

Appendix V: SA of Gypsy and Traveller Site Allocations

Key:

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

Site A – Land at Harbury Lane (2.4 ha – 15 pitches)																	
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Appraisal Summary	?	+	-	=	-	-	=	=	=	=	-	++	-	+	-	+	=
Summary:																	
<p>The development of the site is considered to lead to minor long term positive effects on SA Objectives relating to sustainable transport and poverty and exclusion, as well as major long term positive effects on housing need. The site will provide land for 15 pitches which will help meet the residential needs of Gypsies and Travellers in the area. This will have an indirect positive effect on health and wellbeing amongst the Gypsy and Traveller community by through providing permanent pitches.</p> <p>The site is 2.5 miles from the nearest GP services at Whitnash Medical Centre¹, with the site having good access to public transport (bus stop adjacent to the south west boundary of the site²). The provision of housing (pitches) is also considered to have the potential for a minor long term positive effect on health and well-being. However, development would result in the loss of recreational space / sports pitches (and associated economic benefits), this is likely to negatively impact on health, but could be mitigated by the relocation of the existing pitches elsewhere.</p> <p>Development is considered to lead to neutral effects on SA Objectives relating to waste and recycling, built environment, historic environment, air, water & soil quality and climate change and mitigation. There are no known designated heritage assets (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or in close proximity to the site³. All development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design, establishing a strong sense of place and responding to local character. Given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases, and it is expected that sustainable urban drainage systems will be incorporated in line with the Local Plan policies.</p>																	

¹ Measured from the boundary of the site where it joins with Harbury Lane. Walking distance measured using Google (2014) Google maps.

<https://maps.google.co.uk> [accessed July 2014]

² Google (2014) Google Maps. Online at <https://maps.google.co.uk/> [accessed July 2014]

³ English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed July 2014]

The effects on the SA Objectives relating to the prudent use of natural resources, landscape and flood risk are considered to be minor negative in the long term. The site is located in close proximity to an area of medium to high flood risk⁴ and the site is largely Greenfield, outside of the main settlements, in open countryside and adjacent to farmland, development could potentially affect the landscape character of the area. It would be recommended that existing hedgerows/ trees are maintained where possible and that additional screening/ landscaping is inserted where appropriate to help blend the development into the landscape. The site is in close proximity to a railway line which is identified as a potential Local Wildlife Site although there is a green buffer between the site and the railway and given the distance it is unlikely to cause any significant effects with regard to noise or impacts on health. There are three other potential Local Wildlife Sites, and one designated Local Wildlife Site in close proximity, but no national or international designations are close by⁵. It is therefore considered that significant negative effects on biodiversity are unlikely.

The effects on the economy are uncertain, while development may lead to the loss of the football pitches and associated economic benefits these can be relocated and ultimately it is considered unlikely that there would be a significant effect against SA Objective 1. Where appropriate and reasonable the Council should support commercial activities on the site as this can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location⁶.

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

The site is over 2 miles from Leamington Spa and Bishops Tachbrook and 2.5 miles walking distance from Bishops Tachbrook C of E Primary School and 4.1 miles to Bishops Itchington Primary School⁷. However, it should be noted that the schools are already close to capacity and therefore a small amount of uncertainty with regard to community facilities⁸. Given the distance of the site from main settlements/ primary service villages and that there are no suitable footpaths or cycleways along Harbury Lane it is considered that there is the potential for a minor negative effect against SA Objective 13. While the site does have good access to public transport with a bus stop adjacent to the site, the lack of suitable footpaths and cycleways and distance from main settlements and primary service villages means that development is unlikely to reduce the need to travel. Minor long term negative effect against SA Objective 3.

⁴ Environment Agency (2014) Flood Map – Risk of Flooding from Rivers and Sea. Online at <http://maps.environment-agency.co.uk> [accessed July 2014]

⁵ Warwick District Council (2010) Ecological assets map. Online at <http://www.warwickdc.gov.uk/NR/rdonlyres/6AE6AF66-D360-4728-9AB9-3CB787890738/0/EA2WarwickLeamingtonandWhitnash.pdf> [accessed July 2014]

⁶ CLG (2012) Planning Policy for Traveller Sites.

⁷ Measured from the boundary of the site where it joins with Harbury Lane. Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed July 2014]

⁸ Warwick District Council (2014) Gypsy and Traveller Preferred Options Document. Online at <http://www.warwickdc.gov.uk/>

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

Site B - Stratford Road (2.1 ha - 15 permanent pitches)																	
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Appraisal Summary	?	+	+	=	+	-	=	=	--	=	=	++	+	+	-	+	=
<p>Summary:</p> <p>There is the potential for minor long term positive effects on SA Objectives relating to health and poverty & social exclusion, as well as major long term positive effects on housing need. The site will provide 15 permanent pitches which will help to meet the residential needs of Gypsies and Travellers in the area. This will have indirect positive effects on health and wellbeing, and poverty through providing permanent pitches. The nearest GP services (The New Dispensary) is within 0.7 miles walking distance⁹ and there is accessible green space within 0.8 miles walking distance¹⁰, leading to further positive effects on health and wellbeing.</p> <p>The site is however in close proximity to a sewage and waste water treatment site, with the potential for the development to be affected by odour and air quality issues. The site is also adjacent to a historic landfill site¹¹ with the potential for contaminants to be present. Further to this, the western border of the site runs alongside the A429 with further potential for high levels of noise, reduced air quality and possible light pollution. The site is situated in a surface water Nitrate Vulnerable Zone¹². In combination, these effects are considered to have a major long-term negative effect on SA Objective 9, and could have indirect negative effects on health and wellbeing. It is recommended that a noise impact assessment is carried out prior to development, which suggests the appropriate mitigation. Further to this a land quality assessment is required prior to development, along with any necessary remedial work to ensure that the site is acceptable in planning terms.</p> <p>The effects are anticipated to be neutral on SA Objectives relating to the built environment, waste & recycling, and climate change (mitigation and</p>																	

⁹ Measured from the boundary of the site where it joins with Stratford Road. Walking distance measured using Google (2014) Google Maps <https://maps.google.co.uk> [accessed July 2014]

¹⁰ Ibid.

¹¹ Environment Agency (2014) Landfill Maps <http://maps.environment-agency.gov.uk/> [accessed July 2014]

¹² Defra (2014) Magic Map <http://magic.defra.gov.uk> [accessed July 2014]

adaptation), as all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design, establishing a strong sense of place, and responding to local character. The site is not within a flood zone¹³, and given the scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases.

The site is relatively close to some Listed Buildings¹⁴, a Registered Park and Garden¹⁵, Warwick Conservation Area¹⁶, and a Scheduled Ancient Monument¹⁷, however there are significant barriers between the development site and the historic assets, including the A Road, the River Avon and existing large areas of development (including the sewage works). Given the small scale of the proposed development and the existing policies protecting historical assets, the development is considered unlikely to have a negative effect on the historical environment. Neutral effect against SA Objective 8.

With regard to travel and transport, it is assumed that development at the site will not increase traffic significantly given the scale of the development, and the site has good access to public transport, with the closest bus stop just 0.2 miles walking distance¹⁸ and Warwick railway station at 2.1 miles away¹⁹. It is considered that the development is likely to lead to minor positive effects on SA Objective 2 and 3.

The proposed site is within 1.6 miles²⁰ of Warwick which provides a wide range of facilities and services, the site is also within 0.7 miles walking distance²¹ of Aylesford School, and 0.9 miles walking distance²² of Newburgh Primary School. Along with good access to public transport it is considered likely to lead to minor positive effects on SA Objectives 3 and 13.

The majority of the site is brownfield land leading to minor positive effects on SA Objective 5, and the River Avon runs south of the site, creating a barrier between the development site and BAP Priority Habitats of Coastal and Floodplain Grazing Marsh, and Undetermined Grassland²³. The site lies outside of the settlement zone line²⁴, however it is adjacent to a potential Local Wildlife Site which extends slightly north of the River Avon towards the site, this could potentially lead to minor negative effects on SA Objective 6.

¹³ Environment Agency (2014) Flood Map – Risk of flooding from Rivers and the Sea <http://maps.environment-agency.gov.uk> [accessed July 2014]

¹⁴ English Heritage (2014) National Heritage List for England <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed July 2014]

¹⁵ Ibid.

¹⁶ Warwick District Council (2014) Urban Conservation Areas http://www.warwickdc.gov.uk/downloads/download/150/urban_conservation_areas [accessed July 2014]

¹⁷ English Heritage (2014) National Heritage List for England <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed July 2014]

¹⁸ Measured from the boundary of the site where it joins with Stratford Road. Walking distance measured using Google (2014) Google Maps <https://maps.google.co.uk> [accessed July 2014]

¹⁹ Ibid.

²⁰ Ibid.

²¹ Ibid.

²² Ibid.

²³ Defra (2014) Magic Map <http://magic.defra.gov.uk> [accessed July 2014]

²⁴ Ibid.

The effect on the economy is uncertain at this stage as it is not known whether development would provide or lead to a loss of employment land. Where appropriate and reasonable the Council should support commercial activities on the site as this can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location.

With regard to SA Objective 16, it is anticipated that the effects will be neutral. This is largely due to the small scale of the potential development, and also because the effects on crime will depend on the design and layout finalised at the development management level. Design should take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004) to help reduce crime.

Site C – Land to the East of Europa Way (1.6 ha - 6 to 8 transit)																	
SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Appraisal Summary	?	-	-	=	-	-	=	=	-	=	-	++	-	+	-	+	=
<p>Summary:</p> <p>The development of the site is considered to lead to minor long term positive effects on SA Objectives relating to Health and Poverty & social exclusion as well as have major long term positive effects on Housing need. The site will provide land for 6 to pitches which will help to meet the temporary residential needs of Gypsies and Travellers in the area. This will have indirect positive effects on health and well being/ poverty through providing a permanent site for temporary accommodation.</p> <p>The nearest GP service (Warwick Gates Family Health Centre) is just over 1.5 miles away; however, the site has poor access to public transport (nearest bus stop is 1.8 miles away)²⁵. It is therefore considered that there is the potential for a minor negative effect on health.</p> <p>Development of the site could potentially lead to minor long term negative effects on the SA Objectives relating to sustainable transport, a reduced need to travel, and local services and facilities. The site has poor access to local transport systems, and is over 1.5 miles from the main settlements and primary service villages²⁶. It should also be noted that there are no suitable footpaths and cycleways along the A425. It is assumed that development at the site will not increase traffic significantly given the scale of the development; however, at this stage, little detail is known about existing traffic and transport issues and how the development of the potential site will affect them. Mitigation is provided to a certain extent by national planning policy but the effectiveness of the mitigation will depend on design and layout at the development management level. It would be recommended to insert</p>																	

²⁵ Measured from the boundary of the site where it joins with the A425. GP Services found using the National Health Service (2014) NHS Choices – Find GP services. Online at <http://www.nhs.uk/Service-Search/> and distance measured using Google Maps. Online at <https://maps.google.co.uk/> [accessed July 2014]

²⁶ Measured from the South East boundary of the site where it joins with the A452. Walking distance measured using Google (2014) Google maps. <https://maps.google.co.uk> [accessed July 2014]

strong transport requirements for this particular site to ensure that the right level of improvement and upgrade is achieved. The site is 1.7 miles walking distance from Bishops Tachbrook C of E Primary School, and 2.1 miles walking distance from Myton School²⁷. The distance from education combined with poor access to public transport could lead to minor negative effects on SA Objective 13.

The effects on the SA Objectives relating to waste and recycling, built environment, historic environment and climate change mitigation are considered to be neutral. There are no known designated heritage assets (including Listed Buildings, Conservation Areas or Scheduled Monuments) on or adjacent to the site²⁸ and all new development should meet with the requirements of national planning policy and building regulations by achieving high quality and inclusive design and establish a strong sense of place and respond to local character. Also given the small scale of the development it is considered unlikely to create significant additional waste or significant contributions to greenhouse gases. The effects on crime will depend on the design and layout finalised at the development management level. It is recommended that consideration is given to inserting a design policy to encourage sustainable design and to take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004), to prevent crime.

There is the potential for minor negative effects on the SA Objectives relating to prudent use of land & resources and the natural environment and landscape. The site is in a rural setting on Greenfield land; therefore, development could potentially affect the landscape character²⁹. It would be recommended that existing hedgerows / trees are retained where possible and that additional screening/ landscaping is inserted where appropriate to help blend the development of the potential site into the landscape, and mitigate the loss of woodland. Development of the site would result in the loss of Deciduous Woodland, designated as a BAP Priority Habitat³⁰ and there are three potential Local Wildlife Sites within close proximity of the site³¹. The presence of protected species and the ecological value of the site is unknown at this stage although presence of protected of species is more likely given the priority habitat, with the potential for minor negative effects. It would be recommended that strong environmental policies are developed to protect and encourage enhancement of the natural environment.

The effects on the SA Objective relating to air, water & soil quality and are considered to be minor negative in the long term. There is best and most versatile agricultural land surrounding the majority of the site; however, the site itself does not have an agricultural land grade as woodland is currently present. The site is in a sand and gravel safeguarded area³² so there is the potential for a minor negative effect against SA Objective 9. The site is also located adjacent to a main A Road with potential for noise, air quality and light pollution. As a result, there could be minor negative effects on health. It is recommended that a noise assessment is carried out to identify possible noise impacts and to suggest appropriate mitigation.

²⁷ Ibid.

²⁸ English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed July 2014]

²⁹ English Heritage (2014) National Heritage List for England. Online at <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed July 2014]

³⁰ Defra (2014) Magic Map. Online at <http://magic.defra.gov.uk> [accessed July 2014]

³¹ Warwick District Council (2014) Gypsy and Traveller Preferred Options Document. Online at <http://www.warwickdc.gov.uk/>. Information given by Warwickshire County Council to inform Warwick

³² Ibid.

The eastern border of the site is located within a high risk flood zone area³³, with the potential for major negative effects. However, this could be mitigated by ensuring that development is contained within the western half of the site, and sustainable drainage systems are implemented.

The effect on the economy is uncertain at this stage. Where appropriate and reasonable the Council should support commercial activities on the site as this can help to reflect the extent to which traditional lifestyles can contribute to sustainability as travellers can often live and work from the same location³⁴.

³³ Environment Agency (2014) Flood Map – Risk of Flooding from Rivers and Sea. Online at <http://maps.environment-agency.co.uk> [accessed July 2014]

³⁴ CLG (2012) Planning Policy for Traveller Sites.