

## Revised SA of the Stratford Road Gypsy and Traveller Site Allocation

Site B - Stratford Road (2 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><b>Summary:</b></p> <p>There is the potential for minor long term positive effects on SA Objectives relating to health and poverty &amp; social exclusion, as well as major long term positive effects on housing 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 1.2 miles away<sup>1</sup> and there is accessible green space within a mile<sup>2</sup> of the site.</p> <p>The site is just over 500m south of a sewage and waste water treatment works, which is outside the cordon sanitaire. It is therefore considered unlikely that there would be any significant negative effects on health and well-being as a result of odour from the sewage and waste water treatment works. The site is close proximity to the M40, with the south east boundary approximately 110m away. There is therefore the potential for noise and atmospheric pollution to affect the health of residents. However, it is considered that negative effects are unlikely to be significant once mitigation has been taken into account, which includes the provision of a buffer in the southern section of the site. Potential for a residual minor negative effect against SA Objective 14. It is recommended that a noise impact assessment is carried out prior to development, which suggests appropriate mitigation if necessary.</p>																	

<sup>1</sup> Measured from the western boundary of the site where it joins with the lane that leads to Stratford Road. Walking distance measured using Google (2014) Google Maps <https://maps.google.co.uk> [accessed October 2014]

<sup>2</sup> Ibid.

The potential air quality issue identified above, the presence of a surface water Nitrate Vulnerable Zone<sup>3</sup> as well as loss of Grade 3a agricultural land means that there is the potential for a major negative effect against SA Objective 9.

The effects are anticipated to be neutral on SA Objectives relating to the built environment, waste & recycling, and climate change (mitigation and 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. Given the scale of development it is unlikely that development will create significant additional waste or contributions to greenhouse gases.

The site is greenfield and within flood zones 2 and 3<sup>4</sup>, potential for a minor negative effect against SA Objective 11. It is possible that there are mitigation measures available, such as avoiding the areas of flood risk that could result in a neutral effect; however, at this stage this is uncertain.

The site is relatively close to some Listed Buildings<sup>5</sup>, a Registered Park and Garden<sup>6</sup>, Warwick Conservation Area<sup>7</sup>, and a Scheduled Ancient Monument<sup>8</sup>, however there are significant barriers between the development site and the historic assets, including the A Road, M40, 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, 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 0.5 miles walking distance<sup>9</sup> and Warwick railway station at 2.6 miles away<sup>10</sup>. 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 2 miles<sup>11</sup> of Warwick which provides a wide range of facilities and services, the site is also within approximately 1.2 miles walking distance<sup>12</sup> of Aylesford School, and 1.3 miles walking distance<sup>13</sup> 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.

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<sup>3</sup> Environment Agency (2014) Nitrate Vulnerable Zone Map <http://maps.environment-agency.gov.uk> [accessed October 2014]

<sup>4</sup> Environment Agency (2014) Flood Map – Risk of flooding from Rivers and the Sea <http://maps.environment-agency.gov.uk> [accessed October 2014]

<sup>5</sup> English Heritage (2014) National Heritage List for England <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed October 2014]

<sup>6</sup> Ibid.

<sup>7</sup> Warwick District Council (2014) Urban Conservation Areas [http://www.warwickdc.gov.uk/downloads/download/150/urban\\_conservation\\_areas](http://www.warwickdc.gov.uk/downloads/download/150/urban_conservation_areas) [accessed October 2014]

<sup>8</sup> English Heritage (2014) National Heritage List for England <http://list.english-heritage.org.uk/mapsearch.aspx> [accessed October 2014]

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

<sup>10</sup> Ibid.

<sup>11</sup> Ibid.

<sup>12</sup> Ibid.

The site is greenfield land which has the potential for a minor negative effect against SA Objective 5.

The site is not within or in close proximity to any internationally or nationally designated biodiversity. The River Avon flows past approximately 20m from the eastern boundary of the site. While the River Avon is not designated at this section of the river it is still important for biodiversity. Any proposal for development will need to ensure that there are no negative effects on the River Avon. Across the River Avon there are some BAP Priority Habitats of Coastal and Floodplain Grazing Marsh, and Undetermined Grassland<sup>14</sup>; however, it is considered unlikely that development will significantly affect the BAP habitats. Mitigation provided through Local Plan policies and available at the project level should ensure that there are no significant negative effects on biodiversity. However, given the proximity of the River Avon it is considered that there is the potential for a minor negative effect against SA Objective 6. There is an element of uncertainty until more detailed lower level surveys and assessments have been carried out. Any proposal for development should ensure that there is an appropriate buffer between the River Avon and development.

Development would result in the loss of some greenfield land; however, given the small scale of development and mitigation available, including screening, it is unlikely that there would be any significant negative effects on landscape.

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.

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<sup>13</sup> Ibid.

<sup>14</sup> Defra (2014) Magic Map <http://magic.defra.gov.uk> [accessed October 2014]