the eastern part of the site as an Opportunity Site for mixed use. The Station Area Development Brief suggests a mix of business and residential uses, depending upon the nature of the employment uses and any residential use. | Current access issues could be resolved if the site is developed comprehensively | Low potential impact on sewerage infrastructure. Hydraulic modelling will be required to assess sewer capacity and performance as a downstream combined sewer overflow. | The site was included as a committed housing site for 150 dwellings based on the proposals for mixed housing and employment uses in the Station Area Development Brief. | The site was included as a housing allocation for 200 dwellings. Following the sale of parts of the site to the Homes and Communities Agency and a Registered Housing Provider, the comprehensive development of the site for housing is looking more likely. The Council is working with the Agency to assist with the relocation of the Bus Depot. | Mixed support and objections. Concern about loss of car park and the bus depot | Site included. Work progressed on relocation of existing bus depot | |
| L19 | Policy restrictions include the loss of sport & recreation facilities, which are still in active use. The site is adjacent to Leamington Spa Conservation Area. There are localised flooding problems across the northern boundary. Lillington Brook traverses this northern boundary and is culverted under part of the site. There is a flood pond on the site of the culvert which is potential contaminated land. Potentially suitable subject to satisfactory relocation of existing sports facilities and the satisfactory retention of water water | The site is not currently available but the owners have indicated a willingness to relocate should a suitable site become available | Subject to the satisfactory relocation of the existing club | There is the potential for minor long term negative effects on the prudent use of land, health and the landscape as the site is Greenfield land surrounded by existing development and would result in the loss of sports and recreational facilities. Potential effects on historic environment are considered to be negative at this stage as there are a number of listed buildings to the west of the allocation, the site is adjacent to the Leamington Spa Conservation Area, and given the heritage of Leamington Spa, there is likely to be archaeological present on the site. It is recommended that Local Plan policies are developed to protect and enhance heritage assets, including their setting, and require mitigation to be available to address potential negative effects. In relation to travel and transport, the site has good access to public transport with a bus stop within approximately 50m from the site. There is the potential for short to long term negative effects on SA objective 2 (sustainable transport) through increased traffic and for minor long term positive effects on the prudent use of land and the landscape as the regeneration of the site and delivery of new high quality housing and open space would help to renew and strengthen the character/ sense of place of the area creating an attractive place for people to live. The effects on historic environment and natural environment are considered to be uncertain at this stage. However, the allocation has potential local wildlife site adjacent the southern part of the site which could be indirectly affected. It is recommended that a buffer is provided between development and the adjacent A66. It is also recommended that strong environmental policies are developed to encourage sustainable design, to protect and encourage the enhancement of the natural environment, and to include provision for green infrastructure. Air, light and noise pollution are likely to increase - particularly in the short term during the construction phases. There are also potential noise and air pollution from adjacent employment area to east and south and as the site is on brownfield land there is potential contamination to be present. It is recommended that a survey is carried out to identify the extent of pollution and suggest mitigation as appropriate. | N/A | N/A | N/A | N/A | Not located in flood zones 2 or 3 | N/A | N/A | None | None. Location within urban area means alternative transport modes are possible | High potential impact on sewerage infrastructure. There is a combined sewer crossing the site. There are known capacity issues downstream of the site and capacity improvements are likely to be required subject to hydraulic modelling. | Not included as a housing allocation - concerns about loss of viable local sporting facility | Not included as a housing allocation - concerns about loss of viable local sporting facility | Not included as a housing allocation - concerns about loss of viable local sporting facility | | |
| L6 | Potentially suitable subject to satisfactory relocation of existing use. | Site currently in use so availability is subject to satisfactory relocation of existing use. | Potentially achievable subject to relocation of existing use. | The site is understood to be achievable subject to the market and location of the bus depot. The scale of development will require improved infrastructure and services. This may require third party land and the agreement of statutory bodies. | N/A | N/A | N/A | N/A | Flood zone 1. Low to medium risk of surface water flooding. Low risk of flooding from groundwater. Local risk should be considered during a FRA. | N/A | N/A | None | None. Location within urban area means alternative transport modes are possible | There are combined sewers to the west and east of the site. The site is located upstream of phase 1 of a flood alleviation scheme, which has alleviated capacity issues in the local area. Hydraulic modelling should be undertaken to confirm the development does not affect the flood alleviation scheme. | Included as one of four sites within urban area for 50 dwellings in phase 1 | concern about need to ensure fire service is maintained | Included as one of four sites within urban area for 50 dwellings in phase 2 | Proposals for relocation of fire station for Leamington | |
| L36 | No policy restrictions. Physical constraints include Flood Zones 2, 3a & 3b. Protected trees in north east corner. Railway runs along western boundary. River Leam potential SNC to south east of site. Adjacent to Leamington Spa Conservation Area. Spa Gardens Registered Park and Garden of Special Historic Interest to the south east. Site satisfactory subject to mitigation against noise from railway and protection of assets of acknowledged importance | Site currently in use - not currently available | Achievable in letter phase of plan period subject to relocation of existing use. | There is the potential for minor long term positive effects on the prudent use of land and the landscape as the site is brownfield land with existing poor quality structures. The regeneration of the site and delivery of new high quality housing and open space would help to renew and strengthen the character/ sense of place of the area creating an attractive place for people to live. There is potential for minor negative effects on historic environment as there is a listed building to the east of the site, the site is adjacent to a registered park and garden; the site is within the Leamington Spa Conservation Area, and given the heritage of Leamington Spa, there is likely to be archaeological present on the site. It is recommended that Local Plan policies are developed to protect and enhance heritage assets, including their setting, and require mitigation to be available to address potential negative effects. In relation to travel and transport, the site has good access to public transport with a bus stop within approximately 50m from the site. There is the potential for short to long term negative effects on SA objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network. In addition, air, light and noise pollution are likely to increase - particularly in the short term during the construction phases. This may affect the residential areas surrounding the site. There are also some localised flooding problems along the northern boundary. It is expected that mitigation will be available at the development management level to deal with any additional run-off caused by the additional impermeable surfaces as a result of development. | N/A | N/A | N/A | N/A | Mainly flood zone 1 with southern boundary in flood zones 2 and 3. Low risk of surface water flooding. Low risk of flooding from groundwater. Local risk should be considered during a FRA. | N/A | N/A | None | None. Location within urban area means alternative transport modes are possible | Low potential impact on sewerage infrastructure. Hydraulic modelling will be required to assess sewer capacity and performance as a downstream combined sewer overflow. | Included as one of four sites within the urban area for 300 dwellings in Phase 3 | Concern from College that relocation (likely) within the Plan Period | Not included as a housing allocation following representations from College | Not included as a housing allocation following representations from College | |
| L17 | Approximately 38% of the site is within Flood Zones 1, 2, 3a & 3b. Protected trees throughout the site. Site partly within or adjacent to Leamington Spa Conservation Area. River Leam potential SNC to the south of the site. Spa Gardens Registered Park and Garden of Special Historic Interest to the south east. Site satisfactory subject to mitigation against noise from railway and protection of assets of acknowledged importance | Subject to relocation of existing use | Subject to relocation of existing use | The allocation will provide land for 60 dwellings on brownfield land to meet the current (and potentially additional) residential needs in the area. It is expected to have similar effects to the allocation at the Former Ridgeley School on housing, employment, health and well being, poverty and social exclusion, the prudent use of land, and the natural environment and landscape. The effects on air, water and soil are similar to those identified for the allocation at Leamington Spa Fire Station. The effects regarding travel and transport are more positive as the site has good access to public transport leading to Warwick's Centre with a bus stop within approximately 50m from the site. It is within walking distance of Leamington Town centre. Potential effects on historic environment are considered to be negative at this stage as there are a number of listed buildings adjacent the western boundary, adjacent to the Leamington Spa Conservation Area, there is a registered park and garden adjacent the south part of the site, and given the heritage of the surrounding area, there is likely to be archaeological present on the site. All these assets are likely to be directly/indirectly affected by the development of the allocation site. There is the potential for a significant long term negative effects on SA objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network. In addition, air, light and noise pollution are likely to increase - particularly in the short term during the construction phases. This may affect the residential areas surrounding the site. In addition, the presence of the railway adjacent the western border of the site could mean that noise could negatively affect any new development. There is the potential for a significant long term negative effect on climate change adaptation as the south eastern perimeter of the site is identified as having medium to high probability of flooding. Residential development should be directed away from areas of high flood risk. The allocation would result in the loss of employment land and land for education leading to long term negative effects unless it is re-provided elsewhere. | N/A | N/A | N/A | N/A | Flood zones 1, 2 and 3. High risk of surface water flooding - opportunities to improve the situation should be considered through the FRA. Low to medium risk of flooding from groundwater. Local risk should be considered further through the FRA. | N/A | Site currently in employment (office) use | Location within urban area means alternative transport modes are possible. No specific strategic traffic mitigation measures required. Can be accommodated with the wider mitigation proposals. | Low potential impact on sewerage infrastructure. There are combined and surface water sewer discharges directly to the watercourse to the south. There are no known capacity issues downstream of the site. Hydraulic modelling will be required to confirm whether any capacity improvements will be required. | Included as one of four sites within the urban area for 50 dwellings in Phase 3 | Generally supported although concern about loss of Council offices and parking | Included, with capacity increased to 100 following a detailed feasibility study | | | |
| W04 | Policy restrictions include the loss of employment land. Access would require further investigation. The proximity to the cemetery would require ground investigation works. There are some protected trees on the site. Mitigation of noise and air pollution from A46. Buffer required. Potentially suitable subject to site not being required for employment and provision of buffer to A46 | Owner had expressed willingness to release the site for housing | Achievable subject to a strong market and appropriate further investigation. The proximity to the cemetery would require ground investigation works. There are some protected trees on the site. Mitigation of noise and air pollution from A46. Buffer required. Potentially suitable subject to site not being required for employment and provision of buffer to A46 | The site is a former car park adjacent to the A46, existing employment uses and the Warwick Cemetery. The site is not being allocated for housing as it is considered to be more suitable for employment. The provision of employment at this site will have a long term positive effect on the economy and reduce the need for residents of Kenilworth to travel for employment. Improved accessibility to employment opportunities will also have long term positive effects on health and well-being. The site is previously developed land and will have a positive effect on the SA objective relating to the prudent use of land. The key sustainability issues with regard to this site are the potential impacts of noise and atmospheric pollution generated from the A46 and the presence of cemetery adjacent to the site. The proximity to the cemetery would require ground investigation works and proper level assessments would ensure that any adverse effects on the cemetery are avoided. A buffer will be required between the development and A46 to minimise the potential impacts of atmospheric pollution. Access to the site would also need to be investigated further but it is considered that this can be addressed at the project level. There are some protected trees on the site that would need to be retained and protected from development. The effects on Crime are uncertain at this stage and will depend on the design and layout finalised at the development management level. The Local Plan policy that contained design should take account of the Safer Places. The Planning System and Crime Prevention Guidance (September 2004) | N/A | N/A | N/A | N/A | Not within flood zones 2 or 3 | N/A | N/A | None | Yes, suitable for employment uses | Location at edge of urban means alternative transport modes are possible. No specific strategic traffic mitigation measures required. Can be accommodated with the wider mitigation proposals. | High potential impact on sewerage infrastructure. A foul sewer would need to be reallocated to join the foul sewer to the south west of the site. There are no known capacity issues downstream and the impact of the development should be assessed using hydraulic modelling to determine the extent of any required capacity improvements. | Not included as a housing allocation - considered to be more suitable as an employment site | Not included as a housing allocation - considered to be more suitable as an employment site | Included for 107 houses - loss of employment land compensated by employment in Kenilworth and south of Warwick | |
| K18 | Potentially suitable in part. Access would require further investigation. The proximity to the cemetery would require ground investigation works. There are some protected trees on the site. Mitigation of noise and air pollution from A46. Buffer required. Potentially suitable subject to site not being required for employment and provision of buffer to A46 | Available - the site is still in use but the control of a developer/proctor | Achievable with a strong housing market and subject to appropriate contributions towards infrastructure and services | The site currently does not have access to public transport (despite being close to a GP Surgery and schools (within 1.5 miles) and there are also issues with access to and the site in terms of visibility. There is the potential for a significant long term negative effects on SA objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network. In addition, air, light and noise pollution are likely to increase - particularly in the short term during the construction phases and this may affect the residential areas to the west of the site. In addition, the presence of the A46 to the east could be a potential noise source for new development. It is considered that suitable mitigation will be set out through development management policies in the Local Plan and will also be available at the project level to address negative effects. Furthermore, development of the site will result in the loss of high grade agricultural land leading to minor negative effects on soil and would lead to the loss of Greenfield and Green Belt Land with the potential for a significant long term negative effect on the prudent use of land. | K4 - Meets 1 of the 5 purposes of Green Belt. It contributes to preventing sprawl from Kenilworth in an easterly direction. It contributes to preserving the setting and special character of Kenilworth. Retention of green belt land will encourage recycling of derelict and other urban land. | In terms of Primary Constraints, parcel K4 contains part of Goshouse Wood which is both an Ancient Woodland and a Scheduled Ancient Monument in its own right. Parcel K4 contains a large commercial use in the form of a training and conference centre. The landscape study identifies that the A46 corridor creates an enclosure and a notable visible break from the wider countryside. Further development along the A46 would not have major impacts upon the wider landscape context. | K4 - 1 (Low Value) | Goshouse lane presently forms a definite edge to the east side of Kenilworth at this location and appears to enable the agriculture landscape to have contained in K4 without obvious urban fringe conflicts. However it could be argued that the A46 had already undermined the historic landscape continuity between Kenilworth and the Avon valley and that it is the A46 corridor that forms the real interface between the settlement and the rural landscape setting. It might be demonstrated that further development up to the A46 corridor would have a major impact to the wider landscape context. Existing mature vegetation would allow this area to be visually contained whilst sensitive design could extend this enclosure. It is considered that parcel K4 could be identified for a further level of detailed study and consideration for removal from the Green Belt. | The site is within Flood Zone 1. Flooding from Land is defined Low - a few small areas indicated as being 'less' susceptible to surface water flooding. Flooding from Groundwater - Low to Medium - The local risk of groundwater should be considered further during a FRA. | No assessment undertaken as part of Warwick District Habitat Assessment 2008. See (DfES (2006) not assessed in further landscape study). | N/A | Improvements to Thirkhorns Roundabout - with new access of island and into site improvements to St John's Grottery | There are isolated known sewer flooding problems downstream of this development, which have recently been addressed as part of Seven Trench's sewer flooding investment programme. No further action is being taken at this time, but the impact of development on these properties should be considered. Further hydraulic analysis will be required to assess the impact of the development on sewer capacity. | Identified as a potentially suitable site but not allocated | Representations from developers with control of land to suggest that it should be removed from the Green Belt and allocated in the Plan or at the very least, safeguarded. | Identified as a potentially suitable site but not allocated | Not allocated | | |

