

SA of the Sub Regional Employment Land Site

Site: Land surrounding Coventry Airport (Baginton, Bubbenhall and Coventry Airport) Size, Capacity & Use: 235 ha sub-regional employment site for uses B1, B2, and B8 (118ha developable area) SHLAA Ref: N/A																
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 site could potentially deliver a significant level of new employment land, which could have major long term positive effects on SA Objective 1 (economy). As no housing is proposed for this site, it is considered that development is likely to result in a neutral effect against SA Objective 12. There is the potential for an indirect minor positive effect on SA Objective 15 through the provision of significant new opportunities for employment.</p> <p>It is considered that development of the site is likely to have a negative effect against SA Objective 4, as given the scale of development proposed, there are likely to be large amounts of waste created in the short-term during construction, and in the long term by introducing increased activity on site and the associated day-to-day waste generated in the employment uses. It is recommended that a sustainable waste management plan accompanies the development proposal that also ensures adequate recycling provisions on site. It is considered that suitable mitigation exists through development management policies and at the project level to avoid any major negative effects with regard to waste.</p> <p>There are numerous landscape, biodiversity and land restraints on the development site. The site is located within the Green Belt and much of the land is greenfield, although the site does utilise a significant amount of brownfield land, including former sewer beds. The site contains one existing Local Wildlife Site and three potential Local Wildlife Sites; further to this the east and south boundaries of the proposed site are also potential Local Wildlife Sites¹. There are pockets of BAP Priority Habitats including Deciduous Woodland, Reedbeds and Coastal & Floodplain Grazing Marsh. There are also pockets of trees that are part of the National Inventory of Woodland², and the Environmental Statement (ES) from the 2012 Coventry Gateway</p>																

¹ Warwick District Council (2014) Ecological Asset Map <http://www.warwickdc.gov.uk/> [accessed July 2014]

² Defra (2014) Magic Map <http://magic.defra.gov.uk> [accessed July 2014]

development application has identified a medium sized population of Great Crested Newts, a small grass snake population, and two small common pipistrelle bat roosts (protected under the Wildlife & Countryside Act 1981 (as amended)). A number of badger clans were also found (protected under the Protection of Badgers Act 1992 (as amended)), as well as breeding and wintering bird assemblages. Licenses may be required if for example, the badger clans are to be relocated.

Adjacent to site boundaries are the Stonebridge Meadows Local Nature Reserve in the north, further Green Belt land to the south and west of the site, and more BAP Priority Habitats. There is one SSSI within 1km of the boundary of the site, the Ryton And Brandon Gravel Pits SSSI approx 900m away, with another five SSSIs within 2kms³.

To minimise the negative effects on landscape and biodiversity sustainable drainage systems like reedbeds can be implemented to mitigate any natural drainage / reedbed habitat loss. Ultimately development could result in the loss of Green Belt and Greenfield land, and has the potential to significantly affect the landscape character, biodiversity, and wetland features, although appropriate mitigation could reduce the significance of these effects. Development will need to be carefully planned so as to minimise the effects, and should take account of the recommendations set out in the Options for Future Urban Expansion in Warwick District – Considerations for Sustainable Landscape Planning (Nov 2012). Guidance within this document includes a generous provision of green infrastructure as a buffer along the western edge between the proposed employment site and housing within Baginton village. Woodland shelterbelts are recommended. It is considered that with mitigation measures the potential adverse effects on landscape and biodiversity could be reduced to result in minor residual negative effect.

The site lies in a Minerals Safeguarded Area for sand and gravel deposits⁴, development could hinder future access, and has the potential for short-term negative effects on health should these deposits be mined once development has occurred. The site contains a previous sewage works and landfill site, which will require significant remediation for development to be acceptable in planning terms. The site also lies in a Surface Water Nitrate Vulnerable Zone, and it is recommended that development at the site incorporates sustainable drainage where possible. Development is likely to increase vehicle usage in the area and therefore result in minor negative effects on air quality; this can be mitigated to some degree through improved access to public transport modes, and new connections to the existing walking and cycling routes. It is considered that development may lead to minor negative effects on SA Objective 9.

The eastern border of the site lies in an area of medium to high flood risk (surrounding the River Avon)⁵. Flood protection and mitigation should be directed to this part of the site if required to make development acceptable in planning terms, and any proposal should avoid increasing impermeable surfaces along this edge. The proposal to implement a green infrastructure buffer along this edge, which should provide sufficient water storage capacity in the event of a flood is supported. It is considered that development may lead to minor negative effects on climate change adaptation; however, it is also considered that suitable mitigation exists through development management policies and at the project level to ensure that there will be no major negative effects on flooding.

³ Ibid.

⁴ Warwick District Council (2014) Mineral Safeguarding Areas <http://www.warwickdc.gov.uk/> [accessed July 2014]

⁵ Environment Agency (2014) Flood Map – Risk of Flooding from Rivers and the Sea <http://maps.environment-agency.gov.uk/> [accessed July 2014]

There are no heritage assets contained within the site; however, the site forms part of a rich heritage landscape. The Roman Lund Fort is adjacent to the north west site boundary, new development adjacent to this site could result in minor to major negative effects on this Scheduled Monument (especially during construction). There are three conservation areas in close proximity to the site; Baginton Conservation Area, Bubbenhall Conservation Area and Stoneleigh Conservation Area. There is also a Registered Park and Garden adjacent to the Stoneleigh Conservation Area. There are numerous Listed Buildings around the site, mostly concentrated in Baginton and Bubbenhall⁶. The most significant heritage concern for development at this site is the affect on the Lund Fort, in which significant mitigation will be required to ensure that negative effects on its setting do not occur. Furthermore it is recommended that archaeological trial trenching is undertaken within the vicinity of the Roman remains. It is considered that adequate mitigation is available through development management policies and at the project level to ensure that there will be no major negative effects on heritage. There is an element of uncertainty until more detailed lower level surveys and assessments have been carried out.

Development of this site could result in the loss of sports and recreational facilities, as the Trinity Guild RFC is situated in the north of the site, which is considered to have a minor negative effect on SA Objective 14. It is recommended that the LPA secure contributions towards the relocation of these facilities to mitigate this effect. This is also likely to lead to minor negative effects on health, due to the removal of sports facilities promoting healthy lifestyles. Development is likely to lead to short term negative effects on health during construction phases, and long term minor negative effects through increased activity on site and associated emissions reducing air quality. Given the scale of the site there is the potential to provide further facilities on site and green infrastructure which could support the promotion of healthy lifestyles, and improved access to sustainable transport methods could reduce the negative effects on air quality further. There is also the potential for a long term positive effect through the provision of new employment opportunities.

National policy (NPPF) requires all development to achieve high quality and inclusive design, establish a strong sense of place, respond to local character and create safe and accessible environments, which is supported through the local plan policies; however, given the scale of the development, the effect on the built environment is considered to be uncertain at this stage. Design and development could support climate change mitigation goals by providing on site microgeneration. It is expected that the LPA will support the small scale generation of renewable energy on site where appropriate, and that development will achieve the necessary BREEAM ratings and microgeneration levels as set out in the Sustainable Buildings SPD. However, given the scale of the site, there is the opportunity for larger scale energy generation schemes to be provided. Given the policy requirements it is considered that development at this site will lead to long term minor positive effects on climate change mitigation.

There are limited opportunities to access the rail network by walking from the site, with Coventry Station 3.5 miles away⁷. Currently the bus service number 539 connects the airport with Coventry train station (which connects with the West Coast Main Line and Arriva Cross Country Services), Pool Meadow bus station and Coventry city centre⁸. There are numerous bus stops contained within the airport terminal and around the periphery of the airport which create connections to Kenilworth, Leamington Spa, Stretton-on-Dunsmore, Pool Meadow bus station and Coventry city centre. A

⁶ English Heritage (2014) The National Heritage List for England <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed July 2014]

⁷ Walking distances measured from the airport and calculated using Google (2014) Google maps <https://maps.google.co.uk> [accessed July 2014]

⁸ Coventry Airport (2014) Travel to the Airport <http://www.coventryairport.co.uk> [accessed July 2014]

dedicated traffic free cycle route runs east/west alongside the A45 (north of the site), and an on-road cycle route running north/south along Howes Lane and Leaf Lane is to the west of the site⁹. Development of the site should deliver connections to the existing cycle routes, and seek to extend the existing bus facilities to service the whole site. Potential for a minor positive effect against SA Objective 2 through good access to public transport.

The 2011¹⁰ census data shows that over 60% of Warwickshire residents use a car for their journey to work, and the local transport assessments show that both the A45 and A46 (which surround the site) experience high traffic flows¹¹. At this stage it is not known precisely how proposed development will affect traffic. A key challenge in developing this site will be in creating sustainable transport and access routes to avoid increasing car ownership and traffic flows, and reduce the need to travel by car. The potential scale of development at this site has the potential to significantly increase levels of traffic on the surrounding road network and therefore increase atmospheric emissions. Significant highway improvements are being implemented at the Toll bar island junction and development on the site is expected to deliver further improvements to the strategic highway network. The Local Plan includes 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. In addition the scale of the development is likely to have minor negative effects on SA Objective 10, through new housing adding to overall energy demands. It would be recommended that strong policies are inserted in encourage energy efficient development as well as to encourage the installation of renewable/ low carbon technology on site if possible.

With the current lack of rail connection and location of the site, it is considered that there could be potential minor negative effects on the SA Objectives of sustainable transport and a reduced need to travel; however, there is plenty of scope to encourage bus and cycle connections to the site, which could reduce the negative effects and lead to long term positive effects. It is recommended that a travel plan (as part of an EMP) accompanies any proposal for this site.

In the short term during the construction phases air, light and noise pollution are likely to increase. Short-term negative effects during construction can be mitigated through appropriate phasing and an Environmental Management Plan (construction & occupation), including monitoring which should be followed-up. Any new development could also affect the two AQMAs in Kenilworth as a result of increasing traffic although the site is not within or adjacent to either and the site has good access to public transport (see below)¹². Given the above there is the potential for minor negative effects in the long-term on SA Objective 9 and on health.

The effects on crime are uncertain at this stage and will depend on the design and layout finalised at the development management level. Development should take account of the Safer Places: The Planning System and Crime Prevention Guidance (September 2004).

⁹ Sustrans (2014) National Cycle Network Map <http://www.sustrans.org.uk/> [accessed July 2014]

¹⁰ Warwickshire Observatory (2014) Census Analyses of Commuters Travelling to Work <https://warksobservatory.wordpress.com> [accessed July 2014]

¹¹ Warwick District Council (2012) Strategic Transport Assessment Overview Report http://www.warwickdc.gov.uk/info/20416/evidence_base [accessed July 2014]

¹² Defra (2014) AQMA Information. Online at <http://aqma.defra.gov.uk/aqma/list.php> [accessed March 2014]