

## Site Selection Methodology

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- 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.

Site Selection Methodology

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 in respect 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 designated as a local wildlife site linked to the River Avon 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 in respect 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 designated as a local wildlife site linked to the River Avon 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 the site 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 its 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 benefits in safeguarding the site from the south east corner of the site is not developed.			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 town number of houses delivered to slightly exceed 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 town number of houses delivered to slightly exceed 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 the site 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. Should be investigated further through a FRA	Primarily arable with numerous hedgerows. There are two glWS/NC woodlands (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	N/A	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.	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 significant loss of open spaces and woodland in Burton Green settlement footprint. Potential for significant loss of high quality landscape if loss of high quality landscape is mitigated and access reserved. Some Grade 2 Agricultural Land	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 around 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 green belt and 'Leamington', see fact file for further details.		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 woodlands (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.	Assessed as having some development potential close to Westwood Heath Road with opportunities for associated green infrastructure.	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.	Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District	N/A	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	Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District	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 significant loss of open spaces and woodland in Burton Green settlement footprint. Potential for significant loss of high quality landscape if loss of high quality landscape is mitigated and access reserved. Some Grade 2 Agricultural Land	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 fact file 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 woodlands (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.	The western part of this area is assessed as having development potential with associated green infrastructure to mitigate landscape impacts. The eastern part (see CO5) is assessed as having a significant impact on the gap between Coventry and Kenilworth and would limit the potential for green infrastructure development	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.	Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District	N/A	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	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	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.	N/A	Primarily scrub grazing with attractive parkland character. Development here would need to take account of the historic landscape and the landscape quality, noise and access. The site has significant landscape constraints. Part of the registered parkland and the ridge and furrow is significant then it may be possible to mitigate the landscape impacts more successfully by developing the area fronting Coventry Road.		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 fringing the northern section is a strip of mixed plantation woodland that is a glWS/NC. The woodland contains veteran oaks and a watercourse. The site is approximately a mile away from Leek Wood and the gap between the A46 which provides a strong boundary to prevent further coalescence.	There is some narrowing of the gap between northern Warwick and Leek Wood as a result of development here and some suggested this could be perceived as leading to coalescence. However, the site is approximately a mile away from Leek Wood and the gap between the A46 which provides a strong boundary to prevent further coalescence.	No loss of employment land	Some difficulties with access from Princess Hill, however possible to resolve this. Concern about impact on Princess Hill/Coventry Road junction, although STA shows impacts could be mitigated.	There are two connection options for the site. A connection could be made to a public drive to the east of the site. 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 and any required capacity improvements.	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 in green belt not justified and impact on landscape very hard to mitigate	N/A	Not included as exceptional circumstances for inclusion in green belt not justified and impact on landscape very hard to mitigate	
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 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 school) 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	Primarily arable 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 conserved rural character setting. Although this wedge of development has been a strategic break between 'Warwick' and 'Leamington', see fact file for further details.		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 sources 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 historically 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 conserved rural character setting. Although this wedge of development has been a strategic break between 'Warwick' and 'Leamington', see fact file for further details.	This is an area of restraint in the existing Local Plan and was seen as important in providing separation between Warwick and Leamington. Development here would increase the perception of coalescence between the two towns.	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 other sites) 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 is close proximal to the development of other sites and a sewer serving the south of Leamington and is crossed by a 400mm diameter sewer serving the Europe Way industrial estate. There are no known sewer flooding problems downstream of this development but hydraulic modelling will be required to confirm the cumulative effects of development in this area and the extent of any capacity improvement works.	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).	Included within Revised Development Strategy - proposals for housing, open space, employment land, local centre, new Primary School and transport infrastructure improvements. Impact on landscape and biodiversity; loss of countryside and farmland, with particular concern that 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 a 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 accommodate the new secondary school and will provide some housing to replace an area that had previously been allocated for housing but will now partially accommodate the new schools, football facilities / community hub and local centre.		

Site (including site area and potential capacity)	SMAA Assessment			Sustainability Appraisal			Greenbelt Assessment			Landscape Character Assessment			Historic Settings Assessment			SFA			Habitat Assessment			Loss of employment land			Transport infrastructure constraints			Other infrastructure constraints			2013 Preferred Options			Preferred Options Consultation			June 2013 Revised Changes			2013 Consultation			Submissions Draft Local Plan		
	ref	Suitability	Availability	Achievable	Assessment	Assessment against five purposes of the Greenbelt	Further assessment of land meeting three or less purposes	Landscapes value	Comments	Assessment	Assessment against five purposes of the Greenbelt	Further assessment of land meeting three or less purposes	Landscapes value	Comments	Assessment	Level 1 SFA April 2013	Habitat Assessment	Potential coalescence between settlements (see landscape assessment part 2)	Loss of employment land	Transport infrastructure constraints	Other infrastructure constraints	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 areas 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 landscape. 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 environment 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.	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 Apex) is considered unsuitable for development due to its proximity to the significant and prominent views to the south and west. Proposed development may require a considerable extension in the countryside. It would also sever the link between Castle Park and its historical context.	Mainly zone 1 with southern boundary in zones 2 and 3. Risk of flooding from land and groundwater is low to medium and needs to be considered further a detailed flood risk assessment. Risk of flooding from artificial sources is low	Level 1 SFA April 2013	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 capacity issues. The cumulative impact of 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 Apex	Some objections including concerns about coalescence, impact on Castle Park, open space to the south and potential impact on open countryside in areas of high landscape value. The impact 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 Apex)	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 Apex) 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 here; 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; agricultural land	Not included - comments relating to impact of heritage assets (see above) also apply to the areas known as the Apex																	
South of Hartury Lane (part of site) 123 Hectares (up to 2300 Dwellings)	W07	Potentially suitable, subject to amendment to open countryside boundary, site remediation in areas 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. 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.	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 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 environment 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.	Non green belt land	Non green belt land	Medium to high	Mainly zone 1 with southern boundary in zones 2 and 3. Risk of flooding from land and groundwater is low to medium and needs to be considered further a detailed flood risk assessment. Risk of flooding from artificial sources is low	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. All species rich hedgerows are retained with a buffer zone. The lakes should be retained and a buffer zone to be implemented to protect the biodiversity value of the lakes and the size of the buffer will be affected depending on the presence or absence of water voles. The mature trees should be retained. This parcel of land contains multiple high biodiversity habitats and these areas (Baker's field, the pond, the Country Park, The Tach Brook Country Park / landscape park) should be retained with large buffer zones in order to prevent any restriction of connectivity with the surrounding landscape.	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 to the south of Warwick and Leamington	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.	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 Apex) 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 here; 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; agricultural land	Not included - comments relating to impact of heritage assets (see above) also apply to the areas known as the Apex																					
South of Hartury Lane (part of site) Lower Heathcote 40 Hectares (approx 700 houses)	Part of W07	Potentially suitable, subject to amendment to open countryside boundary, site remediation in areas 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. 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.	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 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 environment 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.	Non green belt land	Non green belt land	Medium to high	Mainly zone 1 with southern boundary in zones 2 and 3. Risk of flooding from land and groundwater is low to medium and needs to be considered further a detailed flood risk assessment. Risk of flooding from artificial sources is low	See above, although it should be noted that this partial site does not adjoin the Tach Brook	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 capacity issues. The cumulative impact of 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 200 houses	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.	Included as part of a wider site (see above)	N/A																							
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 not have access to public transport (the nearest being close to a GP surgery and schools (within 1.5 miles) and the A42). 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 archaeology	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 a detailed flood risk assessment. Risk of flooding from artificial sources is low.	Not assessed in 2008 as site already allocated for employment	Non green belt land	Non green belt land	N/A	Not assessed as already allocated as employment land	None	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 issue with the development of other sites in close proximity. The impact of the development should be quantified using hydraulic modelling.	Included as a Preferred Option for 200 houses	Concern about loss of employment land	Agree equally balanced between those who support and those who object to this site. Objections concern loss of infrastructure and loss of employment land. Suggesting that this is a good site that has been vacant and good accessibility to services	Included in the Revised Development Strategy for 250 houses	Agree equally balanced between those who support and those who object to this site. Objections concern loss of infrastructure and loss of employment land. Suggesting that 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 of 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 the railway bridge. This along with any other existing access links 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 and needs to be considered further a detailed flood risk assessment. Risk of flooding from artificial sources 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 SP361G 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 trees less impacting on development properties. Please refer to the section on tree preservation and protection within Planning and Legal Context.	N/A	Impact on wider transport network can be managed with current mitigation proposals	Loss of Grade 2 agricultural land. Potential SINC to west of site, likely impact of worsening highway safety at northern 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, impact 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 SINC areas at risk of flood and properties from railway, and vibration from noise and air pollution	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. 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.	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.	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 SP361G 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 trees less impacting on development properties. Please refer to the section on tree preservation and protection within Planning and Legal Context.	N/A	Access issues can be resolved through partial redevelopment of Campion School. Impact on wider transport network can be managed with current mitigation proposals	Transmission line runs north/south through eastern part of site. Public footpath traverses site west 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. The site has recently been appraised as part of Severn Trent's sewer flooding investment programme. Further action is being taken at this time, but further hydraulic analysis will be required to assess the impact of the development on sewer capacity.	Allocated for Mixed Use development 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 archaeology. Pollution. Risk of flooding.	Concern about loss of agricultural land, access, impact on the transport infrastructure, impact on the historic area of Whitnash, impact on ecology, flood risk and perceived coalescence with Radford Semele	Allocated for a total of 500 houses with open space and community facilities	Concern about loss of agricultural land, access, impact 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.																					
Golf Lane/Fiddlegate Lane, Whitnash 4 Hectares (approx. 100 Dwellings)	L11	Potentially suitable depending upon findings of a 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	This 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 of 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 the railway bridge. This along with any other existing access links 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	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 is low to medium and needs to be considered further a detailed flood risk assessment. Risk of flooding from artificial sources is low.	The jWS/NS/NC Whitnash Meadow SP360G and Linear jWS/NS/NC Railway Cutting SP361G 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 trees less impacting on development properties. Please refer to the section on tree preservation and protection within Planning and Legal Context.	N/A	Access issues can be resolved. Impact on wider transport network can be managed with current mitigation proposals	Impact on open countryside of medium landscape value. Mullington Hill potential SINC 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 site is likely to be greatly undermined by the valley. Smaller land parcels are suggested for possible development where there would seem to be potential to retain the separate identity of Radford, 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.	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	Concern about flooding, access, infrastructure, ecology and impact on landscape	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.																									



