

Site Selection Methodology

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

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

Site (including site area and potential capacity)	SHA Assessment			Sustainability Appraisal		Greenbelt Assessment		Landscape Character Assessment		Historic Settings Assessment		SFA	Habitat Assessment	Potential coalescence between settlements (see landscape assessment part 2)	Loss of employment land	Transport infrastructure constraints	Other infrastructure constraints	May 2012 Preferred Options Document	Preferred Options Consultation	June 2013 Revised Changes Document	2013 Consultation	Submission Draft Local Plan
	Ref	Suitability	Availability	Achievable	Assessment	Assessment against five purposes of the Greenbelt	Further assessment of land meeting three or less purposes	Landscape value	Comments	Historic Settings Assessment	SFA											
North of Milverton (West) 34.4 Hectares (approx. 620 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 Spurgey 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 SP38/46 and a glWS/NC Hill Wootton Farm Meadows SP36/2 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 maximising brownfield opportunities through the rationalisation of existing undeveloped employment areas (informed through the findings of the Employment Land Update 2013). Lower overall employment land requirements will increase residential capacity on non greenbelt allocations.	Not included as a proposal to limited number of responses relating specifically to this site. A significant amount of support for the changes to the development strategy with development focused away from the north Leamington Greenbelt. However, also a significant number of objections suggesting inclusion of this site would be fairer and would ensure impacts are not concentrated and infrastructure would be more able to cope.	Site not included. Exceptional circumstances for green belt release have not been sufficiently justified. Studies show that infrastructure can be improved to cope with proposed distribution of development and indeed a more focused distribution of development could have advantages in delivering transport mitigation strategies.	
North of Milverton (East) 34.7 Hectares (approx. 610 dwellings)	U07	Physical constraints: railway line on western boundary, footpath through centre of site, part of site within water source protection zone and area of groundwater vulnerability, grade 2 agricultural land, part adjacent to Leamington conservation area.	Owner willing to release site for mixed use development within 2 years	Yes - however scale of development will require significant contributions towards infrastructure including transport, education and health	The site is adjacent to North of Milverton (West) site and therefore the effects on: prudent use of land, and air, light and noise pollution (although this is not need to a railway and therefore effects are minor instead of major); and transport, are expected to be similar. At this stage the effect on the historic environment and natural environment is likely to be minor negative. The south eastern part of the site is adjacent to the Leamington Spa Conservation area and although the presence of archaeological remains, the area has a rich heritage and it does include a minor watercourse designed as a local wildlife site linked to the River Avon which could be directly affected. A clay factory for 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 SP38/46 and a glWS/NC Hill Wootton Farm Meadows SP36/2 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 maximising brownfield opportunities through the rationalisation of existing undeveloped 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. 1286 dwellings)	U07	Physical constraints: railway line on western boundary, footpath through centre of site, part of site within water source protection zone and area of groundwater vulnerability, grade 2 agricultural land, part adjacent to Leamington conservation area.	Owner willing to release site for mixed use development within 2 years	Yes - however scale of development will require significant contributions towards infrastructure including transport, education and health	This site includes both the East and West allocations mentioned above and therefore both positive and negative effects are likely to be enhanced / exacerbated leading to major effects on prudent use of land, and air, light and noise pollution (although this is not need to a railway and therefore effects are minor instead of major); and transport, are expected to be similar. At this stage the effect on the historic environment and natural environment is likely to be minor negative. The south eastern part of the site is adjacent to the Leamington Spa Conservation area and although the presence of archaeological remains, the area has a rich heritage and it does include a minor watercourse designed as a local wildlife site linked to the River Avon which could be directly affected. A clay factory for 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 SP38/46 and a glWS/NC Hill Wootton Farm Meadows SP36/2 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 maximising brownfield opportunities through the rationalisation of existing undeveloped 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 implemented through development management policies in the Local Plan and will also be available to address the project level to address negative effects. There is the potential for a long term major negative effect on landscape and a minor negative effect on natural environment as the area has been identified as being of high landscape value, there is a disused quarry and a water course which could provide habitat for a number of protected species. Also the site is within a water source protection zone and an area of groundwater vulnerability and as a result the allocation could have major negative effects on water quality. The effects on historic environment are uncertain at this stage. The effects will depend on the presence/absence of archaeology	W10 - Meets three purposes of the greenbelt: justifying 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 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 Ullington 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 Ullington.	There was a relatively low level of response to how the site could help to contain the ability and desirability of a wider regeneration scheme in Ullington including significant environmental and housing improvements in the area around the Crest. Potential for new number of houses delivered to slightly exceed 220	Site included. Further work completed on how the site could help to contain the ability and desirability of a wider regeneration scheme in Ullington including significant environmental and housing improvements in the area around the Crest. Potential for new 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 has expressed willingness to develop the site available	Development expressed willingness to develop site available	Development expressed willingness to develop site available	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 Spurgey 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 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 major negative effect on landscape and minor negative effects 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	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.	Awaiting information	N/A	Assessed as having some development potential close to Pinewood Heath Road with opportunities for associated green infrastructure.	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 maximising brownfield opportunities through the rationalisation of existing undeveloped employment areas (informed through the findings of the Employment Land Update 2013). Lower overall employment land requirements will increase residential capacity on non greenbelt allocations.	Not included as a proposal to limited number of responses relating specifically to this site. A significant amount of support for the changes to the development strategy with development focused away from the north Leamington Greenbelt. However, also a significant number of objections suggesting inclusion of this site would be fairer and would ensure impacts are not concentrated and infrastructure would be more able to cope.	Site not included. Exceptional circumstances for green belt release have not been sufficiently justified. Studies show that infrastructure can be improved to cope with proposed distribution of development and indeed a more focused distribution of development could have advantages in delivering transport mitigation strategies.		
Westwood Heath (part) 20 Hectares (approx. 350 dwellings)	CO2, CO5, C13 (part)	Within an area of high landscape value, although potential for mitigation against loss of area of high quality landscape in countryside	The owners have expressed a willingness to release the site for development	Subject to access from adjacent sites and the ability of development to mitigate against loss of area of high quality landscape in countryside	In relation to travel and transport, the site has good access to public transport with a bus stop within approximately 50 m from the site. However, existing traffic and transport issues and how the allocation will affect them and access to the site is dependent on agreement with a third party. Potential for a medium to long term negative effect on SA objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network. Air, light and noise pollution are likely to increase particularly in the short term during the construction phases and this may affect the residential areas to the north of the site. It is considered that suitable mitigation will be implemented through development management policies in the Local Plan and will also be available to address the project level to address negative effects. There is the potential for a long term major negative effect on landscape and minor negative effects on natural environment as the area has been identified as being of high landscape value and there are two local wildlife sites adjacent to the site. There are also some hedgerows and mature trees on the site that should be protected from development. For this site, there could be major negative effects on landscape as the development of the site could result in the loss of a sports field. In addition, the effects on historic environment are uncertain at this stage. The effects will depend on the presence/absence of archaeology	The site falls within parcel C14C. It is assessed as fulfilling 3 out of 5 purposes of the green belt: preventing urban sprawl, safeguarding the countryside from encroachment and encourages the recycling of derelict land	N/A	This forms a small part of a wider area. The landscape between Coventry and Kenilworth has recognised importance as Green Belt and it is considered that these functions must be safeguarded. A variety of housing development has been proposed in the study area and other development pressures include the proposed HS2 rail corridor and possible expansion of the University of Warwick campus. It is proposed that a sensitive development might be possible in small areas along the northern edge of Kenilworth and on land adjacent Westwood Heath / Burton Green. However, principal goals of development should include facilitation of improved access to the green belt and 'sustainable' use of land.		Not covered by SFA. None of this area is in flood zone 2 or 3	Dominated by arable with numerous hedgerows. There are two glWS/NC sites: Black Water Wood and The Post Wood) that are local Wildlife Sites/NC quality. They are relatively undisturbed woods with ancient woodland indicators and a rich ground flora. Some of the hedgerows are mature species rich which are valuable for a range of wildlife particularly foraging and nesting farmland birds and invertebrates. There are a few ponds which have the potential to be suitable habitat for breeding amphibians and invertebrates and are important habitats for a range of wildlife.	N/A	The STA Phase 1 shows the impact of these sites could be mitigated for the highway network within Warwick District. However, if these sites were to be considered, a transport study exploring modelling the impacts and potential mitigation for Coventry's health, social and community facilities etc. Pumping will be required to connect the site into the public foot network to the north east of the site. There are no known capacity issues downstream of the site. Hydraulic modelling should be used to determine the impact of the development and any required capacity improvements.	Cooperation would need to be undertaken with Coventry City Council to assess the potential impacts and opportunities for secondary schools, health, social and community facilities etc. Pumping will be required to connect the site into the public foot network to the north east of the site. There are no known capacity issues downstream of the site. Hydraulic modelling should be used to determine the impact of the development and any required capacity improvements.	Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District	Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District	N/A	Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District				
Westwood Heath (whole) 50.5 Hectares (approx. 880 dwellings)	CO2, CO5, C13	As above but also potential for mitigation against loss of area of high quality landscape value	The owners have expressed a willingness to release the site for development	Ability of development to mitigate against loss of area of high quality landscape	see above	The western part of the sites fall within parcel C14C (see above for details). The western part of the sites falls within parcel C13B. This area is assessed as fulfilling 3 out of 5 purposes of the green belt: preventing urban sprawl, safeguarding the countryside from encroachment and encourages the recycling of derelict land	N/A	As above		Not covered by SFA. None of this area is in flood zone 2 or 3	Dominated by arable with numerous hedgerows. There are two glWS/NC sites: Black Water Wood and The Post Wood) that are local Wildlife Sites/NC quality. They are relatively undisturbed woods with ancient woodland indicators and a rich ground flora. Some of the hedgerows are mature species rich which are valuable for a range of wildlife particularly foraging and nesting farmland birds and invertebrates. There are a few ponds which have the potential to be suitable habitat for breeding amphibians and invertebrates and are important habitats for a range of wildlife.	N/A	The STA Phase 1 shows the impact of these sites could be mitigated for the highway network within Warwick District. However, if these sites were to be considered, a transport study exploring modelling the impacts and potential mitigation for Coventry's health, social and community facilities etc. Pumping will be required to connect the site into the public foot network to the north east of the site. There are no known capacity issues downstream of the site. Hydraulic modelling should be used to determine the impact of the development and any required capacity improvements.	Cooperation would need to be undertaken with Coventry City Council to assess the potential impacts and opportunities for secondary schools, health, social and community facilities etc. Pumping will be required to connect the site into the public foot network to the north east of the site. There are no known capacity issues downstream of the site. Hydraulic modelling should be used to determine the impact of the development and any required capacity improvements.	Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District	Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District	N/A	Not included in allocation due to green belt concerns and potential impact on infrastructure outside of Warwick District				
Lorn Farm 43 Hectares (approx. 180 dwellings)	W28	Suitable in part (approx 7.8 hectares) subject to access, mitigation of impact on Guy's Cliff Park & Garden of Special Interest and mitigation of impact of sewer from here	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 Spurgey 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 railway 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 major negative effect on landscape as the site includes a large area of Guy's Cliff 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 Cliff Park and Garden which is of Special Historic Interest registered park and garden and the presence of archaeology is likely to be high	Parcel W5A. This meets 3 of the purposes of the green belt: preventing urban sprawl, safeguarding the countryside from encroachment and encourages the recycling of derelict land	N/A	Arden Parklands Character. This is an enclosed landscape and has topographical variety, mature vegetation. This parcel (especially the eastern part) is considered important due to the proximity of Coventry and Kenilworth. However the parcel is located in the western part of this site.		Flood zone 1. Risk of flooding from land and groundwater to low to medium and needs to be considered further a detailed flood risk assessment. Risk of flooding from artificial sources is low.	This small parcel of land that is between two major roads is primarily poor semi improved grassland, improved grassland, continuous scrub and mature trees fringing the northern section a strip of mixed plantation woodland that is a glWS/NC. The woodland contains veteran oaks and a watercourse. The grasslands have numerous mature yellow meadow wildflowers. The majority of the habitat is poor semi improved deep grassland with some areas showing faint ridge and furrow. Although the grassland is floristically poor it has more value due to the frequency of mature oak trees. There are some mature trees in a range of species including some very large oaks. There is a stretch of mature species rich hedgerow. The grassland dominates the parcel meaning it is not favourable for development		There is some narrowing of the gap between northern Warwick and Leek Wootton 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 Wootton and the gap between is the A46 which provides a strong boundary to prevent further coalescence.	There are two connection options for the site. A connection could be made to a public drain 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 on the network in the area.	Allocated as a strategic site for 180 houses and open space	Significant level of objections predominantly concerning: impact on Green Belt, impact on high quality landscape; impact on Registered Park and Garden; impact on ecology (including loss of trees and hedgerows); concern about transport and other infrastructure	Not included as inclusion of this site would be fairer and would ensure impacts are not concentrated and infrastructure would be more able to cope.	N/A	Not included as exceptional circumstances for inclusion in green belt 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.			
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 land to the north.	Landowners have expressed willingness to release site for mixed use development	This site is understood to be achievable within a strong housing market and subject to appropriate contributions being made towards improving infrastructure and services.	The delivery of between 1050 to 1250 new dwellings, employment 7 - 8 ha and community facilities (Local Centre, new primary school and contributions to secondary schools) will have a significant medium to long term effect on SA objectives relating to the economy, housing and accessibility of services and facilities. The road network around the site is busy and at times suffers from congestion and it is noted that development at this site, especially considered cumulatively with other sites proposed in the surrounding area, will lead to an unacceptable level of additional road traffic unless mitigation is provided. There is the potential for a significant long term negative effect on SA objective 2 (sustainable transport). In addition, air, light and noise pollution are likely to increase particularly in the short term during the construction phases. It is considered that suitable mitigation will be set out through development management policies in the Local Plan and will also be available at the project level to address adverse effects. The site is greenfield land, which is predominantly bare with some pasture and there are mature trees, a brook (running from north to south) and a large pond present on the site and there is evidence of hedges and badger setts in the northern portion of the site. Development will have long term negative effects SA objective 5 (prudent use of land) and SA objective 6 (natural environment and landscape) through the loss of Greenfield land and habitat (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 suitable arable land with some pasture. It is located in the Feldon and Dunsmore character area (though not entirely representative of this landscape type. Southern half of the site on relatively high land and is likely to be notable in some localities views. However, the development of the Warwick Technology Park, coupled with the scale and prominence of commercial development east of Europe Way has diminished the rural landscape character. Development may have less impact on the character and scale than other localities with a better preserved rural character setting. Although this wedge of development has been a strategic break between 'Warwick' and 'Leamington', use felt by the setting of the towns has been greatly diminished by surrounding land use. We feel that carefully considered development here would enhance the setting of the towns and provide a better transition from rural to urban land.		Mainly zone 1 with southern boundary in zones 2 and 3. Risk of flooding from land to low to medium. Risk of flooding from artificial source and groundwater is low.	Mature trees with good bat potential are found throughout. There is a brook running from North to South with diverse and interesting flora. There are five fields containing floristically poor improved grassland and two with prominent ridge and furrow. There is a large pond with good grass created 'new' potential. The brook and pond have to be notable in some localities views. However, the development of the Warwick Technology Park, coupled with the scale and prominence of commercial development east of Europe Way has diminished the rural landscape character. Development may have less impact on the character and scale than other localities with a better preserved rural character setting. Although this wedge of development has been a strategic break between 'Warwick' and 'Leamington', use felt by the setting of the towns has been greatly diminished by surrounding land use. We feel that carefully considered development here would enhance the setting of the towns and provide a better transition from rural to urban land.		No loss of employment land	The highway network around this site is busy at times suffers from congestion. Transport is therefore a major constraint. The Strategic Transport Assessments show that without mitigation development here (especially when associated with other sites proposed in the surrounding area) would lead to an unacceptable level of additional road traffic unless steps are taken to mitigate. With appropriate mitigation development would be possible	Development here would require a new primary school and either the expansion of Milton School or a contribution towards a new secondary school facility. This site is located north of the development of other sites in close proximity to the highway network and 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 air quality; coalescence and loss of green space; loss of agricultural land.	In combination with other sites being proposed to the south of Warwick, a significant number of objections received. These were focused on lack of Primary School, football club (community hub facilities and transport infrastructure improvements. Site area required to include the transport infrastructure will not be able to 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.		

	SMAA Assessment		Sustainability Appraisal		Greenbelt Assessment		Landscape Character Assessment		Historic Settings Assessment		SFRA		Habitat Assessment		Potential coalescence between settlements (see landscape assessment part 2)		Loss of employment land		Transport infrastructure constraints		Other infrastructure constraints		May 2012 Preferred Options Document		Preferred Options Consultation Document		June 2013 Revised Changes Document		2013 Consultation		Submission Draft Local Plan	
Site (including site area and potential capacity)	ref	Suitability	Availability	Achievable	Assessment	Assessment against five purposes of the Greenbelt	Further assessment of land meeting three or less purposes	Landscape value	Comments		Level 1 SFRA April 2013																					
Site (including site area and potential capacity) Land at Woodside Farm, Whitwash (11 Hectares approx. 250 Dwellings)	L14	Potentially suitable subject to amendment to Area of Resource Towns	Landowner is willing to release land for development within 2 years	Achievable subject to release of electricity cabling if necessary.	As with the other allocations, the delivery of 280 dwellings will have a significant medium to long term effect on the SA objective relating to housing need. This will also have indirect positive effects on the economy, health and social exclusion. The site currently has access to public transport (despite being close to a GP Surgery and schools (within 1.5 miles) and the A807 road network). There are no known capacity issues in the area. The site is considered to be a potential source for long term negative effects on SA objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network, which is already experiencing capacity issues. In addition, air, light and noise pollution are likely to increase - particularly in the short term during the construction phases. It is considered that suitable mitigation will be set out through development management policies in the Local Plan and will also be available at the project level to address negative effects. Development of the site will lead to the loss of Greenfield with long term negative effects on the prudent use of land, health and the potential for minor long term negative effects on the landscape. However, it is considered that a sensitive approach to design would help to avoid negative impacts. There is the potential for a long term negative effect on the historic environment as there are a number of listed buildings adjacent to the western boundary. A registered park and garden adjacent to the south part of the site and given the heritage of the surrounding area there is likely to be an archaeological present on the site.	Non green belt land	Non green belt land	Medium	Although this site is partly on high ground, if sensitively developed it could be a relatively discreet urban extension.		Level 1 SFRA April 2013	Low risk of flooding from land and residual risk from partially protected reservoir risk from Draycote Water. Low to medium risk of flooding from groundwater which should be considered further during a FRA	N/A	The small section of woodland is of high biodiversity value and should be protected from development, including degradation and implementation of a buffer zone of 5 metres around the site. This is to prevent damage to the woodland site from direct impact of road damage, or from indirect issues including changes to soil hydrology, compaction, and increased temperature from development. With mature trees in the woodland, it is important that a buffer zone is in place to address health and safety issues of future tree loss impacting on development properties. It is recommended that the species rich hedgerows are retained with a buffer zone. The less biodiversity hedgerows should be replaced with new hedgerow habitat through and around any development, comprising suitable native species, as advised by Arden Character area guidelines. Please refer to the hedgerow regulations for advice on their legal protection and requirements within Planning and Legal Context. The mature trees within the parcel should be retained. Each tree should have a buffer zone to protect the tree's roots from development. It is important that a buffer zone is in place to address health and safety issues of future tree loss impacting on development properties. New areas of planting should compensate for the loss of the scattered trees within the parcel. All planting should be native and sourced locally. Please refer to the section on tree preservation and protection within Planning and Legal Context. Any development within this parcel would need to consider the area of woodland and have suitable mitigation for any hedgerow losses.		There is development pressure to expand Sydenham and Whitwash south and east into greenfield areas of the Whitwash Brook valley, whilst there is also pressure to expand the village of Baddesley Semle. Both areas of expansion are likely to lead to the actual or perceived coalescence of the settlements. The rural setting, which includes managed nature reserve areas are well used public footpaths, has important functions for existing residents that are likely to be greatly undermined by some of the larger proposals for development adjacent the valley. Smaller land parcels are suggested for possible development where there would seem to be potential to retain the separate identity of Baddesley, 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 residential development in the locality seems to lack the potential to mature into attractive, desirable neighbourhoods in the longer term.	N/A	Access issues can be resolved. Impact on wider transport network can be managed within current mitigation proposals.	Footpath runs north/south through site. Underground electricity cable land along boundary. There is a 220mm diameter foul sewer crossing the west of the site. There are no known capacity issues downstream of this development but hydraulic modelling will be required to confirm the extent of any capacity improvement works and to confirm capacity at Grove Farm SPS site which drains the Grove Farm SPS located to the south.	Allocated for Housing and Open Space	Increase in traffic and congestion. Infrastructure costs uneconomic. Not needed. Impact on Caravan School. Danger of coalescence. Loss of habitat. Access issues. Loss of archaeological. Pollution. Risk of flooding. Additional pressure on services	Allocated together with other sites in the south as part of Metropolitan area	Concern about access. In particular, but also about impact on wider highway network and the on landscape, loss of agricultural land and infrastructure	Has planning permission for 250 dwellings. This included a commitment.								
Former Ridgeway School and adjoining land, Mortgage Road, Warwick (49 Hectares approx. 80 Dwellings)	W18	Occupied at time of SMAA assessment but since vacated. Potential SNC to south of site adjacent to canal. Potential air and noise pollution from employment areas to east. Suitable subject to buffer to existing employment area.	Part of site available within the period 2013-2018	Achievable subject to market and land being released	The delivery of 50 dwellings has the potential for a long term positive effect on SA objective 12 through the retention of the housing needs of the area. This has the potential for indirect positive effects on the economy, health and well being and poverty and social exclusion. The site has good access to public transport leading to Warwick's Centre with a bus stop within approximately 50m from the site and local facilities and community facilities within 1 mile. There is the potential for a short to long term negative effect on SA objective 2 (sustainable transport) through increased traffic and for minor long term positive effects on the prudent use of land and the landscape as the regeneration of the site and delivery of new high quality housing and open space would help to renew and strengthen the character/ sense of place of the area creating an attractive place for people to live. The effects on historic environment and natural environment are considered to be uncertain at this stage. However, the allocation has potential local wildlife site adjacent the southern part of the site which could be indirectly affected. It is recommended that a buffer is provided between development and the adjacent A66. It is also recommended that strong environmental policies are developed to encourage sustainable design, to protect and encourage the enhancement of the natural environment, and to include provision for green infrastructure. Air, light and noise pollution are likely to increase - particularly in the short term during the construction phases. There are also potential noise and air pollution from adjacent employment area to east and south and as the site is on brownfield land there is potential contamination to be present. It is recommended that a survey is carried out to identify the extent of pollution and suggest mitigation as appropriate.	N/A	N/A	N/A			Flood zone 1. High risk of surface water flooding. Opportunities to improve the situation should be considered during the FRA	N/A	None	The eastern part of the site includes a depot building. However in September 2012 the Council of their desire to retain the depot and not release it for development	None. Location within urban area means alternatives transport modes are possible	Medium potential impact on sewerage infrastructure. Hydraulic modelling will be required to confirm if capacity improvements would be required.	The larger site area of the original brick site (200 dwellings) was allocated as one of four sites in the urban area to come forward in Phase 1	Due to landowner now wishing to retain the employment part of the site, a reduced area is suggested for allocation at a higher density to take into account the urban location of the site (1.8 hectares/72 dwellings)	In general development here was supported although concerns raised about loss of playing fields	Included. The adjacent site (currently used as a depot by the County Council) now available as well. This would give a total site capacity of up to 100 dwellings												
Land at Station Approach, Leamington Spa (4.47 Hectares approx. 220 Dwellings)	L15	Site abuts Leamington Spa Conservation Area. Part employment allocation, part Opportunity Site regarding mixed use development. Bus Depot currently in use. Some protected trees. Limited access. Noise from railway line and bus depot. Potentially suitable subject to comprehensive redevelopment.	Majority of site vacant and available. Alteration Area Part location for bus depot required	The site is understood to be achievable subject to the market and opportunity site required. The scale of development will require improved infrastructure and services. This may require third party land and the agreement of statutory bodies.	It is expected to have similar effects (albeit slightly greater given the large size) to the allocation at the Former Ridgeway School on housing, employment, health and well being, poverty and social exclusion, the prudent use of land, and the natural environment and landscape. The effects on air, water and soil are similar to those identified for the allocation at Leamington Spa Fire Station although there is a potential existing noise source from the railway. The effects regarding travel and transport as the site is situated within Leamington Spa adjacent to the railway track and is close proximity to the railway station and therefore has good access to public transport. In addition, the effects on crime are more certain and considered to be positive in the long term as the development also has the potential to improve what is considered a crime hotspot (Warwick District Council, Community Protection Officers). The site abuts the Leamington Spa Conservation Area. It is recommended that Local Plan policies are developed to protect and enhance heritage assets, including their setting, and require mitigation to be available to address potential negative effects. In relation to travel and transport, the site has good access to public transport with a bus stop within approximately 50m from the site. There is the potential for short to long term negative effects on SA objective 2 (sustainable transport) through increased 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 surrounding the site. There may also be some contamination in the filled pond on the site. There have also been some localized flooding problems along the northern boundary. It is expected that mitigation will be available at the development management level to deal with any additional run-off caused by the additional impermeable surfaces as a result of development.	N/A	N/A	N/A			Flood zone 1. Low risk of surface water flooding. Medium risk of flooding from groundwater. Local risk should be considered during a FRA.	N/A	None	The Local Plan allocates the western part of the site for employment uses and the eastern part of the site as an Opportunity Site for mixed use. The Station Area Development Brief suggests a mix of business and residential uses, depending upon the nature of the employment uses and any residential use.	Current access issues could be resolved if the site is developed comprehensively	Low potential impact on sewerage infrastructure. Hydraulic modelling will be required to assess sewer capacity and performance as a downstream combined sewer overflow.	The site was included as a committed housing site for 150 dwellings based on the proposals for mixed housing and employment uses in the Station Area Development Brief.	The site was included as a housing allocation for 220 dwellings. Following the sale of parts of the site to the Homes and Communities Agency and a Registered Housing Provider, the comprehensive development of the site for housing is looking more likely. The Council is working with the Agency to assist with the relocation of the Bus Depot.	Mixed support and objections. Concern about loss of car park and the bus depot	Site included. Work progressed on relocation of existing bus depot												
Leamington Cricket Club, (1.91 Hectares approx. 70 Dwellings)	L19	Policy restrictions include the loss of sport & recreation facilities, which are still in active use. The site is adjacent to Leamington Spa Conservation Area. There are localized flooding problems across the northern boundary. Lillington Brook traverses this northern boundary and is culverted under part of the site. There is a filled pond on the site of the culvert which is potential contaminated land. Potentially suitable subject to satisfactory relocation of existing sports facilities and the satisfactory retention of water water	The site is not currently available but the owners have indicated a willingness to relocate should a suitable site become available	Subject to the satisfactory relocation of the existing club	There is the potential for minor long term negative effects on the prudent use of land, health and the landscape as the site is Greenfield land surrounded by existing development and would result in the loss of sports and recreational facilities. Potential effects on historic environment are considered to be negative at this stage as there are a number of listed buildings to the west of the allocation; the site is adjacent to the Leamington Spa Conservation Area, and given the heritage of Leamington Spa, there is likely to be archaeological present on the site. It is recommended that Local Plan policies are developed to protect and enhance heritage assets, including their setting, and require mitigation to be available to address potential negative effects. In relation to travel and transport, the site has good access to public transport with a bus stop within approximately 50m from the site. There is the potential for short to long term negative effects on SA objective 2 (sustainable transport) through increased 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 surrounding the site. There may also be some contamination in the filled pond on the site. There have also been some localized flooding problems along the northern boundary. It is expected that mitigation will be available at the development management level to deal with any additional run-off caused by the additional impermeable surfaces as a result of development.	N/A	N/A	N/A			Not located in flood zones 2 or 3	N/A	N/A	None	None. Location within urban area means alternatives transport modes are possible	High potential impact on sewerage infrastructure. There is a combined sewer crossing the site. There are known capacity issues downstream of the site and capacity improvements are likely to be required subject to hydraulic modelling.	Not included as a housing allocation - concerns about loss of viable local sporting facility	Not included as a housing allocation - concerns about loss of viable local sporting facility	Not included as a housing allocation - concerns about loss of viable local sporting facility													
Leamington Fire Station	L45	Potentially suitable subject to satisfactory relocation of existing use.	Site currently in use so availability is subject to satisfactory relocation of existing use.	Potentially achievable subject to relocation of existing use.		N/A	N/A	N/A			Flood zone 1. Low to medium risk of surface water flooding. Low risk of flooding from groundwater. Local risk should be investigated further through a FRA.	N/A	None	None. Location within urban area means alternatives transport modes are possible	There are combined sewers to the west and east of the site. The site is located upstream of phase 1 of a flood alleviation scheme, which has alleviated capacity issues in the local area. Hydraulic modelling should be undertaken to confirm that the development does not affect the flood alleviation scheme.	Included as one of four sites within urban area for 50 dwellings in phase 1	Concern about need to ensure fire service is maintained	Included as one of four sites within urban area for 50 dwellings in phase 2	Generally supported, although some concern about impact on the area and the need to maintain a local fire station for Leamington	Included as one of four sites within urban area for 50 dwellings in phase 2. Proposals for relocation of fire station for Leamington												
Warwickshire College, Warwick New Road, Leamington Spa. (5.78 Hectares approx. 300 Dwellings)	L36	No policy restrictions. Physical constraints include Flood Zones 2, 3a & 3b. Protected trees throughout the site. Protected trees in north east corner. Railway runs along western boundary. River Leam potential SNC to south east of site. Adjacent to Leamington Spa Conservation Area. Spa Gardens Registered Park and Garden of Special Historic Interest to the south east. Site satisfactory subject to mitigation against noise from railway and protection of assets of acknowledged importance	Site currently in use - not currently available	Achievable in letter phase of plan period subject to relocation of existing use.	There is the potential for minor long term positive effects on the prudent use of land and the landscape as the site is brownfield land with existing poor quality structures. The regeneration of the site and delivery of new high quality housing and open space would help to renew and strengthen the character/ sense of place of the area creating an attractive place for people to live. There is potential for minor negative effects on historic environment as there is a listed building to the east of the site, the site is adjacent to a registered park and garden; the site is within the Leamington Spa Conservation Area, and given the heritage of Leamington Spa, there is likely to be archaeological present on the site in relation to travel and transport, the site has good access to public transport with a bus stop within the site. Although at this stage, little detail is known about existing traffic and transport issues and how the allocation will affect them. There is the potential for short to long term negative effects on SA objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network. In addition, air, light and noise pollution are likely to increase - particularly in the short term during the construction phases. This may affect the residential areas surrounding the site. In addition, the presence of the railway adjacent the western border of the site could mean that noise could negatively affect any new development. There is the potential for a significant long term negative effect on climate change adaptation as the south eastern perimeter of the site is identified as having medium to high probability of flooding. Residential development should be directed away from areas of high flood risk. The allocation would result in the loss of employment land and land for education leading to long term negative effects unless it is re-provided elsewhere.	N/A	N/A	N/A			Mainly flood zone 1 with southern boundary in flood zones 2 and 3. Low risk of surface water flooding. Low risk of flooding from groundwater. Local risk should be considered during a FRA.	N/A	None	None. Location within urban area means alternatives transport modes are possible	Low potential impact on sewerage infrastructure. Hydraulic modelling will be required to assess sewer capacity and performance as a downstream combined sewer overflow.	Included as one of four sites within the urban area for 300 dwellings in Phase 3	Concern from College that relocation (likely) within the Plan Period	Not included as a housing allocation following representations from College	Not included as a housing allocation following representations from College													
Riverside House, Milverton Hill, Leamington Spa. (1.75 Hectares approx. 100 Dwellings)	L17	Approximately 38% of the site is within Flood Zones 2, 3a & 3b. Protected trees throughout the site. Site partly within or adjacent to Leamington Spa Conservation Area. River Leam potential SNC to the south of the site. Spa Gardens Registered Park and Garden of Special Historic Interest to the south east. Buildings on Portland Face Frontage to east of site. All listed Grade II. Suitable in part (1.08 hectares). Site currently in use.	Subject to relocation of existing use	Subject to relocation of existing use	The allocation will provide land for 60 dwellings on brownfield land to meet the current (and potentially additional) residential needs in the area. It is expected to have similar effects to the allocation at the Former Ridgeway School on housing, employment, health and well being, poverty and social exclusion, the prudent use of land, and the natural environment and landscape. The effects on air, water and soil are similar to those identified for the allocation at Leamington Spa Fire Station. The effects regarding travel and transport are more positive as the site has good access to public transport leading to Warwick's Centre with a bus stop within approximately 50m from the site. It is within walking distance of Leamington Town centre. Potential effects on historic environment are considered to be negative at this stage as there are a number of listed buildings adjacent the western boundary, adjacent to the Leamington Spa Conservation Area, there is a registered park and garden adjacent the south part of the site, and given the heritage of the surrounding area, there is likely to be archaeological present on the site. All these assets are likely to be directly/indirectly affected by the development of the allocation site. There is the potential for a significant long term negative effect on SA objective 12 (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 surrounding the site. In addition, the presence of the railway adjacent the western border of the site could mean that noise could negatively affect any new development. There is the potential for a significant long term negative effect on climate change adaptation as the south eastern perimeter of the site is identified as having medium to high probability of flooding. Residential development should be directed away from areas of high flood risk. The allocation would result in the loss of employment land and land for education leading to long term negative effects unless it is re-provided elsewhere.	N/A	N/A	N/A			Flood zones 1, 2 and 3. High risk of surface water flooding - opportunities to improve the situation should be considered through the FRA. Low to medium risk of flooding from groundwater. Local risk should be considered further through the FRA.	N/A	Site currently in employment (office) use	Location within urban area means alternatives transport modes are possible. No specific strategic traffic mitigation measures required. Can be accommodated with the wider mitigation proposals.	Low potential impact on sewerage infrastructure. There are combined and surface water sewer discharges directly to the watercourse to the south. There are no known capacity issues downstream of the site. Hydraulic modelling will be required to confirm whether any capacity improvements will be required.	Included as one of four sites within the urban area for 50 dwellings in Phase 3	Generally supported although concern about loss of Council offices and parking	Included, with capacity increased to 100 following a detailed feasibility study														
Former IBM car Park (Dux 4.35 Hectares approx. 100 Dwellings)	W04	Policy restrictions include the loss of employment land. Access would require further investigation. The proximity to the cemetery would require ground investigation works. There are some protected trees on the site. Mitigation of noise and air pollution from A46. Buffer required. Potentially suitable subject to site not being required for employment and provision of buffer to A46	Owner had expressed willingness to release the site for housing	Achievable subject to a strong market and appropriate investigation. The proximity to the cemetery would require ground investigation works. There are some protected trees on the site. Mitigation of noise and air pollution from A46. Buffer required. Potentially suitable subject to site not being required for employment and provision of buffer to A46	The site is a former car park adjacent to the A46, existing employment uses and the Warwick Cemetery. The site is not being allocated for housing as it is considered to be more suitable for employment. The provision of employment at this site will have a long term positive effect on the economy and reduce the need for residents of Kenilworth to travel for employment. Improved accessibility to employment opportunities will also have long term positive effects on health and well-being. The site is previously developed land and will have a positive effect on the SA objective relating to the prudent use of land. The key sustainability issues with regard to this site are the potential impacts of noise and atmospheric pollution generated from the A46 and the presence of cemetery adjacent to the site. The proximity to the cemetery would require ground investigation works and proper level assessments would ensure that any adverse effects on the cemetery are avoided. A buffer will be required between the development and A46 to minimise the potential impacts of atmospheric pollution. Access to the site would also need to be investigated further but it is considered that this can be addressed at the project level. There are some protected trees on the site that would need to be retained and protected from development. The effects on Crime are uncertain at this stage and will depend on the design and layout finalised at the development management level. The Local Plan policy that contained design should take account of the Safer Places. The Planning System and Crime Prevention Guidance (September 2004)	N/A	N/A	N/A			Not within flood zones 2 or 3	N/A	N/A	None	None	Yes, suitable for employment uses	Location at edge of urban means alternatives transport modes are possible. No specific strategic traffic mitigation measures required. Can be accommodated with the wider mitigation proposals.	High potential impact on sewerage infrastructure. A foul sewer would need to be reallocated to join the foul sewer to the south west of the site. There are no known capacity issues downstream and the impact of the development should be assessed using hydraulic modelling to determine the extent of any required capacity improvements.	Not included as a housing allocation - considered to be more suitable as an employment site	Not included as a housing allocation - considered to be more suitable as an employment site	Included for 107 houses - loss of employment land compensated by employment in Kenilworth and south of Warwick											
Glasshouse Lane/Crew Lane 37.3 Hectares (approx. 650 Dwellings)	K18	Potentially suitable in part. Access would require further investigation. The proximity to the cemetery would require ground investigation works. There are some protected trees on the site. Mitigation of noise and air pollution from A46. Buffer required. Potentially suitable subject to site not being required for employment and provision of buffer to A46	Available - the site is still in use but the control of a developer/proctor	Achievable with a strong housing market and subject to appropriate contributions being made towards improving infrastructure and services	The site currently does not have access to public transport (despite being close to a GP Surgery and schools (within 1.5 miles) and there are also issues with access to and the site in terms of visibility. There is the potential for 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 west of the site. In addition, the presence of the A46 to the east could be a potential noise source for new development. It is considered that suitable mitigation will be set out through development management policies in the Local Plan and will also be available at the project level to address negative effects. Furthermore, development of the site will result in the loss of high grade agricultural land leading to minor negative effects on soil and would lead to the loss of Greenfield and Green Belt Land with the potential for a significant long term negative effect on the prudent use of land.	K4 - Meets 1 of the 5 purposes of Green Belt. It contributes to preventing sprawl from Kenilworth in an easterly direction. It contributes to preserving the setting and special character of Kenilworth. Retention of green belt land will encourage recycling of derelict and other urban land.	In terms of Primary Constraints, parcel K4 contains part of Glasshouse Wood which is both an Ancient Woodland and a Scheduled Ancient Monument in its own right. Parcel K4 contains a large commercial use in the form of a training and conference centre. The landscape study identifies that the A46 corridor creates an enclosure and a notable visible break from the wider countryside. Further development along the A46 would not have major impacts upon the wider landscape context.	K4 - 1 (Low Value)	Glasshouse Lane presently forms a definite edge to the east side of Kenilworth at this location and appears to enable the agriculture landscape to have continued in K4 without obvious urban fringe conflicts. However it could be argued that the A46 had already undermined the historic landscape continuity between Kenilworth and the Avon valley and that it is the A46 corridor that forms the real interface between the settlement and the rural landscape setting. It might be demonstrated that further development up to the A46 corridor would have a major impact to the wider landscape context. Existing mature vegetation would allow this area to be visually contained whilst sensitive design could extend this enclosure. It is considered that a K4 could be identified for a further level of detailed study and consideration for removal from the Green Belt.		The site is within Flood Zone 1 (Flooding from Land) is defined Low - a few small areas indicated as being 'less' susceptible to surface water flooding. Flooding from Groundwater - Low to Medium - The local risk of groundwater should be considered further during a FRA.	No assessment undertaken as part of Warwick District Habitat Assessment 2008. See (DfES (June not assessed in further landscape study).	N/A	Improvements to Thirkhorns Roundabout - with new access of island and into site improvements to St John's Grottery	There are isolated known sewer flooding problems downstream of this development, which have recently been addressed as part of Seven Treen's sewer flooding investment programme. No further action is being taken at this time, but the impact of development on these properties should be considered. Further hydraulic analysis will be required to assess the impact of the development on sewer capacity.	Identified as a potentially suitable site but not allocated	Representations from developers with control of land to suggest that it should be removed from the Green Belt and allocated in the Plan or at the very least, safeguarded.	Identified as a potentially suitable site but not allocated	Not allocated													

