

**WARWICK DISTRICT COUNCIL LOCAL PLAN EXAMINATION MATTER 7D: –
PROPOSED HOUSING SITE ALLOCATIONS – GROWTH VILLAGES AND
HOCKLEY HEATH**

This Statement is prepared on behalf of Taylor Wimpey Ltd in relation to their land interest within Warwick District at Old Budbrooke Road, Hampton Magna. We respond to each question in turn below.

1) What is the current planning status of the site?

- 1.1 The land in the control of Taylor Wimpey is within the Green Belt and is not one of the two preferred sites (H27 / H51) within Hampton Magna for residential development.
- 1.2 The site is capable of delivering up to 140 dwellings.

2) How does it fit within the overall spatial strategy?

- 2.1 The site fits within the overall strategy given that it adjoins the built up area of Hampton Magna which is considered a sustainable rural allocation.
- 2.2 Hampton Magna is described as a *'Primary Service Village'* in the Council's Draft Settlement Hierarchy Report and is recognised as a Growth Village in the Plan – in fact it scores highest of all of the villages assessed by the Council.
- 2.3 A level of rural growth is essential in order for the Council to support thriving rural communities, as required by bullet point 5 of paragraph 17 of the NPPF.

3) In addition to housing provision, are there other benefits that the proposed development would bring?

- 3.1 In addition to market housing provision on the site, the proposals would include for a policy compliant level of affordable housing provision, thereby assisting in meeting the substantial affordable housing needs as outlined in the joint Coventry and Warwickshire SHMA. The housing mix would also be catered to provide for a range of tenures to meet the local needs in Hampton Magna.

- 3.2 The site would also incorporate areas of open space and, importantly, could enhance the pedestrian connection between the village and Warwick Parkway train station for new and existing residents.
- 3.3 Alongside these benefits, there would be significant economic benefits which would include; the creation of job opportunities during the construction phase of development, increased levels of disposable income from new residents which could be spent in supporting local services and facilities and also the payment of the New Homes Bonus to the local authority.
- 3.4 In terms of environmental benefits, the proposals would seek to ensure pedestrian and cyclist connectivity to the surrounding built up area of Hampton Magna and the train station, thereby reducing the reliance on the private motor vehicle. It would also provide for enhanced landscaping buffers along key boundaries, enhancing the permanent physical boundaries that are located on the site boundaries. Furthermore, the creation of SUDS, and significant buffers on the built edges of the site, will act as a catalyst to enhance biodiversity within the locality of the site – which is currently of limited ecological value due to the agricultural nature of the site.

4) What are the potential adverse impacts of developing the site? How could they be mitigated?

- 4.1 A poorly designed development could impact the landscape character of the surrounding area and the Green Belt could be undermined were the site not sensitively developed. In both instances, we consider that the impacts will be mitigated – and indeed the relationship enhanced from the current position.
- 4.2 Furthermore, we note that the Council have also raised some concern with the location of the site, describing it as *'relatively remote from the village centre'* in the Village Profile and Housing Allocations (February 2016).
- 4.3 Taking these points in turn, the masterplan shown in the Development Framework Document (**Appendix 1**) shows a substantial landscape buffer to the east, as well as buffers to the existing residents to the sough, Warwick Parkway to the north and the retention of a green area adjacent to Old Budbrooke Road. An initial Landscape and Visual Appraisal and Green Belt Review is enclosed at **Appendix 2**, which details these considerations fully. It demonstrate that development could be accommodated without resulting in significant landscape and visual effects, or offending the objectives of Green Belt policy.

- 4.4 Importantly, the Council's Landscape Sensitivity and Ecological & Geological Study – as updated in April 2014 – shows that the Site (Ref: HM04) has the joint lowest landscape sensitivity for housing alongside H27 and part of H51 although parts of this site are of 'High' landscape sensitivity. See Plan at **Appendix 3**.
- 4.5 The Green Belt appraisal, carried out in June 2015, covers such vast areas that the two proposed allocations and Taylor Wimpey's land are combined into a single land parcel that wraps around Hampton Magna (WA2). In our view this does not provide sufficient evidence to assess the individual sites.
- 4.6 In our view, whilst the sites would perform similarly against a number of the purposes of the Green Belt as set out in paragraph 80 of the NPPF; sites H27 and H51 do not benefit from the permanence of the boundaries on offer from Taylor Wimpey's land interest at Old Budbrooke Road.
- 4.7 Paragraph 85 of the NPPF suggests that when defining boundaries, Local Authorities should use *'physical features that are readily recognisable and likely to be permanent'*. Site H27 utilises field boundaries, whilst H51 does not even benefit from hedgerows to mark the edge of the site. Consequently, in particular site H51, will be reliant on the creation of an artificial edge – which in our view is inconsistent with the aspirations of the NPPF in terms of defining long-term Green Belt boundaries.
- 4.8 In comparison, Taylor Wimpey's land benefits from definable boundaries on each side – which are physical and permanent in nature. Old Budbrooke Road and existing residential dwellings provide boundaries to the west and south respectively. In terms of the northern and eastern aspects, they are already impacted by urbanising features; with Warwick Parkway station to the north and Stanks Farm and the A46 to the east. These features both physically, and technically (due to noise constraints) provide permanence to all boundaries of the site in a way that the preferred extensions to Hampton Magna do not achieve.
- 4.9 In terms of potential ecological impacts, enclosed at **Appendix 4** is a Preliminary Ecological Appraisal, which sets out the potential for appropriate mitigation and further survey work that would be carried out to support any planning application. The document also sets out how ecological enhancement could be provided through the development of the site.
- 4.10 Finally, we note the Council's concern into the access to the settlement centre for Hampton Magna. We have measured from both the nearest point of each site on a road frontage and

the centre point of each site to the Costcutter, which forms is located at the core of the local centre with access to the public house, medical centre and Primary School nearby.

4.11 The distances from the preferred allocations and Taylor Wimpey's site are as follows:

	Nearest point adjacent to road	Centre of site
Taylor Wimpey's site	492m	634m
H27	331m	549m
H51	456m	579m

4.12 As can be seen, whilst the site is slightly further from the local centre than the other two sites, it is within a comparable distance, and within 800m, which we would take to be a suitable walking distance. Indeed, the Campaign for Better Transport's note entitled '*Sustainable transport and the NPPF – a guide for local councils and communities*' (July 2012) states that: '*Residential development should be located within walking distance (800m) of a local centre of shops and other facilities, at the centre of a network of safe walking and cycling routes where access is mainly restricted to pedestrians and cyclists.*'

4.13 Given this position, we do not consider that the Council's reasoning for ruling this site out is reasonable or justified.

4.14 Finally, we are of the view that the Council should also be positively considering safeguarded or reserve sites adjacent to Hampton Magna. The village is surrounded by Green Belt and the NPPF sets out at paragraph 85 that Local Authorities should '*satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period*'. Given that Hampton Magna is the most sustainable rural settlement in Warwick District it is inconceivable that an element of growth would not be apportioned to in a Local Plan Review and consequently we consider it logical to safeguard land for development.

5) Is the scale of development proposed compatible with the capacity of the village to accommodate further growth in terms of its character and appearance, the level of services and existing infrastructure?

5.1 The scale of development, which could be reduced from 140 dwellings with increased open space provision, is commensurate with the Council's assessment of Hampton Magna's capacity.

5.2 We therefore consider that the site is more than capable of meeting the needs of the village without a detrimental impact upon the level of services and existing infrastructure. Furthermore, any proposed development on the site will generate S106 monies which will

ensure that any improvements to infrastructure in the locality as a result of the proposals are met accordingly.

6) What are the infrastructure requirements/costs and are there physical or other constraints to development? How would these be addressed?

6.1 We consider that the costs are consistent with those expected with a greenfield extension to a settlement, and thus there should be no concern in relation to the deliverability of the site.

Whilst more detail will emerge as an application is advanced, M-EC have estimated the infrastructure costs and requirements in the letter enclosed at **Appendix 5**.

6.2 In summary however, the estimated costs for infrastructure requirements and improvements totals £2,000,500. This figure includes for any utility diversions and connections required as well as the infrastructure works for highways access and drainage solutions.

6.3 In terms of physical constraints, it is not considered that there are any constraints which would prevent the development of the site from coming forward during the Plan period. A review of the technical considerations in terms of highways; flood risk; drainage; noise; land contamination; and utilities are considered within the letter at **Appendix 6** from M-EC.

6.4 The Development Framework Document contained at **Appendix 1** sets out that the site can comfortably accommodate 140 dwellings within the sites landscape context. It is therefore not considered that the site is subject to any landscape constraints which would prevent development of the site.

7) Is the site realistically viable and deliverable?

7.1 As above, we are of the opinion that the site is realistically viable and deliverable. It is a greenfield site with no significant constraints or abnormalities on the site which would impact upon the viability of the site from coming forward for development.

7.2 Furthermore the site is in the control of a national housebuilder who is very active in the local market with a proven rate of delivery within the housing market area.

8) What is the expected timescale for development and is this realistic?

8.1 Initial masterplanning and an assessment of constraints and opportunities have been undertaken already for the site to inform the representations made throughout the emerging Local Plan process and to determine appropriate capacity on the site.

8.2 As a result of early work undertaken with regards to capacity, it would be anticipated that a full planning application could be submitted (subject to ecological survey seasons) in early to mid-2017 which would subsequently allow for any pre-commencement conditions to be discharged and construction to commence in late 2017, allowing for the first completions in 2018. It is anticipated that the site would deliver at circa 40 dwellings per annum through to completion.

9) What would be the effect of the proposal on the purposes of including land within the Green Belt?

9.1 We have previously undertaken an independent Landscape and Visual Appraisal and Green Belt Review of the site which is enclosed at **Appendix 2**.

9.2 This document concluded that: the planned release of Green Belt in this location would not result in urban sprawl; nor represent an encroachment into the wider countryside; it would not impact on local heritage assets; nor would it materially contribute to coalescence with the neighbouring settlement at Warwick. Accordingly, development could be accommodated without resulting in significant landscape and visual effects, or offending the objectives of Green Belt policy.

9.3 Accordingly, it was concluded that development could be accommodated without resulting in significant landscape and visual effects, or impacting upon the primary objectives of Green Belt policy as set out in the NPPF.

10) What would be the effect on the openness of the Green Belt?

10.1 The Council's Joint Green Belt Study (June 2015) considered the site as part of a wider-parcel, of such a scale that it also includes the two preferred sites in Hampton Magna.

10.2 Whilst the site coming forward would impact upon the openness of the Green Belt, it has been noted that a number of landscape considerations can be taken into account when developing the site to minimise the impact which are considered to be as follows:

- Provide an appropriate landscape frontage to the approach to the settlement along Old Budbrooke Road;
- Respect the existing landscape framework and retain the vast majority of existing boundary vegetation;
- Provide a landscape buffer alongside the northern and eastern boundaries of the site in order to screen views of the housing from the wider landscape, and to provide a robust edge to the settlement;
- Opportunity to retain the higher ground at the heart of Parcel A as open space in order to integrate development with the existing housing area;
- Plant large-canopied tree species within areas of open space, particularly on higher ground to provide a strong landscape framework and assimilate development into the wider landscape;
- Opportunity to create framed views towards the tower at St Mary's Collegiate Church in Warwick and towards the Church of St Michael in Budbrooke;
- Respect the existing views available from public vantage points on Gould Road;
- Retain the existing footpath connections, either along their current alignment or locally divert to provide a more appropriate route and to create opportunities for passive surveillance; and
- Respect the visual amenity of the adjoining residential area and the existing dwelling at Stanks Farm.

10.3 Our own Landscape and Visual Appraisal and Green Belt Review identifies at paragraph 5.22 that: *“Subject to appropriate development proposals which respect the scale and character of the existing settlement and adopt the recommendations set out in paragraph 5.2, housing could be accommodated at the Site without resulting in significant harm to the wider landscape or townscape character.”*

10.4 The longer term boundaries would provide permanent and defensible boundaries to the Green Belt as discussed above. This will ensure that the site remains contained and will prevent further encroachment into the wider Green Belt surrounding Hampton Magna.

11) Are there exceptional circumstances which justify altering the Green Belt? If so, what are they?

11.1 Following the suspension of the emerging Local Plan the Council have had to revisit the overall housing target for the District to meet the needs of the housing market area and the needs of Coventry as well through a Memorandum of Understanding.

- 11.2 This has resulted in an overall housing target of 16,776 dwellings for the emerging Plan period to 2029, subject to the ongoing considerations relating to Matter 2. It is also noted that, as set out in our other Matter Statement for Matter 3, the Plan allows for limited flexibility of 7.2% over and above the target of 16,776 dwellings.
- 11.3 The need to meet the objectively assessed need for the District is considered to be an exceptional circumstance which justifies the release of sites from the Green Belt to meet this challenging target for the District.
- 11.4 Furthermore, the release of land at Old Budbrooke Road, Hampton Magna is in accordance with the Council's hierarchy of settlements and it is essential – and consistent with the NPPF - to allow for the sustainable growth of the settlement over the Plan period.



Taylor
Wimpey

Land at Old Budbrooke Road,
Hampton Magna

Development Framework Document
August 2016

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Document Status:	Draft
Revision:	-
Author:	Various
Authorised by:	Russell Crow
Issue Date:	August 2016
Job No:	24706

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1.0 Introduction

This section describe the purpose of the Development Framework Document and the Site location.

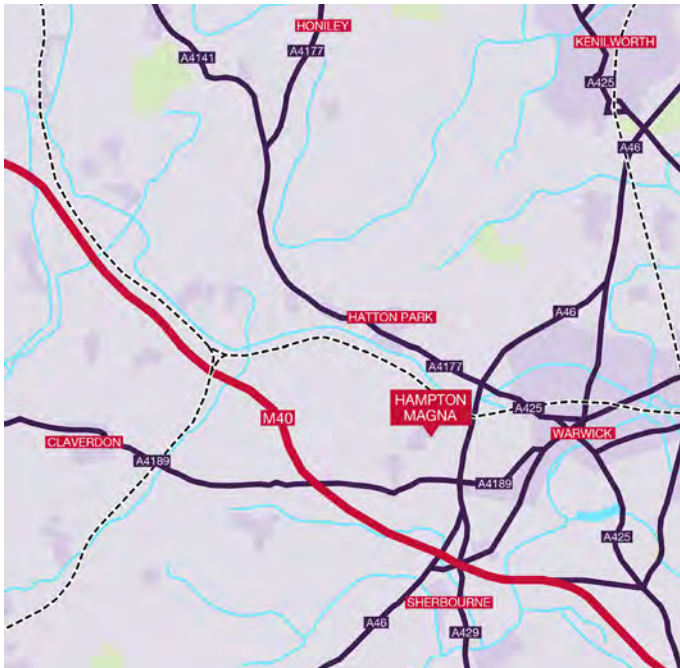
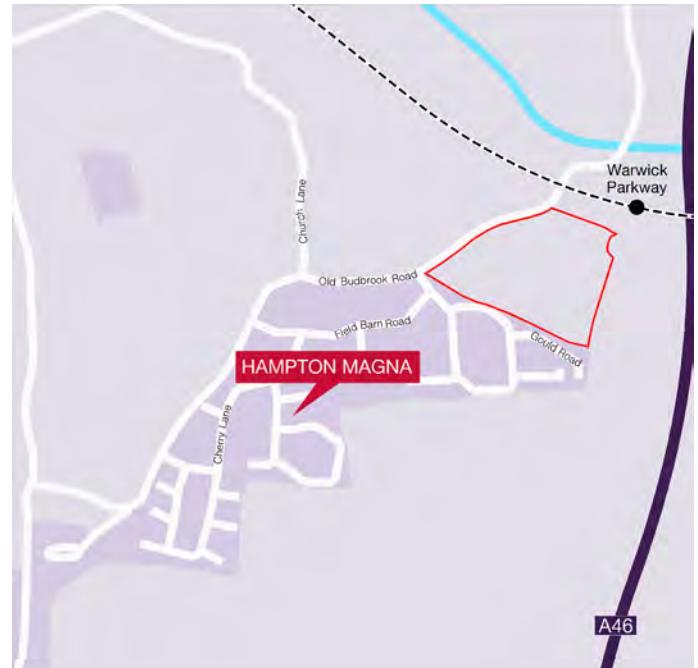


Figure 1.1> Wider Location Plans



Purpose of this Document

1.1 This Development Framework Document (DFD) has been prepared by Barton Willmore on behalf of Taylor Wimpey UK Ltd who have land interests to the north of Birmingham Road, Hatton Park. The land interest which is the focus of this DFD is illustrated in Figure 1.1 and 1.2 and is referred hereafter as 'the Site'.

1.2 Taylor Wimpey have been working on site appraisal work and the promotion of the site. This has enabled the production of a comprehensive masterplan (Figure 5.1) which is intended to guide the future development of the Site and support the achievement of a co-ordinated and comprehensive development.

1.3 Section 2 of this document explains the policy context behind the masterplan. Section 3 sets out the context of the settlement. Section 4 includes the technical analysis work that has been completed to date which have helped to define key Site features and those development opportunities which have influenced the proposed pattern of future development.

1.4 An assessment of the development framework context in terms of master planning is presented

in Section 5. In Section 6 the main considerations in terms of landscape, drainage and ecology are considered in preparing the wider master plan, before a summary is provided at Section 7.

The Site

1.5 Taylor Wimpey control the site located on the northern edge of Hampton Magna, with a total site area measuring 7.42ha.

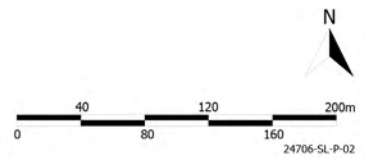
1.6 The Site is bounded by Old Budbrooke Road to the west, existing dwellings on Arras Boulevard to the south, Warwick Parkway train station to the north (beyond a small agricultural field) and Stanks Farm (with the A46 beyond) to the east. Importantly all sides of the site have logical and permanent boundaries, which sensibly add to the built form of Hampton Magna and would provide suitable long-term Green Belt boundaries.

1.7 The site is not currently proposed for allocation in the Proposed Modifications to the emerging Local Plan, but is capable of delivering up to 140 dwellings – with a smaller development capable of being considered. Importantly it can do so whilst respecting the key characteristics of the site – including the Green Belt.



Legend

-  Site Boundary



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Figure 1.2> Site Location Plan

2.0

Planning Policies

The planning policy context for the Site is highlighted in this Section, with particular regard given to those aspects of adopted and emerging policy which have influenced our initial land use proposals and framework masterplan.

National Planning Policy Framework (NPPF)

2.1 At the heart of the NPPF is a presumption in favour of sustainable development. For plan-making this means that local planning authorities should positively seek opportunities to meet the development needs of their area. Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or specific policies in the NPPF indicate development should be restricted.

2.2 NPPF paragraph 47 states that in order to boost significantly the supply of housing Local Planning Authorities should use their evidence base to ensure that their Local Plan meets the full objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period.

2.3 NPPF paragraph 80 sets out the five purposes of Green Belt. These are as follows:

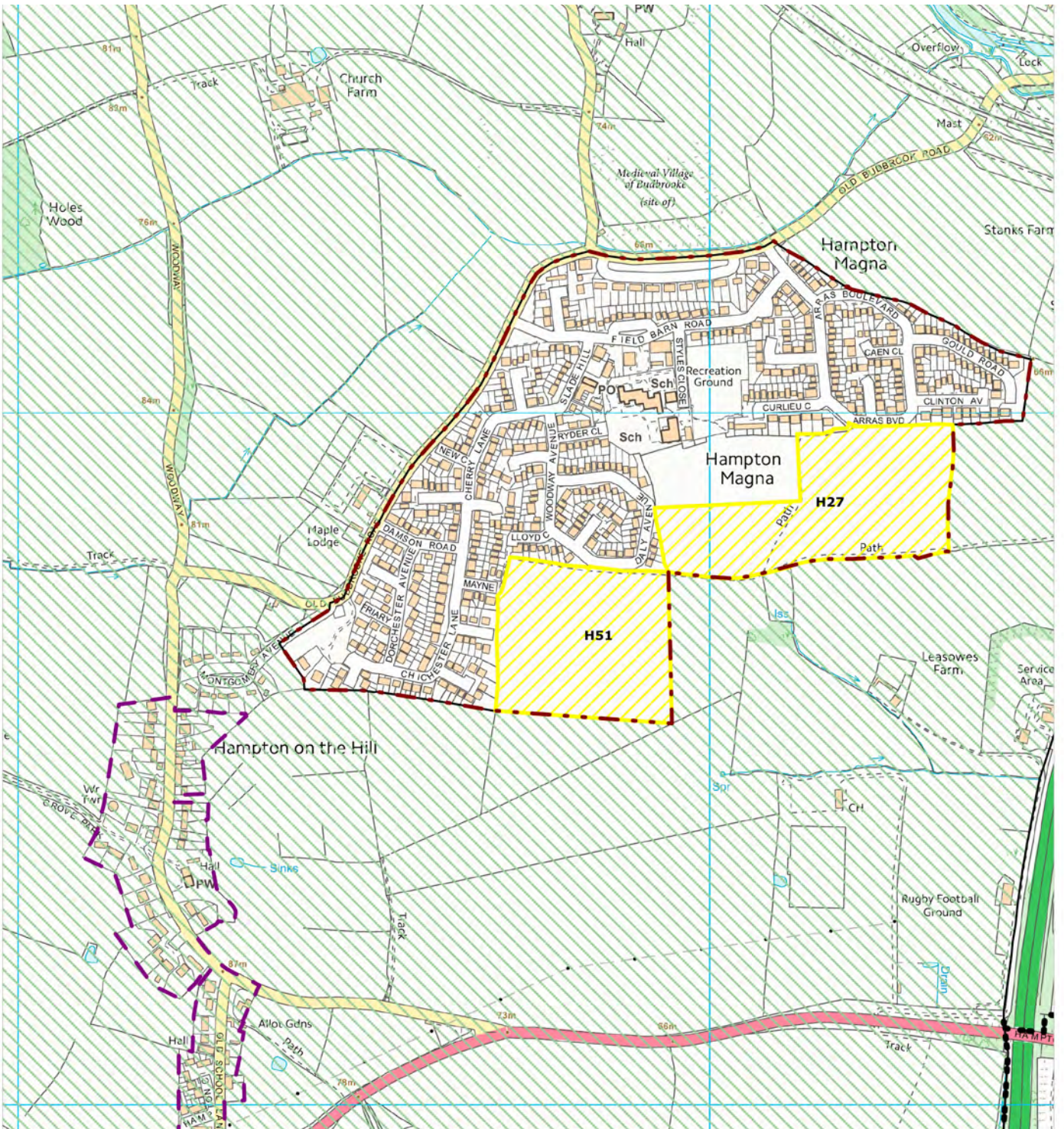
- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

2.4 Paragraph 83 identifies that Local Planning Authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.

2.5 In defining Green Belt boundaries, the requirements for Local Authorities set out in paragraph 85 include taking account of the following:

- Ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;
- Not include land which it is unnecessary to keep permanently open;
- Satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and
- Define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

2.6 Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. Local Plans must be prepared with the objective of contributing to the achievement of sustainable development. Local planning authorities should seek opportunities to achieve each of the economic, social and environmental dimensions of sustainable development, and net gains across all three. Local Plans should be aspirational but realistic. They should address the spatial implications of economic, social and environmental change.



Key

- WDLP - Green Belt (DS19)
- WDLP - Housing Allocations (DS11)
- Site Ref
- WDLP - Infill Village Boundaries
- WDLP - Growth Village Envelopes (H10)

20. Hampton Magna and Hampton on the Hill (Proposed Mod. 2016)

Local Plan Policies Map



Figure 2.1> Hampton Magna Proposed Modifications Feb 2016

Emerging Local Plan Proposed Modifications

2.7 The Proposed Modifications to the emerging Local Plan were subject to a period of public consultation between 11th March and 22nd April 2016. The following policies are considered to be of relevance to bringing the Site forward for development.

2.8 Policy DS4 sets out the Council's spatial strategy, with the level of housing growth set out under Policy DS6 which details that in accordance with the updated housing needs evidence and the Coventry and Warwickshire Memorandum of Understanding for Housing Requirements, the Council will provide for 16,776 new homes between 2011 and 2029.

2.9 Policy DS10 sets out the broad location of allocated housing sites, paragraph 2.37 of which outlines that "the spatial strategy aims to meet

housing needs of the District and Housing Market Area by allocating sites in and adjacent to the main urban areas and the more sustainable villages." Paragraph 2.38 continues by stating "In selecting sites on the edge of urban areas, non-Green Belt sites are favoured over Green Belt sites where possible. However, where there are no suitable non-Green Belt alternatives to meet an identified need, sites are removed from the Green Belt to enable development to take place."

2.10 Policy DS19 sets out the extent of the Green Belt on the Proposals Maps. It states that the Council will apply Green Belt policy in accordance with Government guidance as set out in national planning policy.

2.11 Policy H1 sets out the direction for housing and identifies Hampton Magna as a 'Growth village'.



Figure 2.2> National Planning Policy Framework

Figure 2.3> Warwick Local Plan



B... FORD WAY

3.0 Hampton Magna

A review of existing local facilities and movement patterns has been undertaken to assess how the Site relates in terms of distance and accessibility.

Profile of Village and Facilities

3.1 Hampton Magna lies within the Green Belt about 3 miles to the west of Warwick. It is built on the site of a former barracks and is predominantly comprised of 1960s and 1970s developments.

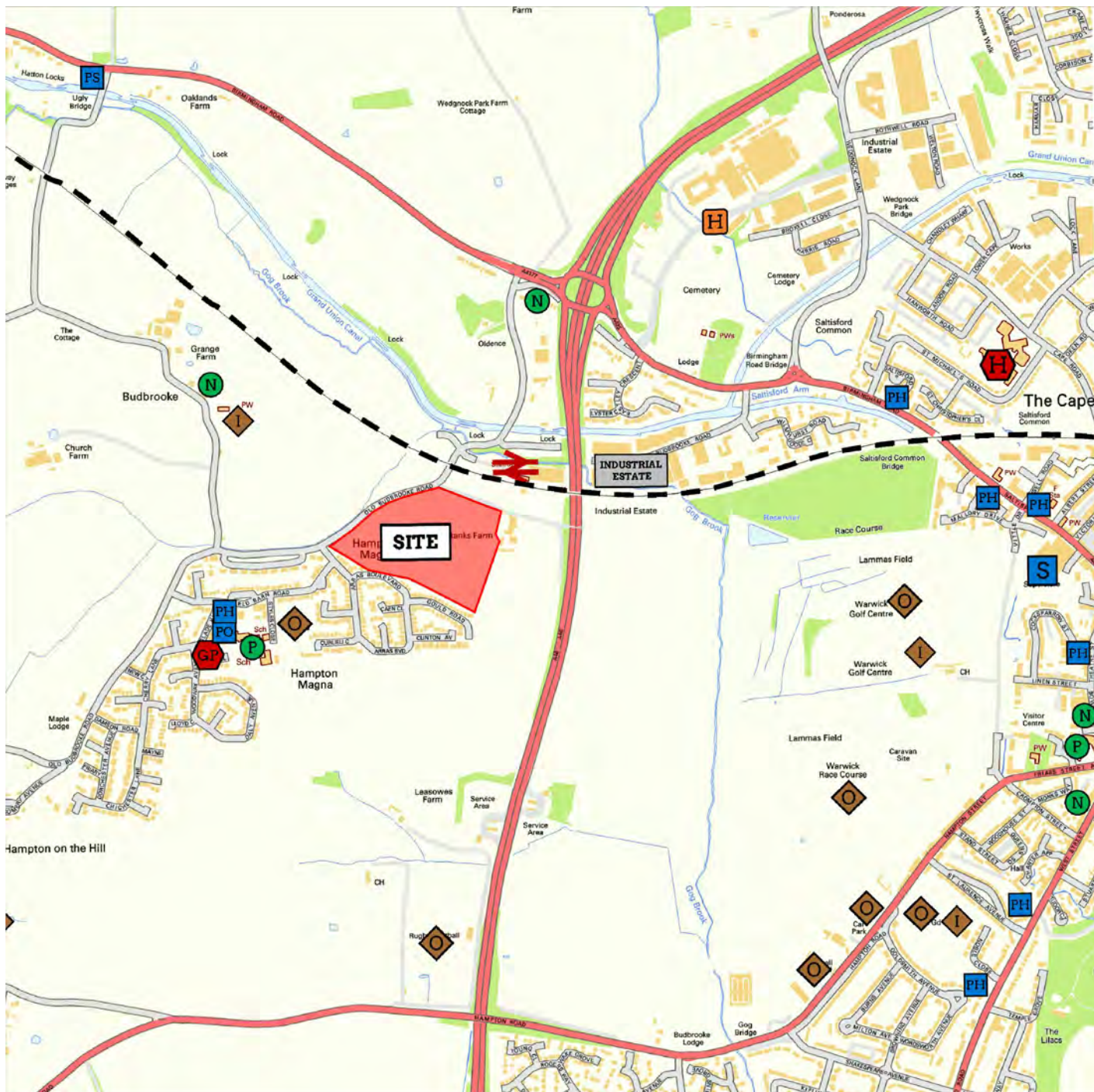
3.2 It has good public transport links with a regular bus service and close proximity to Warwick Parkway Railway Station. It has a good range of facilities including a village shops, post office, village hall, public house, doctors' surgery and a primary school.

3.3 Hampton Magna, by virtue of its sustainability is highlighted as a 'growth village' under policy H1 of the emerging local plan.

3.4 Key information relating to the settlement includes;

- Population of 1,431 (2011 Census)
- Post Office / Local shop, Public House, Beauty Clinic and The Open Door Cafe
- X17 Bus Service
- 0.5km to Budbrooke School
- 0.5km to Warwick Parkway Railway Station
- 3.7km to Warwick Town Centre





EDUCATION	LEISURE	RETAIL	HEALTH	MISCELLANEOUS
NURSERY	INDOOR VENUE	LOCAL SHOP	DOCTORS	HOTEL
PRIMARY SCHOOL	OUTDOOR VENUE	PUBLIC HOUSE	HOSPITAL	WARWICK PARKWAY STATION
		PETROL STATION WITH SHOP		
		POST OFFICE WITH SHOP		
		SUPERMARKET		

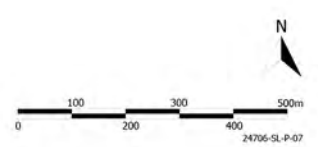


Figure 3.1> Facilities Plan

4.0

Site Assessment

To ensure the delivery of this site, which sensitively and positively integrates with the existing urban area, a range of technical assessments of the Site have been undertaken on behalf of Taylor Wimpey. This assessment work is described below, with key physical features and development opportunities and constraints identified for the Site. This work has shaped and informed the design response to the Site which is presented as a framework masterplan in Section 5.

Topography

4.1 The Site has a domed landform, rising from 65m Above Ordinance Datum (AOD) adjacent to Old Budbrooke Road, to a high point at the centre of the Site of approximately 70m AOD.

4.2 The adjoining settlement at Hampton Magna follows a similar pattern, with housing to the east of Old Budbrooke Road rising to a high point of approximately 70m AOD alongside the eastern edge of the settlement, before falling towards the route of the A46 further east. The wider topography is distinctly rolling, with the immediate landform rising to the west of the settlement to the adjoining hamlet of Budbrooke before gradually falling away once more.

Site Access

4.3 Access to the site would be achieved from Old Budbrooke Road where footways of varying width (approximately 1.8m to 2.5m) and a carriageway of approximately 5.5m width are available. A verge with a hedgerow and shrubs separates the site from the footway along the eastern side of Old Budbrooke Road. Old Budbrooke Road is subject to a 40mph speed limit (although actual speeds may be higher based on the nature of the road) with street lighting noted along the footway in a southern direction. Footways proceed both north and south towards a range of facilities and amenities.

4.4 Vehicle access will take the form of a T-junction with a right turn lane, with an initial design having been prepared. The size of the right turn lane and associated junction visibility splays are based

on the subjected speed limit of 40mph and there would be a requirement for the carriageway to be widened to cater for the right turn lane. A speed survey will be completed in due course to ensure no significant design variations will occur if speeds are higher than the subject speed limit. As part of the design new footways will be provided from the site onto Old Budbrooke Road.

4.5 An emergency access and pedestrian/cycle link could be taken off Arras Boulevard, located to the south of the site, which could link through to warwick parkway station. A carriageway of circa 6.5m in width is available, with footways of approximately 2.0m located along either side of the carriageway. Arras Boulevard is predominantly a residential street with a 30mph speed limit. Street lighting is also noted along the northern footway. Vegetation and a wall split the site from the carriageway.

Listed Buildings

4.6 Development of the Site would not directly impact on any listed buildings or conservation areas. The Council's joint Green Belt Study identifies that there is inter-visibility between the land parcel and the historic core of Warwick, in particular it notes that there are views from Gould Road of several listed buildings. Our own assessment would acknowledge this, however in reciprocal views from the open space at the edge of Warwick, views of rooflines within the Site would closely relate to the existing housing in the village and views would be filtered by the vegetation along the A46 and intervening field boundaries.