Appendix III: New and Refreshed SA for New and Amended Site Allocations

Key:

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

+ -	It is possible to have two symbols for an SA Objective. For example, an option could have the potential for a minor positive effect against SA Objective 12 (housing) by helping to meet the needs of communities in the south of the District; however, it could also have a negative effect by not meeting the needs of communities in the north.
+ ?	Another example is that an option could have the potential for a positive effect against SA Objective 13 (Local services & community facilities) through the provision of associated facilities/services; however, there is also uncertainty as the precise nature and scale of provision is not known at this stage.
-- +?	SA Objectives 2 (sustainable transport & traffic) and 6 (landscape & biodiversity) consider more than one topic and as a result the options could have a different effect upon each topic considered.

Urban Brownfield Sites

Site: Court Street, Royal Leamington Spa
Size & Approx. Capacity: 1.28 ha & 121 dwellings
SHLAA Ref: L33

SA Objectives	Economy		Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape		Built environment	Historic environment	Air, water & soil quality		Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1		2		3	4	5	6		7	8	9		10	11	12	13	14		15	16
Appraisal Summary	+	-	+	-	+	= ?	+	+	= ?	?	- ?	+	- ?	-	=	++	+	+	= ?	+	= ?

Summary:

The delivery of approx. 121 dwellings has the potential for a major medium to long term positive effect on SA objective 12 through helping to meet the housing needs of the District. In addition, there will be indirect positive effects on the economy (potential increase supply of labour for existing businesses and consumer spending in the area), local community services (likely increased use) health and well being and poverty and social exclusion (access to good quality housing). The development however may lead to a loss of protected town centre employment land leading to minor negative effects on economy, although it was considered that is may be appropriate for mixed uses[1].

Remediation of the existing industrial site (removal of a number of large structures) will be required so there is a potential issue with contaminants. It is considered that there is sufficient mitigation available to ensure that there will be no significant negative effects on health for future residents. Submission Policy NE5 expects development proposals to ensure that, where evidence of contamination exists, the land is made fit for its intended purpose and does not pose an unacceptable risk to sensitive receptors.

The site is surrounded by existing employment land, with the Grand Union Canal running south of the site, and a railway line to the north of the site. There are also two waste treatment facilities within 100m of the site which could cause problems with odour for new residential development. In the short-term air, light and noise pollution are likely to increase during the construction phases. There is the potential for noise, light and dust pollution during construction which could have negative effects on health for the surrounding development and communities. While the railway line to the north and nearby waste treatment facilities could have some amenity impacts on future residents it is considered that there is suitable mitigation available to

[1] Warwick District Council (May 2012) Strategic Housing Land Availability Assessment Main Report. Online at www.warwickdc.gov.uk [accessed March 2014]

ensure that this will not be of significance. Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. Potential for a residual neutral effect against SA Objective 14 with an element of uncertainty at this stage. Given the above there are also likely to be minor negative effects in the long-term on SA Objective 9.

Given the site's location within the Leamington Spa, it is considered to have excellent access to existing local services and community facilities. The site is approximately 950m (walking distance) to the Town Centre, 650m of Clapham Terrace Primary School, and only 60m from the Waterside Medical Centre[2]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided and where this cannot be provided on site, provision will be made through contributions to off-site provision. The policy also states that new development should provide good access to community facilities. However, given the capacity of the site it is considered unlikely that it will result in a significant improvement to the local facilities and services on offer, particularly when compared to some larger strategic site options. Potential for a minor long term positive effect against SA Objective 13.

With regard to travel and transport, given the location, the site has good access to public transport with a bus stop within 150m. The site is also located approximately 500m from Leamington Spa Train Station[3]. Given the capacity of the site, it is considered unlikely that there will be any significant improvements in terms of access to sustainable transport modes as a result of development. Potential for a minor long term positive effect against SA Objective 2. However, any proposal for development should seek to enhance pedestrian movement, particularly to the Town Centre. Taking access to existing facilities/services as well as public transport into account, along with possible improvements that may be delivered, it is considered that there is the potential for a minor positive effect against SA Objective 3. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

There is potential for minor positive effects on the landscape as well as the prudent use of land and natural resources as the site is located on Brownfield land within Leamington Spa. Submission Policy NE4 seeks to protect the landscape from harm and ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. It is considered that there is suitable mitigation available to ensure that there will not be any significant negative effects on the landscape. There is also the potential for a minor positive effect against SA Objectives 5 and 9 through the use of previously developed land.

There are no international or national nature conservation designations on or adjacent to the site[4], it is adjacent to a pLWS[5] (the Grand Union Canal) which has an ecological quality of 'moderate potential'[6]. Therefore there is potential for minor indirect negative effects on biodiversity. The presence of

[2] Measured using Google Maps from the eastern boundary of the site where it joins Court Street.
[3] Ibid.
[4] Defra Magic Map. Online at http://magic.defra.gov.uk
[5] Warwick District Council (2010) Green Infrastructure Study: Ecological Assets Map. Online at http://www.warwickdc.gov.uk/NR/rdonlyres/6AE6AF66-D360-4728-9AB9-3CB787890738/0/EA2WarwickLeamingtonandWhitnash.pdf [accessed March 2014]
[6] Ibid.

protected species and the ecological value of the site are not known at this stage. It is considered that there is suitable mitigation measures available to address any negative effects with the potential for a residual neutral effect. There is an element of uncertainty until project level studies and assessments have been carried out. Submission Local Plan Policy NE2 seeks to protect designated areas and species of national and local importance for biodiversity. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity.

There are no Listed Buildings, or Scheduled Monuments on the site[7]; however, it is partly within the Royal Leamington Spa Conservation Area[8] and there are a number of Listed Buildings that could be indirectly affected by the development. Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the landscape which are referred to in the appraisal commentary above. It is considered that there is suitable mitigation available to ensure that there are no significant negative effects on the significance of heritage assets as a result of development at this site. However considering the capacity of the site and to reflect the sites location within a Conservation Area, it is considered that there is the potential for a minor long-term negative effect with an element of uncertainty until project level studies have been carried out.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[9]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Polices seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. It should be noted that the site is also located adjacent to an AQMA, it will be important to monitor and mitigate any expected increase in emissions as a result of development at the site. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development could be in accordance with the Waste Core Strategy, provide a Waste Management Plan and provide space for storage and recycling. There is potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal

[7] Historic England - National Heritage List for England.
[8] Warwick District Council (2014) Royal Leamington Spa Conservation Area Leaflet. Online at http://www.warwickdc.gov.uk/downloads/download/150/urban_conservation_areas [accessed March 2014]
[9] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev

for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

The site is not within an area of high to medium flood risk (Flood zones 2 and 3) and the majority of the site is at low risk of surface water flooding.[10] Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. It is considered that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site could incorporate Secured by Design Standards. Potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

Greenfield Sites - Edge of Warwick, Whitnash and Leamington

Site: Land at Campion School / Whitnash East
Size & Approx. Capacity: 51.49 ha & 500 dwellings
SHLAA Ref: L10 & L39

SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape		Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1	2		3	4	5	6		7	8	9	10	11	12	13	14		15	16
Appraisal Summary	+	+	-	+	= ?	-	-	- ?	?	= ?	- ?	-	-	++	+	+	= ?	+	= ?

Summary:
The delivery of approx. 500 dwellings has the potential for a long term major positive effect on SA objective 12 through helping to meet the housing needs of the area. This also has the potential for long term indirect minor positive effects on the economy, health and well being as well as poverty and social exclusion.

[10] Environment Agency Flood Maps - Risk of Flooding from Surface Water Flooding.

There is residential development to the north and west, and agricultural fields to the east and south of the site. A railway line also runs along the western boundary, and Whitnash Brook is just east of the site. Although included within the development boundary, it is understood that the school in the north will be excluded from development. There is the potential for noise, light and dust pollution during construction which could have negative effects on health for the surrounding development and communities, particularly at the school on site. While the railway line to the west could have some amenity impacts on future residents it is considered that there is suitable mitigation available to ensure that this will not be of significance. Submission Policy B3 (Amenity) ensures that proposals for development do not have an unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. Potential for a residual neutral effect against SA Objective 14 with an element of uncertainty at this stage.

In terms of access to existing services and facilities, the site is approximately 2.9km from Leamington Spa Town Centre and approximately 650m from the Local Shopping Centre at Home Farm Crescent[11]. The site is also approximately 1.1km from the closest GP surgery (Croft Medical Centre) and Campion School is located on site[12]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided and where this cannot be provided on site, provision will be made through contributions to off-site provision. The policy also states that new development should provide good access to community facilities. However, given the capacity of the site it is considered unlikely that it will result in a significant improvement to the local facilities and services on offer. Potential for a minor long term positive effect against SA Objective 13.

The Council's assessment of the site identifies that it is within 400m of a bus stop (route numbers 67 & G1). The site is approximately 2.4km away from Leamington Spa railway station[13]. Given the capacity of the site, it is considered unlikely that there will be any significant improvements in terms of access to sustainable transport modes as a result of development. Potential for a minor long term positive effect against SA Objective 2. Submission Local Plan Policy SCO (Sustainable Communities) seeks any new development to have a focus on healthy lifestyles, including measures to encourage walking and cycling. Taking access to existing facilities/services as well as public transport into account, along with possible improvements that may be delivered, it is considered that there is the potential for a minor positive effect against SA Objective 3. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

Evidence suggests that the site forms an important rural gap between the settlements of Whitnash, Sydenham and Radford Semele. Development at the site could have negative effects on the landscape setting through coalescence, and is likely to affect the ecological functions of brook habitats in this area; however the visual impact of development at the site is considered low at this stage[14]. Submission Policy NE4 seeks to protect the landscape from harm and ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. While it is considered that there is suitable mitigation

[11] Measured using Google Maps from the western boundary of the site on Greenfield Road.
[12] Ibid.
[13] Strategic Site Selection Matrix
[14] Ibid.

available to ensure that there will not be any major significant effects, the development of previously undeveloped greenfield land has the potential for a residual minor negative effect on SA Objective 6, with an element of uncertainty until project level details arise. As the site is greenfield agricultural land there is also the potential for a minor long-term negative effect against SA Objective 9, with an element of uncertainty as the quality of the agricultural land is unknown at this stage.

There are no international or nationally designated sites for biodiversity[15] within or in close proximity to the site however; Whitnash Brook Local Nature Reserve (2000/9) extends along the north-eastern boundary of the site and flows north into the River Leam; Whitnash Brook Local Wildlife Site (SP36G1) and Whitnash Brook South pLWS (SP36G16) also run along part of the eastern boundary; and the Railway Cutting pLWS runs along the western edge of the site. The supporting woodland, scrub and grassland habitats should be protected and enhanced where possible. Submission Local Plan Policy NE2 seeks to protect designated areas and species of national and local importance for biodiversity. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. It is considered that there is sufficient mitigation provided through Local Plan policies and available at the project level to ensure that development at this site will not have major negative effects on biodiversity. However, there is still an element of uncertainty until lower level assessments have been carried out. It is recommended that any proposal for development should seek to retain the connectivity between river and land habitats. A suitable buffer zone should also be provided between the habitats and development. The precise size of buffer could be determined through lower level appraisals and studies. Any proposal should also seek to retain the natural features on site[16] and should enhance the connectivity of habitats and ecological corridors from the site into the surrounding areas. Given the presence of important habitats, it is considered that there is the potential for a residual minor negative effect against SA Objective 6. While it is acknowledged that there could be potential opportunities to enhance biodiversity, this is considered uncertain at this stage.

There are no designated heritage assets within or immediately adjacent to the boundary of the site[17]. Evidence[18] suggests that there are 5 Grade II Listed Buildings and 2 Conservation Areas within 500m of the site; however, development at the site is unlikely to significantly affect the significance of these assets or their setting. The site is however of historic and archaeological interest due to the proximity of known Romano British remains. Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, and the Plan also includes policies that seek to protect the landscape which are referred to in the appraisal commentary above. Given available mitigation, it is considered that there is the potential for a residual neutral effect against SA Objective 8 with an element of uncertainty until project level studies have been carried out to determine the potential presence of archaeology.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[19]. The assessments found that the significant impacts of

[15] Defra (2015) Magic Maps. Online at http://magic.defra.gov.uk
[16] Strategic Site Selection Matrix
[17] Historic England (2015) National Heritage List for England.
[18] Warwick District Council (2015) Local Plan Site Allocations - Historic Environment Assessment Statement
[19] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev

future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Polices seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. It should be noted that there is an AQMA in Leamington Spa and the site is not within or adjacent to it. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development could be in accordance with the Waste Core Strategy, provide a Waste Management Plan and provide space for storage and recycling. Potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

The eastern boundary of the site is within Flood Zones 2, 3A & 3B[20]. Development can avoid areas of flood risk on site and submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. It is considered that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11. Development is likely to require sewage pumping but is located upstream of a sub-catchment with known sewer flooding problems, which have recently been appraised as part of Severn Trent's sewer flooding investment programme. Further hydraulic analysis will be required to assess the impact of this development on sewer capacity.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site could incorporate Secured by Design Standards. Potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

[20] Strategic Site Selection Matrix

Site: Land North of Milverton
Size & approx Capacity: 1315 new dwellings
SHLAA Ref: L03 / L07

SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape		Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1	2		3	4	5	6		7	8	9	10	11	12	13	14		15	16
Appraisal Summary	+	+ ?	-	+	= ?	--	- ?	= ?	?	= ?	-- ?	-	=	++	++ ?	+	= ?	+	= ?

Summary:

The delivery of approx. 1315 dwellings has the potential for a long term major positive effect on SA objective 12 through helping to meet the housing needs of the area. This also has the potential for long term indirect minor positive effects on the economy, health and well being as well as poverty and social exclusion.

A railway line runs along the western boundary of the site so there is the potential for negative effects on health as a result of noise pollution and vibrations; however, it is considered that there is suitable mitigation available to ensure that there will not be any significant negative effects. This could include the provision of a buffer zone between the railway line and development. There is existing residential development and allotments to the south and south east of the site, and agricultural fields to the north and west of the site. A hospital is also located just north east of the site. There is the potential for noise, light and dust pollution during construction which could have negative effects on health for the surrounding development and communities, particularly the hospital. It is considered that there is suitable mitigation to ensure that negative effects will not be significant. Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. Potential for a residual neutral effect against SA Objective 14, with an element of uncertainty at this stage.

In terms of access to existing services and facilities, the site is approximately 1.4 km away from Leamington Spa Town Centre; and the Local Shopping Centre at Rugby Road is located approximately 1.3km away[21]. The closest GP surgery (Clarendon Lodge Medical Practice) is located around 1.4km from the site, and Milverton Primary School is within 800m[22]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for

[21] Measured using Google Maps from the eastern boundary of the site where it joins Northumberland Road.
[22] Ibid.

development at this site will need to ensure that good quality infrastructure and services are provided, and where this cannot be provided on site, provision will be made through contributions to off-site provision. The policy also states that new development should provide good access to community facilities. Given the capacity of the site it is considered that development may contribute to improving the local facilities and services on offer. Potential for a major long term positive effect against SA Objective 13, with an element of uncertainty until site level details and proposals arise.

The Council's assessment of the site identifies that it is within 400m of a bus stop (route no.'s X17, 12, U1 and U2). Leamington Spa Railway Station is also located within 2.3km of the site[23]. Considering the capacity of the site however there is the potential for improvements in terms of access to sustainable transport modes as a result of development. Potential for a minor long term positive effect against SA Objective 2 with an element of uncertainty as development that delivers improvements may increase the significance of these effects. Submission Local Plan Policy SC0 (Sustainable Communities) seeks any new development to have a focus on healthy lifestyles, including measures to encourage walking and cycling. Taking access to existing facilities/services as well as public transport into account, along with possible improvements that may be delivered, it is considered that there is the potential for a minor positive effect against SA Objective 3. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking. Any proposal for development should seek to provide suitable pedestrian links to the surrounding areas.

Evidence[24] suggests that areas of the site could be released for development without substantial harm to the wider landscape toward Hill Wootton, Old Milverton and the River Avon valley. The evidence identifies that settlement expansion here could fit with the existing settlement footprint and be undertaken within well-defined landscape boundaries. The evidence does however recommend that the higher land in the west of the site is safeguarded from development to minimise the visual impact of new development. Submission Policy NE4 seeks to protect the landscape from harm and ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. While it is considered that there is suitable mitigation available to ensure that there will not be any major significant effects, the development of previously undeveloped greenfield land has the potential for a residual minor negative effect on SA Objective 6, with an element of uncertainty until project level details arise.

The site is greenfield land and is also within the Green Belt so there is the potential for a permanent major negative effect against SA Objective 5. Evidence suggests that the site contains Grades 2 and 3a agricultural land; development has the potential to result in the loss of best and most versatile agricultural land with the potential for a permanent major negative effect against SA Objective 9, with an element of uncertainty until project level details and site assessments have been completed.

There are no international or nationally designated sites for biodiversity[25] within or in close proximity to the site but the tributary to the River Avon is a linear LWS (SP15Li18f) which crosses the north east corner of the site. The River Avon also runs to the north of the site. Submission Local Plan Policy NE2 seeks to protect designated areas and species of national and local importance for biodiversity. Development can avoid the locally designated area

[23] Ibid.
[24] Considerations for Sustainable Landscape Planning 2015 – Appendix A.
[25] Defra (2015) Magic Maps. Online at http://magic.defra.gov.uk

and Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. It is considered that there is sufficient mitigation provided through Local Plan policies and available at the project level to ensure development at this site will not have significant negative effects on biodiversity; however, there is still an element of uncertainty until the precise location of development is known and lower level assessments have been carried out. It is recommended that where possible, any proposal for development should retain and enhance natural features on site, including islands, remnant channels and bankside vegetation. It is also recommended that mature trees and hedgerows are retained on site.

There are no designated heritage assets within the boundary of the site[26]. There are five Grade II Listed Buildings within 500m of the site, and the site lies adjacent to Leamington Spa Conservation Area. Evidence[27] suggests that the site does not contribute to the setting of the designated Listed Buildings and that the majority of the site is separated from the Conservation Area by a block of modern development. The evidence further identifies that the site is of archaeological interest due to the potential for previously unrecorded remains to be present. Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the landscape which are referred to in the appraisal commentary above. It is considered that there is suitable mitigation available, which could include a staged programme of investigation and mitigation, to ensure that there are no significant negative effects. Potential for a residual neutral effect with an element of uncertainty until project level studies have been carried out.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[28]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Polices seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development could be in accordance with the Waste Core Strategy, provide a Waste Management Plan and provide space for storage and recycling. Potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for

[26] Historic England (2015) National Heritage List for England.
[27] Warwick District Council (2015) Local Plan Site Allocations - Historic Environment Assessment Statement
[28] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev

development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

A small area in the north east of the site is located within an area of flood risk (Zone 3a); and Council records suggest that it is susceptible to surface water flooding. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. Policy FW2 requires all major development to incorporate SuDS and discharge at Greenfield run off rates. Any proposal for development could avoid areas of flood risk and it is considered that there is suitable mitigation available to address potential surface and groundwater flooding. Potential for a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site could incorporate Secured by Design Standards. Potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

Site: Hazelmere/ Land at Little Acre
Size & approx Capacity: 0.5 ha / 2.77 ha, 12 dwellings / 63 dwellings. Total combined: 3.27 ha / 75 dwellings
SHLAA Ref: L55 & L56

SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape		Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1	2		3	4	5	6		7	8	9	10	11	12	13	14		15	16
Appraisal Summary	+	-	-?	+	= ?	-	-?	= ?	?	= ?	- ?	- ?	=	+	+ ?	+	= ?	+	= ?

Summary:

The delivery of approx. 75 dwellings has the potential for a long term minor positive effect on SA objective 12 through helping to meet the housing needs of the area. This also has the potential for long term indirect minor positive effects on the economy, health and well being as well as poverty and social exclusion.

The railway line runs along the eastern boundary of the site so there is the potential for negative effects on health as a result of noise pollution and vibrations; however, it is considered that there is suitable mitigation available to ensure that there will not be any significant negative effects. This could include the provision of a buffer zone between the railway line and development; however, at this stage it is not known how this would affect the capacity of the sire. There is existing residential development north of the site, and a golf course west of the site. There is the potential for noise, light and dust pollution during construction which could have negative effects on health for the surrounding development and communities; however it is considered that there is suitable mitigation to ensure that negative effects will not be significant. Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. Potential for a residual neutral effect against SA Objective 14 with an element of uncertainty at this stage.

In terms of access to existing services and facilities, the site is located approx 3.5km from Leamington Spa town centre; however, it should be noted that the services and facilities provided at Home Farm Crescent Local Shopping Centre are located approx 960m away[29]. St Margaret's C of E Junior School and Whitnash Medical Centre are both located around 650m away from the site[30]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided and where this cannot be provided on site, provision will be made through contributions to off-site provision. The policy also states that new development should provide good access to community facilities. However, given the capacity of the site it is considered unlikely that it will result in a significant improvement to the local facilities and services on offer, particularly when compared to some larger strategic site options. Potential for a minor long term positive effect against SA Objective 13, with an element of uncertainty given the relatively poor access to existing services/facilities.

The Council's assessment of the site identifies that it is located around 650m from a bus stop (route no. G1), and the site is approx 3km from the closest train station (Leamington Spa). Given the capacity of the site, it is considered unlikely that there will be any significant improvements in terms of access to sustainable transport modes as a result of development. Potential for a minor long term negative effect against SA Objective 2. Submission Local Plan Policy SC0 (Sustainable Communities) seeks any new development to have a focus on healthy lifestyles, including measures to encourage walking and cycling. Taking access to existing facilities/services as well as public transport into account, along with possible improvements that may be delivered, it is considered that there is the potential for a minor positive effect against SA Objective 3. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

Evidence[31] suggests that whilst development at the site is unlikely to lead to any significant negative effects on the overall landscape setting around Warwick and Leamington, it may represent expansion / ribbon development towards the south east. Submission Policy NE4 seeks to protect the landscape from harm and ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. While it is considered that there is suitable

[29] Measured using Google Maps from the north western boundary of the site where it joins Golf Lane.
[30] Ibid.
[31] Landscape Character Assessment for South of Warwick and Leamington 2009

mitigation available to ensure that there will not be any major significant effects, the development of previously undeveloped greenfield land has the potential for a residual minor negative effect on SA Objective 6.

The site is predominantly greenfield land within the settlement boundary, development has the potential for a minor long-term negative effect against SA Objective 5. Evidence suggests that the site contains Grade 3 agricultural land; however, at this stage it is not known whether this is Grade 3a or 3b. Development would result in the loss of agricultural land with the potential for a permanent minor negative effect against SA Objective 9. If further studies find that Grade 3a agricultural land is present and development would result in the loss of this land then there is the potential for a negative effect of greater significance; however, at this stage this is unknown.

There are no international or nationally designated sites for biodiversity[32] within or in close proximity to the site but the Mollington Hill LWS (SP36G3) (formally a SINC) is located on part of the golf course to the west of the site. Submission Local Plan Policy NE2 seeks to protect designated areas and species of national and local importance for biodiversity. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. It is considered that there is sufficient mitigation provided through Local Plan policies and available at the project level to ensure development at this site will not have significant negative effects on biodiversity; however, there is still an element of uncertainty until the precise location of development is known and lower level assessments have been carried out. It is recommended that a suitable buffer is provided between any development and key habitat features. It is also recommended that where possible, any proposal for development should retain and enhance habitat features, such as hedgerows and tree lines, within and surrounding the site.

There are no designated heritage assets within or immediately adjacent to the boundary of the site[33]. Submission Local Plan Policies HE1 to HE6 seek to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the landscape, which are referred to in the appraisal commentary above. It is considered that there is suitable mitigation available for a residual neutral effect against SA Objective 8. However, there is also an element of uncertainty until project level studies have been carried out.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[34]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Polices seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil

[32] Defra (2015) Magic Maps. Online at http://magic.defra.gov.uk
[33] Historic England (2015) National Heritage List for England.
[34] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev

quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy. Given the small scale of proposed development, negative effects will be of less significance compared to some of the larger site options.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development could be in accordance with the Waste Core Strategy, provide a Waste Management Plan and provide space for storage and recycling. Potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

The site is not within any areas of high flood risk; however, EA records suggest that it is susceptible to surface water and ground water flooding. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. It is considered that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site could incorporate Secured by Design Standards. Potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

Greenfield Sites - Edge of Kenilworth

Site: Southcrest Farm
Size & approx Capacity: 18.27 ha / predominantly educational use + approx. 70 dwellings
SHLAA Ref: K17

SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape		Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1	2		3	4	5	6		7	8	9	10	11	12	13	14		15	16
Appraisal Summary	+	+	-?	+	= ?	--	- ?	- ?	?	= ?	- ?	- ?	=	+	+	+	= ?	+	= ?

Summary:

The delivery of approx. 70 dwellings has the potential for a long term minor positive effect on SA objective 12 through helping to meet the housing needs of the area. This also has the potential for long term indirect minor positive effects on the economy, health and well being as well as poverty and social exclusion. While development could result in the loss of some existing employment (farmstead) this is not considered of significance for the District as a whole.

There is existing residential development to the west, a golf course to the north, a management training centre to the south, and agricultural fields to the east of the site. There is the potential for noise, light and dust pollution during construction which could have negative effects on health for the surrounding development and communities. It is considered that there is suitable mitigation to ensure that negative effects will not be significant. Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. Potential for a residual neutral effect against SA Objective 14 with an element of uncertainty at this stage.

In terms of access to existing services and facilities, the site is approximately 2km from Kenilworth Town Centre and approximately 320m from the Local Shopping Centre at Leyes Lane[35]. The site is also approximately 1.6km from the closest GP surgery (Castle Medical Centre) and within 400m of Kenilworth School and 500m of Park Hill Junior School[36]. Educational facilities are expected to be relocated at this site from site K27. In line with

[35] Measured using Google Maps from the western boundary of the site from the junction of Leyes Lane and Glasshouse Lane.
[36] Ibid.

Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided and where this cannot be provided on site, provision will be made through contributions to off-site provision. The policy also states that new development should provide good access to community facilities. However, given the capacity of the site it is considered unlikely that it will result in a significant improvement to the local facilities and services on offer, particularly when compared to some larger strategic site options. Potential for a minor long term positive effect against SA Objective 13.

The Council's assessment of the site identifies that it is within 400m of a bus stop (route numbers 539, X17 and 543). It should also be noted that a train station is currently being built on Priory Road within Kenilworth and is expected to open December 2016.[37] The site is approximately 1.6km away from the site of the new railway station[38]. Given the capacity of the site, it is considered unlikely that there will be any significant improvements in terms of access to sustainable transport modes as a result of development. Potential for a minor long term positive effect against SA Objective 2. Submission Local Plan Policy SCO (Sustainable Communities) seeks any new development to have a focus on healthy lifestyles, including measures to encourage walking and cycling. Taking access to existing facilities/services as well as public transport into account, along with possible improvements that may be delivered, it is considered that there is the potential for a minor positive effect against SA Objective 3. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

Given the size of site and small scale of development that could be accommodated there are unlikely to be any major negative effects on the landscape. It should be noted that development at this site was considered through updated landscape evidence part of a potentially larger development across sites K07, K18, K19 & K31. This work concluded that development could be accommodated without significant negative effects, particularly when considered alongside the delivery of HS2 which will greatly alter the northern fringe of Kenilworth[39]. However, it should be noted that the study identified a number of constraints and challenges. Submission Policy NE4 seeks to protect the landscape from harm and ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. While it is considered that there is suitable mitigation available to ensure that there will not be any major negative effects, the development of previously undeveloped greenfield land has the potential for a residual minor negative effect on SA Objective 6, with an element of uncertainty until project level details arise.

The site is predominantly greenfield land and is also within the Green Belt so there is the potential for a permanent major negative effect against SA Objective 5. Evidence suggests that the site contains Grade 3 agricultural land; however, at this stage it is not known whether this is Grade 3a or 3b. Development would result in the loss of agricultural land with the potential for a permanent minor negative effect against SA Objective 9. If further studies find that Grade 3a agricultural land is present and development would result in the loss of this land then there is the potential for a negative effect of greater significance; however, at this stage this is unknown.

[37] https://kenilworthstation.wordpress.com/
[38] Measured using Google Maps from the western boundary of the site from the junction of Leyes Lane and Glasshouse Lane.
[39] Considerations for Sustainable Landscape Planning 2015 – Appendix A.

There are no international or nationally designated sites for biodiversity[40] within or in close proximity to the site but the River Avon LWS (SP15Li8f) falls within the south east boundary of the site. It is assumed that any proposal will avoid development on the LWS. The islands, channels, bankside vegetation, and supporting habitats including woodland should be protected and enhanced where possible. Submission Local Plan Policy NE2 seeks to protect designated areas and species of national and local importance for biodiversity. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. As long as the LWS is retained, it is considered that there is sufficient mitigation provided through Local Plan policies and available at the project level to ensure that development at this site will not have major negative effects on biodiversity. However, there is still an element of uncertainty until lower level assessments have been carried out. It is recommended that any proposal for development should seek to retain the connectivity between river and land habitats. A Buffer zone should be provided between the woodland/grassland and development. The precise size of buffer could be determined through lower level appraisals and studies. Any proposal should also seek to retain the natural features on site[41] and should enhance the connectivity of habitats and ecological corridors from the site into the surrounding areas. Given the presence of important habitats, it is considered that there is the potential for a residual minor negative effect against SA Objective 6. While it is acknowledged that there could be potential opportunities to enhance biodiversity, this is considered uncertain at this stage.

There are no designated heritage assets within or immediately adjacent to the boundary of the site[42]. Evidence[43] suggests that there is a Scheduled Monument and two Grade II Listed Buildings within 500m of the site; however, development at the site is unlikely to significantly affect the significance of these assets or their setting. The site is however of historic and archaeological interest due to the proximity of known Romano British remains. Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, and the Plan also includes policies that seek to protect the landscape, which are referred to in the appraisal commentary above. Given available mitigation, it is considered that there is the potential for a residual neutral effect against SA Objective 8 with an element of uncertainty until project level studies have been carried out to determine the potential presence of archaeology.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[44]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Polices seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect

[40] Defra (2015) Magic Maps. Online at http://magic.defra.gov.uk
[41] Warwick District Phase 1 Habitat Assessment and Considerations for Sustainable Landscape Planning 2015 – Appendix A. www.warwickdc.gov.uk/evidencebase
[42] Historic England (2015) National Heritage List for England.
[43] Warwick District Council (2015) Local Plan Site Allocations - Historic Environment Assessment Statement
[44] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev

against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development could be in accordance with the Waste Core Strategy, provide a Waste Management Plan and provide space for storage and recycling. Potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

The site is not within any areas of high flood risk; however, EA records suggest that it is susceptible to minor surface water flooding. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. It is considered that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site could incorporate Secured by Design Standards. Potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

It should be noted that there is the potential for effects of greater significance (both positive and negative) against SA Objectives when development at this site is considered cumulatively with development at sites K07, K18, K19 & K31. A large co-ordinated urban extension across these sites could result in a greater provision of new local facilities/services as well as sustainable transport modes, which could have enhanced positive effects for SA Objectives relating to sustainable transport, reducing the need to travel, community facilities and health. Conversely it could also result in negative effects of greater significance against SA Objectives relating to landscape, biodiversity, heritage, prudent use of land, traffic, air quality and climate change. While there could be more opportunities for mitigation as part of large development, this is uncertain at this stage.

Site: East of Warwick Road, Kenilworth
Size & approx Capacity: 5.76 ha &125 dwellings
SHLAA Ref: K25

SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape		Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1	2		3	4	5	6		7	8	9	10	11	12	13	14		15	16
Appraisal Summary	+	+	-?	+	= ?	--	-?	= ?	?	= ?	- ?	- ?	= ?	++	+ ?	+	= ?	+	= ?

Summary:

The delivery of approx. 125 dwellings has the potential for a long term major positive effect on SA objective 12 through helping to meet the housing needs of the area. This also has the potential for long term indirect minor positive effects on the economy, health and wellbeing as well as poverty and social exclusion.

The railway line runs along the eastern boundary of the site so there is the potential for negative effects on health as a result of noise pollution and vibrations; however, it is considered that there is suitable mitigation available to ensure that there will not be any significant negative effects. This could include the provision of a buffer zone between the railway line and development. There is also the potential for development to have impacts on the adjacent cricket club, particularly during construction. In the short-term air, light and noise pollution are likely to increase during the construction phases. Short-term negative effects during construction can be mitigated through appropriate phasing and an Environmental Management Plan (construction & occupation), including monitoring which should be followed-up. Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. Potential for a residual neutral effect against SA Objective 14 with an element of uncertainty at this stage.

In terms of access to existing services and facilities, the is approximately 1.6km from Kenilworth Town Centre and approximately 1.4km from the Local Shopping Centre at Oaks Precinct[45]. It is also approximately 1km from Castle 6th Form Centre and 1.4km from Castle Medical Centre[46]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality

[45] Measured using Google Maps from the western boundary of the site where it joins Warwick Road.
[46] Ibid.

infrastructure and services are provided and where this cannot be provided on site, provision will be made through contributions to off-site provision. The policy also states that new development should provide good access to community facilities. However, given the capacity of the site it is considered unlikely that development will result in a significant improvement to the local facilities and services on offer, particularly when compared to some larger strategic site options. Potential for a minor long term positive effect against SA Objective 13, with an element of uncertainty given the relatively poor access to existing facilities/services.

The Council's assessment of the site identifies that it is within 400m of a bus stop (route no. 16)[47]. It should also be noted that a train station is currently being built on Priory Road within Kenilworth and is expected to open December 2016.[48] The site is approximately 1.6km away from the site of the new railway station[49]. Given the capacity of the site, it is considered unlikely that there will be any significant improvements in terms of access to sustainable transport modes as a result of development. Potential for a minor long term positive effect against SA Objective 2. The Council's assessment of the site states that there is scope to provide a shared footway/cycleway north into the Town, which has the potential for minor positive effects on health. Submission Local Plan Policy SCO (Sustainable Communities) seeks any new development to have a focus on healthy lifestyles, including measures to encourage walking and cycling. Taking access to existing facilities/services as well as public transport into account, along with possible improvements that may be delivered, it is considered that there is the potential for a minor positive effect against SA Objective 3. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

Evidence suggests that while development at the site could have negative effects on landscape, the visual impacts could be mitigated with appropriate design and commitment to long term landscape enhancement[50]. Submission Policy NE4 seeks to protect the landscape from harm and ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. While it is considered that there is suitable mitigation available to ensure that there will not be any major significant effects, the development of previously undeveloped greenfield land has the potential for a residual minor negative effect on SA Objective 6.

The site is greenfield land and is also within the Green Belt so there is the potential for a permanent major negative effect against SA Objective 5. Evidence suggests that the site contains Grade 3 agricultural land; however, at this stage it is not known whether this is Grade 3a or 3b. Development would result in the loss of agricultural land with the potential for a permanent minor negative effect against SA Objective 9. If further studies find that Grade 3a agricultural land is present and development would result in the loss of this land then there is the potential for a negative effect of greater significance; however, at this stage this is unknown.

[47] Strategic Site Selection Matrix
[48] https://kenilworthstation.wordpress.com/
[49] Measured using Google Maps from the western boundary of the site where it joins Warwick Road.
[50] Considerations for Sustainable Landscape Planning 2015 – Appendix A.

There are no international or nationally designated sites for biodiversity[51] within or in close proximity to the site but there is a potential LWS (SP27Li9n) on the railway embankment, which runs along the eastern boundary of the site. Submission Local Plan Policy NE2 seeks to protect designated areas and species of national and local importance for biodiversity. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. It is considered that there is sufficient mitigation provided through Local Plan policies and available at the project level to ensure development at this site will not have significant negative effects on biodiversity; however, there is still an element of uncertainty until the precise location of development is known and lower level assessments have been carried out. It is recommended that a suitable buffer is provided between any development and the railway embankment. It is also recommended that where possible, any proposal for development should retain and enhance linear habitat features, such as hedgerows and tree lines, within and surrounding the site.

There are no designated heritage assets within or immediately adjacent to the boundary of the site[52]. There is a Grade II Listed Building on the other side of Coventry Road, which runs adjacent to the western boundary of the site. Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the landscape, referred to in the appraisal commentary above. It is considered that there is suitable mitigation available to ensure that there are no significant negative effects on the setting of the Listed Building as a result of development at this site. Evidence[53] suggests that Conservation Areas within 1km of the site are appropriately screened so as to not be affected by development at this site. Potential for a residual neutral effect with an element of uncertainty until project level studies have been carried out.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[54]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Polices seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development could be in accordance with the Waste Core Strategy, provide a Waste Management Plan and provide space for storage and recycling. Potential for a residual neutral effect against SA Objective 4, with an

[51] Defra (2015) Magic Maps. Online at http://magic.defra.gov.uk
[52] Historic England (2015) National Heritage List for England.
[53] Warwick District Council (2015) Local Plan Site Allocations - Historic Environment Assessment Statement
[54] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev

element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

The site is not within any areas of high flood risk; however, the SFRA identifies that it is susceptible to surface water flooding and EA records suggest that it is susceptible to ground water flooding. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. It is considered that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site could incorporate Secured by Design Standards. Potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

Greenfield Sites - Edge of Coventry

Site: Kings Hill Lane
Size & approx Capacity: 269 ha & 3,500 to 4,000 dwellings (1,800 during the life of the Plan)
SHLAA Ref: C06

SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape		Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1	2		3	4	5	6		7	8	9	10	11	12	13	14		15	16
Appraisal Summary	+	+ +	-	++	= ?	--	-?	-?	?	- ?	- ?	-	= ?	++	++ ?	+	= ?	+	= ?

Summary:

The delivery of approx. 1,800 dwellings during the Plan period and a further 1,700 to 2,200 dwellings following the Plan period has the potential for a long term major positive effect on SA objective 12 through helping to meet the housing needs of the area. This also has the potential for long term indirect minor positive effects on the economy, health and wellbeing as well as poverty and social exclusion. While development could result in the loss of some existing employment this is not considered of significance for the District as a whole. There is the potential for any proposal for development to

retain employment in the south east part of the site and improve access to it. Given the size of the site and the potential scale of development, there is also the opportunity to provide some form of employment; however, this is uncertain at this stage. If employment was to be provided there is the potential to enhance the significance of positive effects against SA Objective 1.

There is existing residential development to the north, north east and south east of the site. Finham Primary School and Finham Park School are also adjacent to the boundary of the site. There is the potential for noise, light and dust pollution during construction, which could have negative effects on health for the surrounding development and communities. A railway line runs along the western boundary of the site and the A46 along the eastern boundary. It should also be noted that there is a sewage works to the south east of the site across the A46. Suitable mitigation will be required to ensure that there are no adverse effects on future residents in relation to noise and odour. A buffer could be provided along the eastern and western boundaries in order to mitigate potential negative effects. It is considered that there is suitable mitigation available to ensure that there will not be any significant negative effects in terms of amenity and health for the existing development and community surrounding the site or for the future residents of development on the site; however, this could restrict the capacity of the site. Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. There is potential for a residual neutral effect against SA Objective 14 with an element of uncertainty at this stage. The Alvis Sports & Social Club falls within the boundary of the site, which includes a cricket pitch, tennis courts and full size football pitch. While development could result in the loss of the sports club and recreational areas, given the potential capacity of the site it is assumed that development could provide equivalent facilities if not an improvement to the recreational facilities on offer. There is also potential for any proposal for development to retain the sports club and associated pitches. However, this is uncertain at this stage.

In terms of access to existing services and facilities, the site is adjacent to the southern boundary of Coventry, so has good access to a range of existing facilities/services. This includes a number of schools and a post office adjacent to the site as well as a GP within 500m[55]. Baginton Road Local Shopping Centre is also located within 1.6km of the site. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided and where this cannot be provided on site, provision will be made through contributions to off-site provision. The policy also states that new development should provide good access to community facilities. Given the capacity of the site it is considered that there is an excellent opportunity to improve the local facilities and services on offer, particularly when compared to some of the smaller site options. Given the good access to existing facilities/services as well as the potential opportunity for the provision of or improvements to facilities/services there is the potential for a major long term positive effect against SA Objective 13. There is an element of uncertainty as the precise nature and level of provision and/or improvements to facilities is not known at this stage.

The Council's assessment of the site identifies that it is within 400m of a number of bus stops (route no. U1). The site is approx 3.3km from Coventry Station[56]. Given the capacity of the site, there is the potential for improvements to sustainable transport modes as a result of development. It is assumed that this includes the provision of bus stops and the diversion of services within the site itself. This could promote improved accessibility into Coventry for existing development to the south west of the site. Comments from the County Council suggest that there is the potential for

[55] Measured using Google Maps from the north eastern boundary of the site where it joins Green Lane.
[56] Ibid.

development of this scale in this location to provide a rail halt station to serve the site and local area, which includes the University. If delivered, this would significantly enhance the positive effects against SA Objective 2. Taking access to existing sustainable transport into account as well as the potential for a development of this scale to improve accessibility to sustainable transport modes, it is considered that there is the potential for a major long term positive effect against SA Objective 2. Submission Local Plan Policy SC0 (Sustainable Communities) requires new development to focus on healthy lifestyles, including measures to encourage walking and cycling. Taking access to existing facilities/services as well as public transport into account, along with possible improvements that may be delivered, it is considered that there is also the potential for a major positive effect against SA Objective 3. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

Evidence[57] suggests that although the site provides a rural outlook and is partially visible from the A46 and Conventry-Kenilworth railway line, development would be relatively well contained within the wider landscape, and appropriate development is unlikely to lead to any major negative effects. Submission Policy NE4 seeks to protect the landscape from harm and ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. Whilst it is considered that suitable mitigation is available, the development of greenfield land has the potential for a residual minor negative effect against SA Objective 6.

The site is greenfield land and is also within the Green Belt so there is the potential for a permanent major negative effect against SA Objective 5. Evidence suggests that the site predominantly contains Grade 3 agricultural land; however, at this stage it is not known whether this is Grade 3a or 3b. There is also a small amount of Grade 2 along the south western boundary. Development would result in the loss of agricultural land and it is assumed that the small area identified as best and most versatile would be avoided. Potential for a permanent minor negative effect against SA Objective 9. If further studies find that larger areas of Grade 3a agricultural land are present and development would result in their loss then there is the potential for a negative effect of greater significance; however, at this stage this is unknown.

The site contains a portion of the Wainbody Wood & Stivichall Common LNR, which is also designated as an Ancient Woodland. There are also a number of ponds present and Finham Brook flows through the south east section of the site. It is assumed that any proposal will avoid development on the LNR and Ancient Woodland. The woodland/grasslands should be protected and enhanced where possible. Submission Local Plan Policy NE2 seeks to protect designated areas and species of national and local importance for biodiversity. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible generate a net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. As long as the LNR, ancient woodland and brook are retained, it is considered that there is sufficient mitigation provided through Local Plan policies and available at the project level to ensure that development at this site will not have major negative effects on biodiversity. However, there is still an element of uncertainty until lower level assessments have been carried out. The ponds and brook, including any tributaries, should also be retained and enhanced where possible. It is recommended that any proposal for development should seek to retain the connectivity between ponds via the hedgerows and the protection of the woodland and semi improved grassland. A buffer zone should be provided between the woodland/grassland and development. The precise size

[57] Considerations for Sustainable Landscape Planning 2015 – Appendix A

of buffer could be determined through lower level appraisals and studies. Any proposal should also seek to retain the ponds, hedgerows and mature trees on site[58] and should enhance the connectivity of habitats and ecological corridors between the site and the surrounding areas. Given the presence of important habitats, including the Ancient Woodland and Brook, it is considered that there is the potential for a residual minor negative effect against SA Objective 6. While it is acknowledged that there could be opportunities to enhance biodiversity, this is considered uncertain at this stage.

There is a Scheduled Monument at Hill Farm and three listed buildings present within the boundary of the site. There is also a scheduled monument in close proximity to the north west boundary of the site and a conservation area to the west. While it is assumed that any proposal for development would avoid the designated heritage assets within the site, there is still the potential for major negative effects on their significance, including their setting, unless suitable mitigation is provided. Evidence[59] identifies the potential for major negative effects on the setting and significance of heritage assets both on and off site. The historic environment assessment recommends that buffers are used or the allocation is reduced by 30ha to remove the most sensitive heritage area from any development proposal. The statement also identifies the opportunity to incorporate the heritage assets and their settings as part of a green infrastructure network. It is also recognised that the potential effects of development on the setting and significance of listed buildings can often be mitigated by sympathetic design. The assessment further identifies a high potential for further remains of archaeological interest to be found within the site, and that given the nature of modern development, these remains are unlikely to be removed, with the potential for long-term negative effects.

Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the landscape, referred to in the appraisal commentary above. It is considered that the sensitive design and layout of development along with other mitigation measures such as screening will help to reduce the significance of negative effects. There could be opportunities for positive effects on heritage assets but these are uncertain at this stage and should be explored in more detail through the development management process. This may include improving accessibility to and signage for the assets or the provision of contributions towards future management. Given the strategic nature of this assessment, there are a number of uncertainties at this stage. However, taking potential mitigation measures into account, it is considered that there will not be a major negative effect on the significance of the heritage assets both within and surrounding the site. There is potential for a residual minor long term negative effect, with an element of uncertainty. In line with HE Guidance on decision-taking in planning[60], it is recommended that the Council require any proposal for development at this site to undertake an assessment of significance for heritage in order to understand the nature, extent and level of significance of the designated heritage assets that may be affected by development. It should also consider cumulative effects as well potential opportunities for enhancement and clearly identify any mitigation measures necessary to address adverse effects.

[58] Warwick District Habitat Assessment
[59] Warwick District Council (2015) Local Plan Site Allocations - Historic Environment Assessment Statement
[60] Historic England (2015) Managing Significance in Decision-Taking in the Historic Environment.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[61]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Policies seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, the mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy. While a large site like this provides greater opportunities in terms of incorporating renewable and low carbon energy compared to smaller sites, this is uncertain at this stage.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development would be in accordance with the Waste Core Strategy, and would provide a Waste Management Plan and space for storage and recycling on site. There is potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. While a large site like this can provide greater opportunities for sustainable waste management compared to smaller sites, this is uncertain at this stage. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. Given the scale of development there are potential opportunities to improve the built environment in the north; however, this is uncertain at this stage.

The SFRA identifies that there are areas within the site that are at high risk of surface water flooding and EA records suggest that it is susceptible to ground water flooding. There are areas of high flood risk in the south east of the site as Finham Brook (minor river) runs through this area. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. Policy FW2 requires all major development to incorporate SuDS and discharge at Greenfield run off rates. Any proposal for development should avoid areas of flood risk and it is considered that there is suitable mitigation available to address potential surface and groundwater flooding. There is potential for a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site could incorporate Secured by Design Standards. There is potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

[61] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_base

Growth Villages

Baginton

Site: Land North of Rosswood Farm
Size & Approx. Capacity: 80 dwellings
SHLAA Ref: C10 (in part) / C32

SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape		Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1	2		3	4	5	6		7	8	9	10	11	12	13	14		15	16
Appraisal Summary	+	+	-	+	= ?	--	-?	= ?	?	- ?	-	-	=	+	+	+	-?	+	= ?

Summary:

The delivery of approx. 80 dwellings has the potential for a minor medium to long term positive effect on SA objective 12. In addition, there will be indirect positive effects on economy (potential increase supply of labour for existing businesses and consumer spending in the area), local community services (likely increased use) health and wellbeing and poverty and social exclusion (access to good quality housing). Development at the site could result in the loss of existing employment including a farm, but at this stage this is uncertain and unlikely to be of significance for the District.

There is a sewage treatment works (STW) to the south east of the site across the River Sowe and as a result the SHLAA identifies[62] that there is the potential for odour issues at SHLAA site C10. The promoters of the site produced an odour assessment in January 2014[63], which identifies that the site falls within the odour contour plots for the STW but that the levels are unlikely to be significant. The study proposes that any residential development could be focussed to the east away from the areas in the west that are closer to the STW and likely to experience more significant levels of odour. Site C32 (the allocation) has responded to this evidence, basing the allocation in the land to the east, and thus reducing the extent of these negative effects. In the short-term air, light and noise pollution are likely to increase during the construction phases. Short-term negative effects during construction can be mitigated through appropriate phasing and an Environmental Management Plan (construction & occupation), including monitoring which should be followed up. Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impacts

[62] Warwick District Council (May 2014) SHLAA. Online at http://www.warwickdc.gov.uk/downloads/download/528/shlaa_2014_documents_and_methodology
[63] RPS for Lenco Investments (Jan 2014) Land South of Baginton Odour Assessment.

on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. There is potential for a residual neutral effect against SA Objective 14 with an element of uncertainty at this stage.

The site falls within the noise contours depicted on the Strategic Noise Map for Coventry Airport[64], which means that there is the potential for negative effects for health and wellbeing. The promoters of SHLAA site C10 produced an acoustics report in December 2013[65], which found that the dominant noise source affecting the site is the adjacent Stoneleigh and Coventry Roads. The assessment found that noise from the aircraft using Coventry Airport is audible on site, flights are infrequent and generally restricted to the daytime period. It also found that the level of noise affecting the site is elevated to the east; therefore, any proposed residential dwellings in the east of the site will require acoustic mitigation. The land in the east relates to site C32 and thus acoustic mitigation at this site will be required. The study concluded that the noise levels affecting the site do not restrict the suitability of the site for residential development. Under the current planning permission[66] the airport could operate flights up to a maximum of 0.98 million passengers through the terminal per year. Cargo flights are subject to different controls and although operating at a low level currently could intensify including further night time operations. Based on available evidence, it is considered that there is the potential for a residual minor negative effect on health and wellbeing as a result of potential noise impacts. There is an element of uncertainty; if the frequency of flights were to increase, there could be the potential for significant negative effects against SA Objective 14.

With regard to health and wellbeing, it should also be noted that the SHLAA identifies that the site is close to a former filled quarry where elevated levels of landfill gas have been detected. It is not considered that this would result in any major negative effects and suitable mitigation is available to address the issue.

The site is on the edge of Coventry and located around 3.7km from the Local Shopping Centre on Baginton Road[67]. The site is located around 4km from the nearest school (Finham Park School) and around 4.2km from a GP (Green Lane Medical Centre)[68]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided and where this cannot be provided on site, provision will be made through contributions to off-site provision. The policy also states that new development should provide good access to community facilities. However, given the capacity of the site it is considered unlikely that there will be any significant improvements to the local facilities and services on offer with the potential for a minor long term positive effect against SA Objective 13.

With regard to travel and transport, the Council's assessment of the site identifies that it is within 400m of a bus stop (route no. 539); however, the site is located around 5.8km from Coventry railway station[69]. Given the capacity of the site, it is considered that there is the potential for improvements in

[64] Defra (2006) Strategic Noise Map - Coventry Airport. Online at http://archive.defra.gov.uk/environment/quality/noise/environment/mapping/aviation.htm [accessed Jan 2015]
[65] RPS (Acoustics) for RPS Planning & Development (Dec 2013) Proposed Residential Development, Baginton, Warwickshire – Acoustics Report on Environmental Noise for a Proposed Residential Development.
[66] Planning Reference W04/1939.
[67] Measured using Google Maps from the eastern boundary of the site where it joins Coventry Road.
[68] Ibid.
[69] Ibid.

terms of access to sustainable transport modes as a result of development. There is potential for a minor long term positive effect against SA Objective 2. However, any proposal for development should seek to enhance pedestrian movement. Taking access to existing facilities/services as well as public transport into account, along with possible improvements that may be delivered, it is considered that there is the potential for a minor positive effect against SA Objective 3. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

The site is located within the Green Belt with the potential for major negative effects on SA Objective 5. The Revised Joint Green Belt Review Study (2015) found that the parcel of land represents the principal protector of the countryside from further encroachment[70].

Large portions of SHLAA site C10 (to the east and north to include site C32) are identified in the Landscape Study and Ecological & Geological Study (Nov 2013) as having high or high/medium landscape sensitivity to housing development. Development would extend away from the village into the open countryside which is identified as having high sensitivity and which plays an important role in protecting the setting of the village and providing a green buffer to Coventry. It is therefore considered that there is the potential for major long term negative effects on the landscape. The cumulative effect of proposed development, which includes this site, on the landscape is considered in the Options for Future Urban Expansion in Warwick District - Considerations for Sustainable Landscape Planning (Nov 2012)[71]. It was concluded the area can sustain further development whilst creating opportunities to improve Green Belt function; however, it also states that it will be important to control the extent and scale of development so as not to push the zone of landscape and visual impacts out into the surrounding countryside. The reduced size of the site therefore addresses this concern. Submission Policy NE4 seeks to protect the landscape from harm and ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. While it is considered that there is suitable mitigation available to ensure that there will not be any major significant effects, the development of previously undeveloped greenfield land has the potential for a residual minor negative effect on SA Objective 6, with an element of uncertainty until project level details are available. The Council has identified that the site contains Grade 3 agricultural land; however it is unknown at this stage whether this is Grade 3a or 3b. Development will result in the permanent loss of agricultural land with the potential for permanent minor negative effects against SA Objectives 5 and 9. If lower level assessments reveal the presence of best and most versatile agricultural land then this will increase the significance of the potential effects. In addition, the site lies in a Minerals Safeguarded Area for sand and gravel deposits and building stone[72]; development could therefore hinder future access.

There are no international, national or local nature conservation designations on or adjacent the site[73]; however, there is a potential LWS along the River Sowe. Development on the site could provide an appropriate buffer between any development and the River Sowe. It is considered that there are suitable mitigation measures available to address any negative effects with the potential for a residual neutral effect. Until project level studies and assessments have been carried out, there is an element of uncertainty. Submission Local Plan Policy NE2 seeks to protect designated areas and

[70] West Midlands Joint Green Belt Review Study Stage 1 (2015) Appendix 1 - Warwick Green Belt Assessment Sheets
[71] Warwick District Council (Nov 2012) Options for Future Urban Expansion in Warwick District - Considerations for Sustainable Landscape Planning.
[72] Warwickshire County Council. Mineral Safeguarding Areas http://www.warwickshire.gov.uk/msa [accessed Jan 2015]
[73] Defra Magic Map. Online at http://magic.defra.gov.uk

species of national and local importance for biodiversity. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible net gain. They should protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity.

There is a Scheduled Monument (Baginton Castle, associated settlement remains, ponds and mill sites)[74] within close proximity of the site and a small proportion of the site falls within the Baginton Conservation Area[75] to the north. Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the landscape, referred to in the appraisal commentary above. It is considered that there is suitable mitigation available to ensure that there are no significant negative effects on the significance of heritage assets as a result of development at this site. However, given the identified sensitivity of the landscape and the capacity of the site, it is considered that there is the potential for residual minor negative effects on the setting of designated heritage assets, which includes the Scheduled Monument and Baginton Conservation Area.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[76]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Policies seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, the mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. It should also be noted that the whole of Coventry is a designated AQMA and the site is located adjacent to it. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development should be in accordance with the Waste Core Strategy, and should provide a Waste Management Plan and space for storage and recycling. There is potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

[74] Historic England - National Heritage List for England.
[75] Warwick District Council. Conservation Advice Leaflets - Baginton Conservation Area. Online at http://www.warwickdc.gov.uk/downloads/file/478/baginton_conservation_area [accessed Jan 2015]
[76] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev

The site is not located within an area of flood risk[77]. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. It is considered that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site could incorporate Secured by Design Standards. There is potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

Barford

Site: Land South of Westham Lane
Size & Approx. Capacity: 45 dwellings
SHLAA Ref: R085

SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape		Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1	2		3	4	5	6		7	8	9	10	11	12	13	14		15	16
Appraisal Summary	+	+	-	-	= ?	-	-?	=	?	- ?	-	-	=	+	+	+	= ?	+	= ?

Summary:

The delivery of approx. 45 dwellings has the potential for a minor medium to long term positive effect on SA objective 12. In addition, there will be indirect positive effects on economy (potential increased supply of labour for existing businesses and consumer spending in the area), local community services (likely increased use) health and wellbeing and poverty and social exclusion (access to good quality housing).

The site is surrounded by existing residential development to the east, and open land to the west which stretches towards the A429. In the short-term air, light and noise pollution are likely to increase during the construction phases. Short-term negative effects during construction can be mitigated through appropriate phasing and an Environmental Management Plan (construction & occupation), including monitoring which should be followed-up.

[77] Environment Agency Flood Maps - Risk of Flooding from Surface Water Flooding and Flood Risk for Planning.

Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. There is potential for a residual neutral effect against SA Objective 14 with an element of uncertainty at this stage.

The site is located over 4km from the Local Shopping Centre at Chase Meadow[78]. The site is located around 950m from the nearest school (Barford C Of E Primary School) and around 4km from a GP (The New Dispensary)[79]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided and where this cannot be provided on site, provision will be made through contributions to off-site provision. The policy also states that new development should provide good access to community facilities. However, given the capacity of the site it is considered unlikely that development will deliver significant improvements to the local facilities and services on offer with the potential for a minor long term positive effect against SA Objective 13.

With regard to travel and transport, the Council's assessment of the site identifies that it is within 400m of a bus stop (route no. 18 and 18A). However, the site is located over 7km from the closest railway station (Warwick Parkway)[80]. Given the capacity of the site, it is considered unlikely that development will deliver any significant improvements in terms of access to sustainable transport modes. Given the existing distances it is considered that there is the potential for a minor long term positive effect against SA Objective 2. However, any proposal for development should seek to enhance pedestrian movement. Taking into account access to existing facilities/services as well as public transport, along with possible improvements that may be delivered, it is considered that there is the potential for a minor negative effect against SA Objective 3. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

The site is not located within the Green Belt; however development would result in the loss of greenfield land with the potential for a minor long-term negative effect against SA Objective 5.

Evidence[81] suggests that the site is located in an area of medium landscape sensitivity. The site has limited connectivity with the wider countryside and it is considered that housing development could be accommodated provided that a landscape buffer is created adjacent to the A429 road corridor and the rural qualities of the land and hedgerow boundaries are safeguarded. Submission Policy NE4 seeks to protect the landscape from harm and to ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. While it is considered that there is suitable mitigation available to ensure that there will not be any major significant effects, the development of greenfield land has the potential for a residual minor negative effect on SA Objective 6, with an element of uncertainty until project level details arise. The site contains agricultural land; however it is unknown at this stage whether this is best and most versatile or not. Development will result in the permanent loss of agricultural land with the potential for permanent minor

[78] Measured using Google Maps from the northern boundary of the site where it joins Westham Lane.
[79] Ibid.
[80] Ibid.
[81] Warwick District Council - Landscape Assessment Addendum, January 2016

negative effects against SA Objectives 5 and 9; if lower level assessments reveal the presence of best and most versatile agricultural land then this will increase the significance of the potential effects.

There are no international, national or local nature conservation designations on or adjacent the site[82], and the site does not contain any BAP Priority Habitats. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible provide a net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. It is therefore considered that there is the potential for a residual neutral effect against SA Objective 6.

The site is located adjacent to a Listed Building[83] and in close proximity to Barford Conservation Area[84] . Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the landscape, referred to in the appraisal commentary above. It is considered that there is suitable mitigation available to ensure that there are no significant negative effects on the significance of heritage assets as a result of development at this site; with the potential for a residual neutral effect against SA Objective 8.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[85]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Polices seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, the available mitigation as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development would be in accordance with the Waste Core Strategy, and should provide a Waste Management Plan and space for storage and recycling. There is potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

[82] Defra Magic Map. Online at http://magic.defra.gov.uk
[83] Historic England - National Heritage List for England.
[84] Warwick District Council. Conservation Advice Leaflets - Barford Conservation Area.
[85] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev

The site is not located within an area of flood risk[86]. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. It is considered that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site could incorporate Secured by Design Standards. Potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

Cubbington

Site: Land East of Cubbington
Size & Approx. Capacity: 95 dwellings
SHLAA Ref: L17

SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape		Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1	2		3	4	5	6		7	8	9	10	11	12	13	14		15	16
Appraisal Summary	+	-	-	+	= ?	--	-?	=	?	=	-	-	=	+	+	+	= ?	+	= ?

Summary:

The delivery of approx. 95 dwellings has the potential for a minor medium to long term positive effect on SA objective 12. In addition, there will be indirect positive effects on economy (potential increase supply of labour for existing businesses and consumer spending in the area), local community services (likely increased use) health and wellbeing and poverty and social exclusion (access to good quality housing).

The site is surrounded by existing residential development to the west, and open land to the east, and the site contains a small area safeguarded for the development of HS2, which could affect the amenity of future residents. Mitigation provided through the Local Plan, and available at the site level, including an appropriate buffer, should ensure that there will be no significant negative effects. In the short-term air, light and noise pollution are likely

[86] Environment Agency Flood Maps - Risk of Flooding from Surface Water Flooding and Flood Risk for Planning.

to increase during the construction phases. Short-term negative effects during construction can be mitigated through appropriate phasing and an Environmental Management Plan (construction & occupation), including monitoring which should be followed-up. Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. There is potential for a residual neutral effect against SA Objective 14 with an element of uncertainty at this stage.

The site is located approximately 1.2km from the Cubbingon Village shops from the centre of the two sites. The site is located around 500m from the nearest school (Cubbington C Of E Primary School) and around 1.8km from a GP (Cubbington Road Surgery)[87]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided. Where this cannot be provided on site, provision will be made through off-site contributions provision. The policy also states that new development should provide good access to community facilities. However, given the capacity of the site it is considered unlikely that development will deliver significant improvements to the local facilities and services on offer with the potential for a minor long term positive effect against SA Objective 13.

With regard to travel and transport, the site is approximately 665m away from a bus stop that provides a regular service (route no. 68). The site is also located over 5km from the closest railway station (Leamington Spa)[88]. Given the capacity of the site, it is considered unlikely that development will deliver any significant improvements in terms of access to sustainable transport modes. Potential for a minor long term negative effect against SA Objective 2. However, any proposal for development should seek to enhance pedestrian movement. Taking into account access to existing facilities/services as well as public transport, along with possible improvements that may be delivered, it is considered that there is the potential for a minor positive effect against SA Objective 3. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

The site is greenfield land located within the Green Belt, with the potential for a major long-term negative effect against SA Objective 5. The SHLAA also recognises this area of land to be of high landscape value. Submission Policy NE4 seeks to protect the landscape from harm and ensures that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. While it is considered that there is suitable mitigation available to ensure that there will not be any major significant effects, the development of greenfield land has the potential for a residual minor negative effect on SA Objective 6, retaining an element of uncertainty until project level details are available. The site contains agricultural land; however it is unknown at this stage whether this is best and most versatile or not. Development will result in the permanent loss of agricultural land with the potential for permanent minor negative effects against SA Objectives 5 and 9. If lower level assessments reveal the presence of best and most versatile agricultural land then this will increase the significance of the potential effects.

[87] Ibid.
[88] Ibid.

There are no international, national or local nature conservation designations on or adjacent the site[89]; and the site does not contain any BAP Priority Habitats. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible provide a net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. It is therefore considered that there is the potential for a residual neutral effect against SA Objective 6.

The site does not contain and is not located adjacent to any designated heritage assets[90]; it is also not located within a Conservation Area. Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the landscape, referred to in the appraisal commentary above. It is considered that there is suitable mitigation available to ensure that there are no significant negative effects on the importance of heritage assets as a result of development at this site, with the potential for a residual neutral effect against SA Objective 8.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[91]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Polices seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, and the mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy efficiency measures as well as the use of renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development should be in accordance with the Waste Core Strategy, and would provide a Waste Management Plan and space for storage and recycling. There is potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

The site is located adjacent to an area of flood risk in the southern corner of the site, and is also susceptible to surface water flooding along the eastern border[92]. The SHLAA also identifies that surface water drains to the watercourse south of the site. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must

[89] Defra Magic Map. Online at http://magic.defra.gov.uk
[90] Historic England - National Heritage List for England.
[91] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev
[92] Environment Agency Flood Maps - Risk of Flooding from Surface Water Flooding and Flood Risk for Planning.

be designed to be resilient to surface water, fluvial and pluvial flooding. It is considered that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site incorporates Secured by Design Standards. There is potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

Hatton Park

Site: Brownley Green Lane
Size & Approx. Capacity: 55 dwellings
SHLAA Ref: R187

SA Objectives	Economy	Sustainable transport	Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape	Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being	Poverty & social exclusion	Crime
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Appraisal Summary	+	+ -	-	= ?	--	-? =	?	=	--	-	=	+	+	+ -?	+	= ?

Summary:

The delivery of approx. 55 dwellings has the potential for a minor medium to long term positive effect on SA objective 12. In addition, there will be indirect positive effects on economy (potential increase supply of labour for existing businesses and consumer spending in the area), local community services (likely increased use), health and wellbeing and poverty and social exclusion (access to good quality housing).

The site is surrounded by existing residential development to the south, and open land to the north. Brownley Green Lane also connects with the south western corner of the site. In the short-term air, light and noise pollution are likely to increase during the construction phases. Short-term negative effects during construction can be mitigated through appropriate phasing and an Environmental Management Plan (construction & occupation), including monitoring which should be followed-up. Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. There is potential for a residual neutral effect against SA Objective 14 with an element of uncertainty at this stage.

There is no Local Shopping Centre within Hatton Park. Warwick Town Centre is located around 4.8km away[93]. The site is located around 2.1km from the nearest school (The Ferncumbe C Of E Primary School) and around 3.4km from a GP (Budbrooke Medical Centre)[94]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided and where this cannot be offered on site, provision will be made through off-site contributions provision. The policy also states that new development should provide good access to community facilities. However, given the capacity of the site it is considered unlikely that development will deliver significant improvements to the local facilities and services on offer with the potential for a minor long term positive effect against SA Objective 13.

With regard to travel and transport, the Council's assessment of the site identifies that it is within 400m of a bus stop, however the site is located around 3.4km from the closest railway station (Hatton)[95]. Given the capacity of the site, it is considered unlikely that development will deliver any significant improvements in terms of access to sustainable transport modes. Given the existing distances it is considered that there is the potential for a minor long term positive effect against SA Objective 2. However, any proposal for development should seek to enhance pedestrian movement. Taking into account access to existing facilities/services as well as public transport, along with possible improvements that may be delivered, it is considered that there is the potential for a minor negative effect against SA Objective 3. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

The site is greenfield land located within the Green Belt, with the potential for a major long-term negative effect against SA Objective 5. The Council's assessment identifies a very rural character at this site, particularly along Brownley Green Lane. However, it is considered that the site could accommodate some development that respects this character. Submission Policy NE4 seeks to protect the landscape from harm and to ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. While it is considered that there is suitable mitigation available to ensure that there will not be any major significant effects, the development of previously undeveloped greenfield land has the potential for a residual minor negative effect on SA Objective 6, with an element of uncertainty until project level details arise. The site contains Grade 3a best and most versatile agricultural land[96]. Development will result in its loss with the potential for permanent major negative effects against SA Objectives 5 and 9.

There are no international, national or local nature conservation designations on or adjacent the site[97]; and the site does not contain any BAP Priority Habitats. However, the Council's assessment of the site identifies that the hedgerow boundary should be retained as a wildlife corridor. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible provide a net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. It is therefore considered that there is the potential for a residual neutral effect against SA Objective 6.

[93] Measured using Google Maps from the south western boundary of the site where it joins Brownley Green Lane.
[94] Ibid.
[95] Ibid.
[96] Defra Magic Map. Online at http://magic.defra.gov.uk
[97] Defra Magic Map. Online at http://magic.defra.gov.uk

The site does not contain and is not located adjacent to any designated heritage assets[98]; it is also not located within a Conservation Area. However the Council's assessment of the site identifies that there is the potential for unrecorded archaeological remains, and the appropriate mitigation will be required prior to development at the site. Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the landscape, referred to in the appraisal commentary above. It is considered that there is suitable mitigation available to ensure that there are no significant negative effects on the significance of heritage assets as a result of development at this site; with the potential for a residual neutral effect against SA Objective 8.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[99]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Policies seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, the mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development would be in accordance with the Waste Core Strategy, and should provide a Waste Management Plan and space for storage and recycling. There is potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

The site is not located within a flood risk zone, however it is susceptible to surface water flooding along its northern border[100]. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. It is considered that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site incorporates Secured by Design Standards. There is potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

[98] Historic England - National Heritage List for England.
[99] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev
[100] Environment Agency Flood Maps - Risk of Flooding from Surface Water Flooding and Flood Risk for Planning.

Leek Wootton

Site: Leek Wootton - Former Police HQ
Size & Approx. Capacity: 25.83 ha & 115 dwellings
SHLAA Ref: Includes previously assessed sites LW1*0, LW2*0, LW3*0 (Submission Local Plan SA Report 2015)

SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources		Natural environment & landscape		Built environment	Historic environment		Air, water & soil quality		Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1	2		3	4	5		6		7	8		9		10	11	12	13	14		15	16
Appraisal Summary	+	+	-	-	= ?	--	+	-?	= ?	?	+ ?	-?	+	-	-	=	++	+	+	= ?	+	= ?

Summary:

The delivery of approx. 115 dwellings has the potential for a major medium to long term positive effect on SA objective 12. In addition, there will be indirect positive effects on economy (potential increase supply of labour for existing businesses and consumer spending in the area), local community services (likely increased use), health and wellbeing and poverty and social exclusion (access to good quality housing).

The site is surrounded by existing residential development to the east, and open land to the north, south and west. In the short-term air, light and noise pollution are likely to increase during the construction phases. Short-term negative effects during construction can be mitigated through appropriate phasing and an Environmental Management Plan (construction & occupation), including monitoring which should be followed-up. Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. There is potential for a residual neutral effect against SA Objective 14 with an element of uncertainty at this stage.

There is no Local Shopping Centre within Leek Wootton. Kenilworth Town Centre is located around 3.2km away[101]. The site is located around 1.11km to the nearest school (All Saints C Of E Primary School) and around 3.2km to a GP (Castle Medical Centre)[102]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided and

[101] Measured using Google Maps from the eastern boundary of the site where it joins Woodcote Lane.
[102] Ibid.

where this cannot be offered on site, provision will be made through off-site contributions provision. The policy also states that new development should provide good access to community facilities. Given the capacity of the site it is considered development may also deliver improvements to the local facilities and services on offer with the potential for a minor long term positive effect against SA Objective 13.

With regard to travel and transport, the previous assessment of sites LW1*0, LW2*0, LW3*0 identifies that part of the site (LW2*0) has excellent access to bus services, however the site is located around 4.5km from the closest railway station (Warwick)[103], the opening of the new station at Kenilworth[104] will decrease this distance to around 3.5km. Given the capacity of the site, it is considered that development could deliver improvements in terms of access to sustainable transport modes and ensure new development is connected to the existing bus routes, with the potential for a minor long term positive effect against SA Objective 2. However, any proposal for development should seek to enhance pedestrian movement. Taking into account access to existing facilities/services as well as public transport, along with possible improvements that may be delivered, it is considered that there is the potential for a minor negative effect against SA Objective 3 as residents are still likely to travel to access a wider range of services and facilities. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

The site is both previously developed land (former police HQ) and greenfield land located within the Green Belt, with the potential for a major long-term negative effect against SA Objective 5. The Council's assessment identifies the potential for brownfield development at the site, which can also contribute to enhancing the landscape and heritage setting, however development would also result in the loss of greenfield land. Submission Policy NE4 seeks to protect the landscape from harm and to ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. While it is considered that there is suitable mitigation available to ensure that there will not be any major significant effects, it is considered that the development of previously undeveloped greenfield land has the potential for a residual minor negative effect on SA Objective 6, with an element of uncertainty until project level details arise. However, the site is not known to contain best and most versatile agricultural land[105], and the reuse of brownfield land also has the potential for a minor long-term positive effect against SA Objectives 5 and 9.

There are no international, national or local nature conservation designations on or adjacent the site[106]; however the entire site contains BAP Priority Habitats of Woodpasture and Parkland, and Deciduous Woodland. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible provide a net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. This mitigation should ensure that development will not lead to any significant negative effects on biodiversity, and given that there is existing development on site it is assumed that new development will be focused on regenerating this area of land predominantly. It is therefore considered that there is the potential for a residual neutral effect against SA Objective 6, with an element of uncertainty until project level details arise.

[103] Ibid.
[104] https://kenilworthstation.wordpress.com/
[105] Defra Magic Map. Online at http://magic.defra.gov.uk
[106] Ibid.

The site contains the Grade II Listed Woodcote House[107], and is in close proximity to the Leek Wootton Conservation Area. Development at the site will affect the setting of designated heritage assets, with the potential for minor negative effects. However, development at the site also has the potential to enhance the setting, and ensure the continued management and maintenance of the Listed Building now that the site is no longer in use as the Policy HQ. Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the landscape, referred to in the appraisal commentary above. It is considered that there is suitable mitigation available to ensure that there are no significant negative effects on the significance of heritage assets as a result of development at this site; with the potential for both minor positive and minor negative effects against SA Objective 8 at this stage of assessment. Further assessment would be required once project level details arise, and as such it recommended that a heritage impact assessment accompanies any proposal for development at the site.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[108]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Policies seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, the mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development would be in accordance with the Waste Core Strategy, and should provide a Waste Management Plan and space for storage and recycling. There is the potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

The site is not located within a flood risk zone, however it is highly susceptible to surface water flooding along the watercourse that runs through the covert north of the Police HQ buildings[109]. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial

[107] Historic England - National Heritage List for England.
[108] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev
[109] Environment Agency Flood Maps - Risk of Flooding from Surface Water Flooding and Flood Risk for Planning.

and pluvial flooding. It is considered that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site incorporates Secured by Design Standards. There is potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

Radford Semele

Site: Radford Semele - Land at Spring Lane
Size & Approx. Capacity: 60 dwellings
SHLAA Ref: Extension to previously assessed site RS3*0 (Submission Local Plan SA Report 2015)

SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape		Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1	2		3	4	5	6		7	8	9	10	11	12	13	14		15	16
Appraisal Summary	+	+	-	-	= ?	-	-?	=	?	=	-	-	=	+	+	+	= ?	+	= ?

Summary:

The delivery of approx. 60 dwellings has the potential for a minor medium to long term positive effect on SA objective 12. In addition, there will be indirect positive effects on economy (potential increase supply of labour for existing businesses and consumer spending in the area), local community services (likely increased use), health and wellbeing and poverty and social exclusion (access to good quality housing).

The site is surrounded by existing residential development to the east, and new development is committed in the land to the north. The rest of the site is surrounded by open land. In the short-term air, light and noise pollution are likely to increase during the construction phases. Short-term negative effects during construction can be mitigated through appropriate phasing and an Environmental Management Plan (construction & occupation), including monitoring which should be followed-up. Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. There is potential for a residual neutral effect against SA Objective 14 with an element of uncertainty at this stage.

The site is located around 3km from the Local Shopping Centre at Sydenham Drive, and around 4.2km from Leamington Spa Town Centre[110]. The site is located around 800m to the nearest school (Radford Semele C Of E Primary School) and around 2.9km to a GP (Croft Medical Centre)[111]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided and where this cannot be offered on site, provision will be made through off-site contributions provision. The policy also states that new development should provide good access to community facilities. However, given the capacity of the site it is considered unlikely that development will deliver any significant improvements to the local facilities and services on offer with the potential for a minor long term positive effect against SA Objective 13.

With regard to travel and transport, the previous assessment of site RS3*0 identified that the site has excellent access to bus services, and as an extension to the site it is assumed that appropriate connections to these bus services can be obtained at this site, however the site is located around 3.8km from the closest railway station (Leamington Spa)[112]. Given the capacity of the site, it is considered unlikely that development would deliver any significant improvements in terms of access to sustainable transport modes, however given the bus connections there is the potential for a minor long term positive effect against SA Objective 2. However, any proposal for development should seek to enhance pedestrian movement. Taking into account access to existing facilities/services as well as public transport, along with possible improvements that may be delivered, it is considered that there is the potential for a minor negative effect against SA Objective 3 as residents are still likely to travel to access a wider range of services and facilities. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

The site is not located within the Green Belt, however it is greenfield land with the potential for a minor long-term negative effect against SA Objective 5. The previous assessment of site RS3*O identified this land as of high/medium landscape value and potentially playing a role in maintaining the separation of Radford Semele from Sydenham. It can be naturally assumed that the extension to the site, given its location in the west of the settlement will also play a role in maintaining this separation from Sydenham. Submission Policy NE4 seeks to protect the landscape from harm and to ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. While it is considered that there is suitable mitigation available to ensure that there will not be any major significant effects, it is considered that the development of previously undeveloped greenfield land has the potential for a residual minor negative effect on SA Objective 6, with an element of uncertainty until project level details arise. The previous site assessment identifies the potential for Grade 3 agricultural land in the adjacent site, however the sub-grade was unknown. Development has the potential for a permanent minor negative effect against SA Objectives 5 and 9 through the loss of agricultural land, and if lower level assessments reveal the presence of best and most versatile agricultural land then this could increase the significance of the negative effects.

[110] Measured using Google Maps from the eastern boundary of the site where it joins Valley Road.
[111] Ibid.
[112] Ibid.

There are no international, national or local nature conservation designations on or adjacent the site[113]; and the site does not contain any BAP Priority Habitats. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible provide a net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. There is the potential for a residual neutral effect against SA Objective 6.

The site does not contain and is not located adjacent to any designated heritage assets[114], and is not located within or adjacent to a conservation area. Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the landscape, referred to in the appraisal commentary above. It is considered that there is suitable mitigation available to ensure that there are no significant negative effects on the historic environment as a result of development at this site; with the potential for a residual neutral effect against SA Objective 8.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[115]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Policies seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, the mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development would be in accordance with the Waste Core Strategy, and should provide a Waste Management Plan and space for storage and recycling. There is the potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

The site is not located within a flood risk zone, however it is highly susceptible to surface water flooding along the southern border of the site[116]. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of

[113] Ibid.
[114] Historic England - National Heritage List for England.
[115] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev
[116] Environment Agency Flood Maps - Risk of Flooding from Surface Water Flooding and Flood Risk for Planning.

flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. It is considered that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site incorporates Secured by Design Standards. There is potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

New sites coming forward since previous assessment (February 2015) that have been subject to SA but not allocated within the Local Plan

Site: Land North of Cryfield Grange / Land South of Gibbet Hill Rd
Size & approx Capacity: 11.7 ha / 9.5 ha, 205 dwellings / 166 dwellings. Total combined: 21.2 ha, 371 dwellings
SHLAA Ref: C27 / C28

SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape		Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1	2		3	4	5	6		7	8	9	10	11	12	13	14		15	16
Appraisal Summary	+	+	-?	+	= ?	--	-?	= ?	?	= ?	--	- ?	= ?	++	+ ?	+	= ?	+	= ?

Summary:

The delivery of approx. 371 dwellings has the potential for a long term major positive effect on SA objective 12 through helping to meet the housing needs of the area. This also has the potential for long term indirect minor positive effects on the economy, health and well being as well as poverty and social exclusion.

The site is adjacent to residential development in the east, the University of Warwick in the north and agricultural fields to the south west. There are unlikely to be any long-term effects on future residents on site as a result of nearby uses. There is the potential for noise, light and dust pollution during construction which could have negative effects on health for the surrounding development and communities; however, it is considered that there is suitable mitigation available to ensure that the effects will not be of significance. Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide

acceptable standards of amenity for future users and occupiers of the site. Potential for a residual neutral effect against SA Objective 14 with an element of uncertainty at this stage.

In terms of access to existing services and facilities, the site is adjacent to the southern boundary of Coventry, just east of The University of Warwick. It is located 2.4km from the services and facilities available in Cannon Park[117]. Woodfield Primary School is located 650m away and Green Lane Surgery is 3km from the site[118]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided and where this cannot be provided on site, provision will be made through contributions to off-site provision. The policy also states that new development should provide good access to community facilities. However, given the capacity of the site it is considered unlikely that it will result in a significant improvement to the local facilities and services on offer, particularly when compared to some larger strategic site options. Potential for a minor long term positive effect against SA Objective 13, with an element of uncertainty given the relatively poor access to existing facilities/services.

The Council's assessment of the site identifies that it is within 400m of a bus stop (route no. X17), and the site is approx 3.7km from Canley Station. Given the capacity of the site, it is considered unlikely that there will be any significant improvements in terms of access to sustainable transport modes as a result of development. Potential for a minor long term positive effect against SA Objective 2. Submission Local Plan Policy SC0 (Sustainable Communities) seeks any new development to have a focus on healthy lifestyles, including measures to encourage walking and cycling. Taking access to existing facilities/services as well as public transport into account, along with possible improvements that may be delivered, it is considered that there is the potential for a minor positive effect against SA Objective 3. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

Updated landscape evidence[119] found that the site offers potential for expansion of the Gibbet Hill residential area that could potentially fit well with the wider settlement patter. It also states that as part of the development there would be good potential for improving green infrastructure along the Canley Brook corridor with landscape, ecological and recreational benefits. A masterplan could leave the highest land on the eastern boundary as open space – which could help minimise potential visual impacts and potentially create an attractive public access space with long views to the west. Submission Policy NE4 seeks to protect the landscape from harm and ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. While it is considered that there is suitable mitigation available to ensure that there will not be any major significant effects, the development of previously undeveloped greenfield land has the potential for a residual minor negative effect on SA Objective 6. While there may be opportunities for positive effects these are considered uncertain at this stage.

The site is greenfield land and is also within the Green Belt so there is the potential for a permanent major negative effect against SA Objective 5. Evidence suggests that the site contains Grade 2 and Grade 3 agricultural land; however, at this stage it is not known whether this is Grade 3a or 3b.

[117] Measured using Google Maps from the northern boundary of the site where it joins Gibbet Hill Road.
[118] Ibid.
[119] Considerations for Sustainable Landscape Planning 2015 – Appendix A.

Development would result in the permanent loss of best and most versatile agricultural land with the potential for a permanent major negative effect against SA Objective 9.

There are no international or nationally designated sites for biodiversity[120] within or in close proximity to the site. However it should be noted that evidence[121] suggests that the line of Canley Brook is suitable for the creation of wetland/ flood meadow along its length. A green access link to the south was also identified. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. It is considered that there is sufficient mitigation provided through Local Plan policies and available at the project level to ensure development at this site will not have significant negative effects on biodiversity; however, there is still an element of uncertainty until the precise location of development is known and lower level assessments have been carried out. It is also recommended that where possible, any proposal for development should retain and enhance linear habitat features, such as hedgerows and tree lines, within and surrounding the site.

There are no designated heritage assets within the boundary of the site[122]. There is however a Grade II Listed Building adjacent to the southern border of the site. Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the landscape which are referred to in the appraisal commentary above. It is considered that there is suitable mitigation available to ensure that there are no significant negative effects on the setting of the Listed Building as a result of development at this site. Potential for a residual neutral effect with an element of uncertainty until project level studies have been carried out. In line with HE Guidance on decision-taking in planning[123], it is recommended that the Council require any proposal for development at this site to undertake an assessment of significance for heritage in order to understand the nature, extent and level of significance of the designated heritage assets that may be affected by development. It should also consider cumulative effects as well potential opportunities for enhancement and clearly identify any mitigation measures necessary to address adverse effects.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[124]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Polices seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil

[120] Defra (2015) Magic Maps. Online at http://magic.defra.gov.uk
[121] Warwick District Green Infrastructure Delivery Assessment (February 2012) (Evidence Base: G02)
[122] Historic England (2015) National Heritage List for England.
[123] Historic England (2015) Managing Significance in Decision-Taking in the Historic Environment.
[124] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev

quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development could be in accordance with the Waste Core Strategy, provide a Waste Management Plan and provide space for storage and recycling. Potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

Canley Brook forms the western boundary of the site and is a flood risk area (zones 2, 3a and 3b). EA records further suggest that the site is susceptible to ground water flooding. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. It is considered that development can avoid areas of flood risk on site and that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11, however there remains an element of uncertainty until site level details arise.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site could incorporate Secured by Design Standards. Potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

Site: Land south of Dalehouse Lane and north of Frythe Close
Size & approx Capacity: 2.7 ha, 48 dwellings
SHLAA Ref: K31

SA Objectives	**Economy**	**Sustainable transport**		**Reduce need to travel**	**Waste & Recycling**	**Prudent use of land and natural resources**	**Natural environment & landscape**		**Built environment**	**Historic environment**	**Air, water & soil quality**	**Climate change mitigation**	**Climate change adaptation - flood risk**	**Housing needs**	**Local services & community facilities**	**Health & well being**		**Poverty & social exclusion**	**Crime**
	1	**2**		**3**	**4**	**5**	**6**		**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**		**15**	**16**
Appraisal Summary	+	+	-?	+	= ?	--	-?	= ?	?	= ?	- ?	- ?	=	+	+ ?	+	=	+	= ?

Summary:

The delivery of approx. 48 dwellings has the potential for a long term minor positive effect on SA objective 12 through helping to meet the housing needs of the area. This also has the potential for long term indirect minor positive effects on the economy, health and well being as well as poverty and social exclusion. Given the size of the site and small scale of development, it is considered that the indirect minor positive effects are likely to be of less significance compared to other larger sites.

There is existing residential development to the north, west and south of the site and the golf course adjacent to the remaining boundary. There is the potential for noise, light and dust pollution during construction which could have negative effects on health for the surrounding development and communities. However, it is also considered that there is suitable mitigation to ensure that negative effects will not be significant. Submission Policy B3 (Amenity) ensures that proposals for development do not have unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. There are no adjacent uses that are likely to significantly affect the amenity of future residents on the site. Potential for a residual neutral effect against SA Objective 14.

In terms of access to existing services and facilities, the site is approximately 2.7km from Kenilworth Town Centre[125]. It is located approximately 1.4km from the Local Shopping Centre on Albion Street and Leyes Lane[126]. It is also within 1.3km of Crackley Hall School and 2.4km to Abbey Medical Centre[127]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided and where this cannot be provided on site, provision will be made through contributions to off-site provision. The policy also states that new development should provide good access to community facilities. However, given the capacity of the site it is considered unlikely that it will result in a significant improvement to the local facilities and services on offer, particularly when compared to some larger strategic site options. Potential for a minor long term positive effect against SA Objective 13, with an element of uncertainty given the relatively poor access to existing facilities/services.

The Council's assessment of the site identifies that it is within 400m of a bus stop (route no. 539). It should also be noted that a train station is currently being built on Priory Road within Kenilworth and is expected to open December 2016.[128] The site is approximately 2.4km away from the site of the new railway station[129]. Given the capacity of the site, it is considered unlikely that there will be any significant improvements in terms of access to sustainable transport modes as a result of development. Potential for a minor long term positive effect against SA Objective 2. The Council's assessment of the site identifies that there is the Centenery Way / Coventry Way promoted footpath to the south of the site, which has the potential for minor positive effects on health. Submission Local Plan Policy SC0 (Sustainable Communities) seeks any new development to have a focus on healthy lifestyles, including measures to encourage walking and cycling. Taking access to existing facilities/services as well as public transport into account, along with possible improvements that may be delivered, it is considered that there is the potential for a minor positive effect against SA Objective 3.

[125] Measured using Google Maps from the northern boundary of the site where it joins Dalehouse Lane.
[126] Ibid
[127] Ibid
[128] https://kenilworthstation.wordpress.com/
[129] Measured using Google Maps from the northern boundary of the site where it joins Dalehouse Lane.

Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking.

Given the size of the site and small scale of proposed development that it could accommodate there are unlikely to be any major negative effects on the landscape. Cumulatively, there is the potential for negative effects when considered alongside development at sites K07, K17, K18 and K19. Updated landscape evidence considers potential development at these sites, including site K31 although it lies outside study area K07, and identifies that there is the potential for development.[130] Submission Policy NE4 seeks to protect the landscape from harm and ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1. While it is considered that there is suitable mitigation available to ensure that there will not be any major significant effects as a result of development alone at this site, the development of previously undeveloped greenfield land has the potential for a residual minor negative effect on SA Objective 6.

The site is greenfield land and is also within the Green Belt so there is the potential for a permanent major negative effect against SA Objective 5. Evidence suggests that the site contains Grade 3 agricultural land; however, at this stage it is not known whether this is Grade 3a or 3b. Development would result in the loss of agricultural land with the potential for a permanent minor negative effect against SA Objective 9. If further studies find that Grade 3a agricultural land is present and development would result in the loss of this land then there is the potential for a negative effect of greater significance; however, at this stage this is unknown.

There are no international or nationally designated sites for biodiversity[131] within or in close proximity to the site but there is a potential LWS (SP37B2) along Dalehouse Lane, running along part of the road frontage of the site. Submission Local Plan Policy NE2 seeks to protect designated areas and species of national and local importance for biodiversity. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. It is considered that there is sufficient mitigation provided through Local Plan policies and available at the project level to ensure development at this site will not have significant negative effects on biodiversity; however, there is still an element of uncertainty until the precise location of development is known and lower level assessments have been carried out. It is recommended that a suitable buffer is provided between any development and key habitat features. It is also recommended that where possible, any proposal for development should retain and enhance linear habitat features, such as hedgerows and tree lines, within and surrounding the site.

There are no designated heritage assets within or immediately adjacent to the boundary of the site[132]. It is considered that the setting of the Roman settlement at Glasshouse Wood Scheduled Monument, Stoneleigh Abbey Registered Park and Garden and Kings Hill Scheduled Monuments are suitably protected by existing development and the golf course surrounding the site. Submission Local Plan Policies HE1 to HE6 seeks to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the

[130] Options for Future Urban Expansion in Warwick District Considerations for Sustainable Landscape Planning 2015.
[131] Defra (2015) Magic Maps. Online at http://magic.defra.gov.uk
[132] Historic England (2015) National Heritage List for England.

landscape which are referred to in the appraisal commentary above. It is considered that there is suitable mitigation available to ensure that there are no significant negative effects on the setting of the Listed Building as a result of development at this site. Potential for a neutral effect against SA Objective 8 as result of development alone at this site, with an element of uncertainty until project level studies and assessments have been carried out.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[133]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Polices seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. Given the capacity it is likely that development at this site alone will not have any significant effects against these SA Objectives and is likely to have reduced negative effect compared to some of the larger site options. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development could be in accordance with the Waste Core Strategy, provide a Waste Management Plan and provide space for storage and recycling. Potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

The site is not within any areas of high flood risk; however, EA records suggest that it is susceptible to ground water flooding. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. It is considered that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site could incorporate Secured by Design Standards. Potential for a residual neutral effect with an element of uncertainty against SA Objective 16.

It should be noted that there is the potential for effects of greater significance (both positive and negative) against SA Objectives when development at this site is considered cumulatively with development at sites K07, K17, K18 & K19. A large co-ordinated urban extension across these sites could result in a greater provision of new local facilities/services as well as sustainable transport modes, which could have enhanced positive effects for SA

[133] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev

Objectives relating to sustainable transport, reducing the need to travel, community facilities and health. Conversely it could also result in negative effects of greater significance against SA Objectives relating to landscape, biodiversity, heritage, prudent use of land, traffic, air quality and climate change. While there could be more opportunities for mitigation as part of large development, this is uncertain at this stage.

The following site was subject to a refreshed SA given updated evidence in relation to landscape impacts:

Site: Land at Crackley Lane/Coventry Road and Playing Fields at Coventry Road
Size & approx Capacity: 9 ha, 157 dwellings + 3.12 ha, 55 dwellings. Totalling 12.12 ha, 212 dwellings
SHLAA Ref: K13 and K14

SA Objectives	Economy	Sustainable transport		Reduce need to travel	Waste & Recycling	Prudent use of land and natural resources	Natural environment & landscape		Built environment	Historic environment	Air, water & soil quality	Climate change mitigation	Climate change adaptation - flood risk	Housing needs	Local services & community facilities	Health & well being		Poverty & social exclusion	Crime
	1	2		3	4	5	6		7	8	9	10	11	12	13	14		15	16
Appraisal Summary	+	+	-?	+	= ?	--	- ?	= ?	?	- ?	--	- ?	=	++	+ ?	+	= ?	+	= ?

Summary:
The delivery of approx. 212 dwellings has the potential for a long term major positive effect on SA objective 12 through helping to meet the housing needs of the area. This also has the potential for long term indirect minor positive effects on the economy, health and well being as well as poverty and social exclusion.

There is existing residential development to the south, Princes Drive Industrial Estate to the east and Kenilworth Tennis Club along with school playing fields to the east of the site. There is the potential for noise, light and dust pollution during construction which could have negative effects on health for the surrounding development and communities. While the industrial estate to the east could have some noise impacts on future residents it is considered that there is suitable mitigation available to ensure that this will not be of significance. Submission Policy B3 (Amenity) ensures that proposals for development do not have an unacceptable impact on the amenity of nearby uses and residents and will not permit development if it does not provide acceptable standards of amenity for future users and occupiers of the site. Development at the site is likely to result in the loss of school playing fields, which could have negative effects against SA Objective 14; however, it is assumed that the development would provide an equivalent level of provision either on or off site. Potential for a residual neutral effect against SA Objective 14, with an element of uncertainty given the potential loss of school playing fields.

In terms of access to existing services and facilities, the site is approximately 1.6 km away from the Town Centre; however, it should be noted that the Local Shopping Centre on Albion Street is approximately 800m away[134]. The closest GP surgery (Abbey Medical Centre) is located around 1.6km from the site, and Crackley Hall School is within 150m[135]. In line with Submission Local Plan Policy SC0 (Sustainable Communities), any proposal for development at this site will need to ensure that good quality infrastructure and services are provided, and where this cannot be provided on site, provision will be made through contributions to off-site provision. The policy also states that new development should provide good access to community facilities. However, given the capacity of the site it is considered unlikely that development will result in a significant improvement to the local facilities and services on offer, particularly when compared to some larger strategic site options. Potential for a minor long term positive effect against SA Objective 13, with an element of uncertainty given the relatively poor access to existing facilities/services.

The Council's assessment of the site identifies that it is within 400m of a bus stop (route no. 12). It should also be noted that a train station is currently being built on Priory Road within Kenilworth and is expected to open December 2016.[136] The site is approximately 1.7 km away from the site of the new railway station[137]. Given the capacity of the site, it is considered unlikely that there will be any significant improvements in terms of access to sustainable transport modes as a result of development. Potential for a minor long term positive effect against SA Objective 2. Submission Local Plan Policy SC0 (Sustainable Communities) seeks any new development to have a focus on healthy lifestyles, including measures to encourage walking and cycling. Taking access to existing facilities/services as well as public transport into account, along with possible improvements that may be delivered, it is considered that there is the potential for a minor positive effect against SA Objective 3. Submission Local Plan Policy SC0 (Sustainable Communities) seeks to ensure that access and circulation are inclusive and that development provides a choice of transport modes including public transport, cycling and walking. Any proposal for development should seek to provide suitable pedestrian links to the surrounding areas including the tennis club and Industrial Estate.

Evidence suggests that the site forms an attractive rural gap between Coventry and Kenilworth, and as such development at the site could have negative effects on a highly valued landscape; however, the visual impacts could be mitigated as the site is relatively enclosed by treelines and hedgerow borders[138]. Submission Policy NE4 seeks to protect the landscape from harm and ensure that landscape design is a key component of any proposal for development. Numerous other Submission Policies refer to the protection of the landscape or landscape design, which include Policies DS3, EC1, SC0 and BE1; however, the release of this land for development needs to be considered alongside the urbanisation of Warwick University Campus, and the development of HS2 to the north of the site which has the potential for cumulative negative effects on the landscape. While it is considered that there is suitable mitigation available to ensure that there will not be any major significant effects, the development of previously undeveloped greenfield land has the potential for a residual minor negative effect on SA Objective 6, with an element of uncertainty until project level details arise.

[134] Measured using Google Maps from the south east boundary of the site where it joins Coventry Road.
[135] Ibid.
[136] https://kenilworthstation.wordpress.com/
[137] Measured using Google Maps from the south east boundary of the site where it joins Coventry Road.
[138] Strategic Site Selection Matrix

The site is greenfield land and is also within the Green Belt so there is the potential for a permanent major negative effect against SA Objective 5. Evidence suggests that the site contains Grades 2 and 3 agricultural land; however, at this stage it is not known whether this is Grade 3a or 3b. Development could result in the loss of best and most versatile agricultural land with the potential for a permanent major negative effect against SA Objective 9.

There are no international or nationally designated sites for biodiversity[139] within or in close proximity to the site. Crackley Wood is approximately 100m to the north west of the site and is an Ancient Woodland and Local Nature Reserve managed by Warwickshire Wildlife Trust. Submission Local Plan Policy NE2 seeks to protect designated areas and species of national and local importance for biodiversity. Policy NE3 supports development provided that it protects, enhances and/or restores habitat diversity. Development proposals must ensure that they lead to no net loss of biodiversity and where possible net gain, protect or enhance biodiversity assets and avoid negative impacts on existing biodiversity. It is considered that there is sufficient mitigation provided through Local Plan policies and available at the project level to ensure development at this site will not have significant negative effects on biodiversity; however, there is still an element of uncertainty until the precise location of development is known and lower level assessments have been carried out. It is also recommended that where possible, any proposal for development should retain and enhance linear habitat features, such as hedgerows and tree lines, within and surrounding the site.

The south west corner of the site lies within the Kenilworth Conservation Area boundary which contains numerous Listed Buildings. Development at the site will require sensitive and responsive design that complements the setting of the Conservation Area as the site will impact upon a main arterial route through the Conservation Area. Submission Local Plan Policies HE1 to HE6 seek to protect and enhance the historic environment, including designated heritage assets and their setting. The Plan also includes policies that seek to protect the landscape which are referred to in the appraisal commentary above. It is considered that there is suitable mitigation available to ensure that there are no major negative effects on the significance of the Conservation Area and Listed Buildings as a result of development at this site. Given the potential for residual minor negative effects on the landscape and presence of the heritage assets, it is considered that there is the potential for a residual minor negative effect against SA Objective 8, with an element of uncertainty until project level studies have been carried out. In line with HE Guidance on decision-taking in planning[140], it is recommended that the Council require any proposal for development at this site to undertake an assessment of significance for heritage in order to understand the nature, extent and level of significance of the designated heritage assets that may be affected by development. It should also consider cumulative effects as well as potential opportunities for enhancement and clearly identify any mitigation measures necessary to address adverse effects.

Strategic transport assessments indicate that further housing development within the District has the potential to have significant impacts on traffic along key routes and at key junctions, increasing journey times and reducing average speeds[141]. The assessments found that the significant impacts of future growth can be mitigated through a range of proposed measures, but that there is the potential for residual impacts to occur. Submission Local Plan Polices seek to minimise the impact of development on the existing highway network and ensure that a choice of transport modes are available. Policy TR2 requires all large scale developments to be supported by a Transport Assessment and where necessary a Travel Plan. Policy TR3 seeks

[139] Defra (2015) Magic Maps. Online at http://magic.defra.gov.uk
[140] Historic England (2015) Managing Significance in Decision-Taking in the Historic Environment.
[141] Strategic Transport Assessments – Local Plan Evidence Base. http://www.warwickdc.gov.uk/info/20416/evidence_basev

contributions towards transport improvements from all developments that will lead to an increase in traffic. Taking the evidence into account, mitigation available as well as the potential capacity of this site, it is considered that there is the potential for a residual minor long term negative effect against SA Objective 2 (sustainable transport) through increased levels of traffic on the surrounding road network and SA Objectives 9 (air, water & soil quality) and 10 (climate change mitigation) through the associated increase in atmospheric emissions. In line with Submission Local Plan Policy CC3, any proposal for development has the potential to incorporate energy and efficiency measures as well as renewable or low carbon energy.

In line with Submission Local Plan Policy W1, it is assumed that any proposal for development could be in accordance with the Waste Core Strategy, provide a Waste Management Plan and provide space for storage and recycling. Potential for a residual neutral effect against SA Objective 4, with an element of uncertainty. In line with the Built Environment Policies within the Submission Local Plan (BE1 to BE3), it is assumed that any proposal for development could help to create and maintain safe, well-designed and high quality built environments. However, at this stage the nature and significance of the effect against SA Objective 7 is uncertain.

The site is not within any areas of high flood risk; however, EA records suggest that the northern boundary and areas within the site are susceptible to surface water flooding. Submission Local Plan Policy FW1 (Development in Areas at Risk of Flooding) steers development towards those areas with the lowest probability of flooding. It ensures any proposal for development must be designed to be resilient to surface water, fluvial and pluvial flooding. It is considered that there is sufficient mitigation available to ensure that there will be a residual neutral effect against SA Objective 11.

In line with Submission Local Plan Policy HS7, it is assumed that the design and layout of any proposal for development at this site could incorporate Secured by Design Standards. Potential for a residual neutral effect with an element of uncertainty against SA Objective 16.