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**1. Background**

- 1.1 The Council is required by the National Planning Policy Framework (NPPF) and the Housing Act 2004 to meet the accommodation needs of the population within their area. This includes the needs of the Gypsy and Traveller community and that of Travelling Show People. The Housing Act, 2004, placed a duty upon local authorities to produce assessments of current and future accommodation need for Gypsies and Travellers on a strategic, regional basis.
- 1.2 The National Planning Policy Framework, 2012 states that the framework "should be read in conjunction with the Government's Planning Policy for Traveller Sites". This policy document was published in March 2012 to accompany the NPPF. The guidance sets out the government's aims in respect of traveller sites:
- that local planning authorities should make their own assessment of need for the purposes of planning
  - to ensure that local planning authorities, working collaboratively, develop fair and effective strategies
  - to meet need through the identification of land for sites
  - to encourage local planning authorities to plan for sites over a reasonable timescale
  - that plan-making and decision-taking should protect Green Belt from inappropriate development
  - to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites
  - that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective
  - for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies
  - to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply
  - to reduce tensions between settled and traveller communities in plan-making and planning decisions
  - to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure

- for local planning authorities to have due regard to the protection of local amenity and local environment
- 1.3 The advice includes a requirement to identify a five year supply of sites and to update this annually through monitoring of delivery. Beyond this date, areas of search can be identified for the remainder.
- 1.4 To meet the identified need Warwick District Council is committed to allocating sustainable and affordable sites to meet the permanent residential needs of its Gypsy and Traveller Community and Travelling Show People through the Local Plan process.

**2. History: how we got to this point**

- 2.1 No specific accommodation needs for these groups had been identified in this district prior to the publication of the "Gypsy and Travellers Accommodation Assessment for the South Housing Market Area of the West Midlands" in 2008. This identified a requirement for 11 permanent and 15 transit pitches for the Gypsy and Traveller community. Whilst the assessment also included Travelling Show People, it did not identify a specific need within the district for this group.
- 2.2 Officers began work on identifying a site initially for transit use on land within its ownership, as it was considered that this would be the easiest to deliver in the short term. However, this proved not to be the case as Council owned land is inappropriately located and largely comprises of urban parks and green spaces, which are not suitable for the use of Gypsies and Travellers for either a transit or permanent site.
- 2.3 In the meantime, the Regional Spatial Strategy (RSS) review took place and the distribution of pitches across the region was reassessed. This resulted in a requirement for 23 permanent pitches in the district. Before this figure could be ratified however, a change of government brought a new approach to planning and the regional planning system was abandoned.
- 2.4 To ensure that its future evidence base was robust and reliable, the Council commissioned a new Gypsy and Traveller Accommodation Assessment (GTAA) for Warwick District in 2012, undertaken by Salford University, a leading provider in this field. The report was published in November 2012 and demonstrates a need for 31 permanent pitches to be provided over a 15 year period, 25 within the first five years and in addition 6-8 transit pitches over the full 15 years.
- 2.5 Warwick District Council has worked in collaboration with Warwickshire County Council to identify potential sites to meet this need. Enquiries have been made of local land agents, landowners who have submitted sites to be considered for other types of housing, public bodies, statutory undertakers and Warwickshire County Council to identify any potentially available land that meets the criteria set out for site suitability.

- 2.6 Additionally, 'areas of search' were selected by officers within which it is believed that there could be potential for a Gypsy and Traveller site, outside the Green Belt, close to the road network and within easy reach of local facilities (schools and doctors etc). This information was included in the Council's Gypsy and Traveller Site Options Paper which was consulted upon from 14<sup>th</sup> June to 29<sup>th</sup> July 2013.
- 2.7 A number of issues came out of the options consultation which need clarification. The Council does not intend to own or manage Gypsy & Traveller sites itself. Experience of other Local Authorities shows that the best way for sites to be provided and run are by Gypsies and Travellers purchasing and setting them up for themselves. These privately run sites are more akin to conventional housing and can be controlled through planning consents with the appropriate conditions attached and the granting of site licences; both of which have to be obtained from the Council.
- 2.8 There is some confusion over the difference between 'sites' and 'pitches'. A site is the total area taken up by a number of pitches. A permanent pitch represents an area of land which will provide accommodation for one individual family and consists of an area of hard-standing on which a park type home or permanent caravan, a touring caravan and associated vehicles can be located, together with a utility room for sole use of that household. A number of pitches (which will be restricted by a planning condition attached to any consent granted) constitutes a site. Extending the number of pitches on a site would be subject of a planning application and sites would then be assessed for any constraints and restrictions. Any unauthorised pitches added to sites could be the subject of enforcement action and if planning permission were not granted, the pitches would be required to be removed. If this was not carried out in accordance with the enforcement notice, the site licence could be rescinded and the site would be required to be vacated and returned to its former condition.
- 2.9 There is also some confusion over the difference between 'transit' and 'permanent' sites and what this Council is seeking to provide. Transit pitches are required to serve a relatively short period of time where Gypsies and Travellers can reside with some basic services provided to meet their day to day needs. These sites attract the payment of a bond which ensures that Travellers leave the site in a satisfactory condition. Permanent sites are, as suggested, a permanent area where the travelling community can set up a base from which they may travel, but will always return. These sites are the equivalent of a house and allow the community to register with local services and children to attend schools. Residents of such a site will pay Council Tax to receive services provided by the Council and will supply and pay for all water, sewerage and energy supplies. In addition, any residents who do not own the site themselves (e.g. extended family or friends of the owner), will be expected to pay rent to the site owner as their landlord.
- 2.10 The Gypsy & Traveller Accommodation Assessment (GTAA), (November 2013) defined this Council's permanent need as 31 pitches over a 15 year period. Because the Council has no current provision and therefore a

historic under-provision, 25 of those pitches must be found within the first five years, with the remainder being found over the following ten year period.

- 2.11 In addition, the GTAA found a need for 12 transit pitches over the same time period. The Council has been closely involved with Warwickshire County Council (WCC) with regard to the provision of such pitches and the county council has committed to the provision of emergency stopping places (to serve the transit need) for the whole of Warwickshire. To do this, the county council is looking for a site in the north of the county and one in the south which will satisfy the requirements for all Local Authorities in the county. To this end, WCC has already identified and gained permission to use a site in Stratford district as the site in the south. This site will satisfy Warwick District's need. This Council is therefore only looking to provide permanent sites i.e. 31 pitches over a 25 year period. These pitches will be accommodated on a number of sites, each having a relatively small number of pitches determined by the site size, constraints, appropriateness and conditions.
- 2.12 Government advice suggested at the time of the consultation, that sites of between 5 and 15 pitches are the most appropriate size for successful management. Since then, the advice has been amended and the lower end of this scale is now recommended. This will mean a larger number of small sites and there is no intention to provide for all our requirement on one large site.
- 2.13 Under the 'duty to co-operate' outlined in the 2011 Localism Act, there is a requirement to consider the production of joint development plans on a cross-authority basis, especially where a local planning authority has severe planning constraints across its area (as in Warwick District where the green belt places considerable constraint on any development unless in special circumstances). Warwick District has approached adjoining districts and is continuing a dialogue in an attempt to find sites that are suitable but not necessarily within its boundaries.

### **3. Warwick District – context**

- 3.1 Warwick District has a high quality environment with attractive, historic towns surrounded by a pleasant rural area. It benefits from good road and rail links with the major conurbations of the West Midlands and London. It also has a strong local economy, containing a number of major employers and attractions. This makes it a popular place to live and creates great pressure on available land for development. Not least amongst these pressures is the fact that approximately 80% of the district is within the Warwickshire Green Belt. The remaining 20% therefore has to take the majority of new development if the Green Belt is to remain intact.
- 3.2 The National Planning Policy Framework (NPPF) is explicit in its defence of the Green Belt and reaffirms the Government's support of its retention. Paragraph 80 states the five purposes of the Green Belt as being:
- 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.

- 3.3 It is clear however, that the Government does not expect the Green Belt to preclude all development forever and does give exceptions to this which must be proven by 'exceptional circumstances'.
- 3.4 Recently, the current Secretary of State for Communities and Local Government has reinforced the view that Green Belts are considered essential and have to be protected, by recovering a number of appeal decisions in the Green Belt for his own decision.
- 3.5 However, the NPPF also states that local authorities must provide sufficient land to meet their needs and that districts that are heavily constrained by Green Belt, such as our own, (in Paragraph 83) should use the Local Plan review process to assess the Green Belt in their area and remove land from it should there be special circumstances and providing that sustainable patterns of development are achieved. For this reason, none of the suggested sites have been excluded on Green Belt grounds only.
- 3.6 To take any land out of the Green Belt, special circumstances must be demonstrated and the revisions to Green Belt boundaries have to be made through the Local Plan process. It is the green belt however, that creates the greatest public reaction if threatened by development. There is therefore the need for a careful balance based on the quality of the green belt and the ability to accommodate and service development on non-green belt land.
- 3.7 The vast majority of the land that is outside the green belt is located to the south of the district, beyond the towns of Warwick, Royal Leamington Spa and Whitnash. The production of the Local Plan currently underway together with work on this document, has had to take account of this fact and assess whether there is a realistic expectation that the area is capable of being developed with all the required infrastructure and is deliverable and whether this outweighs the contra argument that some green belt should be sacrificed in order to reduce the pressure to the south of the district. It is within this context that sites have to be chosen.

#### **4. List of Sites and 'Areas of search', from options consultation**

- 4.1 In 2013 the District Council undertook an options consultation on Gypsy and Traveller sites. That consultation included a number of specific sites that had been put forward at the time, along with some more extensive 'areas of search' which appeared to offer reasonable opportunities for suitable sites, subject to further assessment.
- 4.2 The sites and 'areas of search' which formed the basis for the public consultation are as follows:

<b>Site Ref</b>	<b>Site address</b>	<b>Potential No. of Pitches</b>
GT01	Land adjacent The Colbalt Centre, Siskin Drive	10
GT02	Land abutting the Fosse Way at its junction with the B425	15
GT03	Land at Barnwell Farm, Harbury Lane	15
GT04	Land at Harbury Lane, Fosse Way	15
GT05	Land at Tachbrook Hill Farm, Banbury Road	15
GT06	Land at Park Farm, Spinney Farm	15
GT07	Land at Stoneleigh Road, Baginton	15
GT08	Depot to the West Side of Cubbington Heath Farm	6
GT09	Land to the north east of M40 and south of Oakley Wood Road	15
GT10	Land at Tollgate House and Guide Dogs National Breeding Centre	8
GT11	Land at Budbrooke Lodge, Racecourse and Hampton Road	12
GT12	Land at north and west of Westham Lane (area of search)	15
GT13	Kites Nest Lane, Beausale	8
GT14	Warwick Road, Norton Lindsey	2
GT15	Land to east of Europa Way	4
GT16	Land to north of Westham Lane and west of Wellesbourne Road, Barford (small site)	7
GT17	Land on Southbound carriageway of A46 (former Little Chef)	6
GT18	Land on Northbound carriageway of A46 (former Little Chef)	8
GT19	Land adjacent Shell Petrol Filling Station, Birmingham Road, Budbrooke, Warwick	5
GT20	Land at J15 M40/A46	10

#### **5. Additional sites suggested through Options Consultation:**

- 5.1 During the consultation, a number of other potential sites were drawn to the Council's attention and these have been listed below and are included in the assessment of sites.

<b>Site Ref:</b>	<b>Site address</b>	<b>Potential number of pitches</b>
GTalt01	Brookside Willows, Banbury Road	15
GTalt02	Land off Rugby Road, Cubbington	12
GTalt03	Henley Road/Hampton Road, Hampton-on-the-Hill	15
GTalt04	Station Road, Hatton	12
GTalt05	West of Europa Way	3/4
GTalt06	Land at Warwick Gates/Trident Park (junction of Heathcote Lane with Macbeth Approach)	15
GTalt07	Field west of Leicester Lane, Cubbington	15
GTalt08	Employment land, Lower Cape, Warwick	8
GTalt09	Former Ridgeway School, Montague Road, Warwick	15
GTalt10	Land off Welsh Road, Cubbington	15
GTalt11	Stoneleigh Showground	15

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GTalt12	Land west of Barford By-pass	8
GTalt13	Land off Old Warwick Road, Warwick	15
GTalt14	Land north of Fortress House, Stratford Road	10
GTalt15	r.o. department store, Leamington Retail Park	8
GTalt16	Gateway proposed employment site	15
GTalt17	Sydenham Industrial Estate (vacant units)	1?
GTalt18	Land off Stoneleigh Road, Baginton	15
GTalt19	Castle Park, Warwick	15
GTalt20	Land off Ranelagh Street, Leamington	15
GTalt21	SE of Leamington Golf and Country Club	10
GTalt22	Extend caravan site at racecourse	4?
GTalt23	Althorpe Street (vacant) units	1?
GTalt 24	Land off M40 junction at Sherbourne	15

It was also suggested that Gypsy and Traveller sites should be integrated into new developments sites being proposed through the Local Plan. This approach is being discussed with the developers proposing the schemes, although there are mixed results reported by Local Authorities adopting this approach

### 6. Criteria:

- 6.1 In assessing this list of sites, the council has applied consistent criteria. The criteria that are included in the emerging policy for the provision of sites for Gypsies and Travellers and by which consultees were asked to consider their choices of sites to promote to the next stage of the plan, are as follows:

1	Convenient access to a GP surgery, school, and public transport
2	Avoiding areas with a high risk of flooding
3	Safe access to the road network and provision for parking, turning and servicing on site
4	Avoiding areas where there is the potential for noise and other disturbance
5	Provision of utilities (running water, toilet facilities, waste disposal, etc)
6	Avoiding areas where there could be adverse impact on important features of the natural and historic environment
7	Sites which can be integrated into the landscape without harming the character of the area. Site development will accord with national guidance on site design and facility provision
8	Promotes peaceful and integrated co-existence between the site and the local community
9	Avoids placing undue pressure on local infrastructure and services
10	Reflects the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability

- 6.2 In addition, some of these factors have to be looked at in greater detail to ensure that all environmental factors are taken into account when reducing the list of sites to a 'Preferred Option' for further consultation, in particular, Criteria 6 which has a number of elements to consider. The assessment of sites has therefore been undertaken using the following 19 headings

1	Landscape character
2	Nature conservation designation
3	Historical designation
4	Infrastructure requirements
5	Ecology
6	Flooding
7	Contamination and other constraints



8	Agricultural land quality
9	How visible and open in character is the site?
10	Can the site be visually screened adequately?
11	Is the site close to other residential property?
12	How far away is the primary road network?
13	Distance to GP surgeries, schools, dentists, hospitals, shops, community facilities?
14	Is the potential site on previously developed land?
15	Access issues
16	Level site
17	Suitable size
18	Availability
19	Deliverability

6.3 As a result of much additional work to ascertain which are the better sites to progress to the next stage of consultation, a short-list has been prepared. The following table shows all of the original sites, areas of search and sites suggested through the consultation (44 in all) and colour codes them according to their suitability.

**Red** = Not suitable

**Amber** = Possibly suitable depending on a number of factors, such as information still to be received and assessed

**Green** = Suitable at this stage for further public consultation and comment

To explain in a little more detail:

**Red** sites have been excluded on the basis that there are negative factors affecting the site that cannot be remediated against or changed to make them acceptable. For example, where there is no way of creating an acceptable and safe access or where the site is in Flood Zone 3 which is the floodplain

**Amber** sites have been shortlisted as they could be made suitable if some fairly major changes were made. For example, if a third party could be persuaded to allow access over their land or where more information about the nature of the contamination would allow further consideration of the site

**Green** sites are those where the majority of the criteria can be met and where the site is not in the green belt or is previously developed land or has the support of the landowner. These are the sites which are considered, after careful analysis and advice from specialists, to be the most suitable

Each site has a short commentary to summarise the basic reasons for categorisation. It is the green and amber sites on which we would like to hear your views and comments.

## 7. Sites Summary Table

Site originally published in 'Options' consultation document

Site	Green Belt?	PD land?	Red/Amber /Green	Commentary
GT01 Land adj. Cobalt Centre, Siskin Drive	Yes	No	Red	<ul style="list-style-type: none"> <li>Green belt site</li> <li>Within the planning application boundary of the Gateway employment site and is annotated as landscaping. It would create a valuable buffer between built development and the Siskin Bird Sanctuary on the eastern boundary</li> <li>Council is committed to the Gateway scheme</li> <li>Site would not be deliverable if Gateway proceeds</li> <li>Uncertainty over availability</li> <li>Partially in Flood Zones 2 and 3</li> <li>Smells emanating from sludge lagoons to the south</li> <li>Noise from nearby A46 and major highway interchange</li> <li>Access issues requiring third party agreement</li> </ul>
GT02 Land abutting Fosse Way at junction with A425 (part)	No	No	Green	<ul style="list-style-type: none"> <li>Not in Green Belt</li> <li>Area reduced to two fields on west of Fosse Way</li> <li>Access from Fosse Way possible if visibility splays achieved</li> <li>Immediate access to popular route for Gypsies and Travellers</li> <li>Wholly within low risk flood zone 1 and is sequentially preferable</li> <li>Grade 3 and 3a agricultural land</li> </ul>
GT03 Land at Barnwell Farm	No	No	Red	<ul style="list-style-type: none"> <li>High pressure gas mains affect all but centre of site which is poultry farm and precludes development</li> <li>Mostly within Flood Zone 3</li> </ul>
GT04 Land at Harbury Lane/Fosse Way (part)	No	?	Green	<ul style="list-style-type: none"> <li>Not in Green Belt</li> <li>Site reduced to part currently used by Leamington Football Club</li> <li>High pressure gas mains affect large parts of the site on the east and west</li> <li>Excluded areas affected by Local Wildlife Sites: Whitnash</li> </ul>

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				Brook Local Wildlife Site (LWS), potential LWS at Fosse Farm, potential LWS adj. to railway cutting <ul style="list-style-type: none"> <li>Excluded area in Flood Zone 3 near Bridle Farm</li> <li>Avoiding historic landfill site at Hobson's Choice</li> </ul>
GT05 Land at Tachbrook Hill Farm (part)	No	No	Green	<ul style="list-style-type: none"> <li>Not in Green Belt</li> <li>Lies within Flood Zone 1 and therefore sequentially preferable</li> <li>Site area reduced to avoid noise from major roads, high pressure gas main on southern part of site and farm complex</li> <li>Close to primary road network</li> </ul>
GT06 Land at Park Farm/Spinney Farm (part)	No	No	Amber	<ul style="list-style-type: none"> <li>Not in Green Belt</li> <li>May cause problems for viable agricultural unit</li> <li>Proximity to Grade 1 Listed Park and Garden at Castle Park</li> <li>Contamination issue related to former landfill site on western third of site reduces developable area</li> <li>May be noise issue connected with proximity to Warwick By-Pass in part</li> <li>Lies within Flood Zone 1 and therefore sequentially preferable</li> <li>Access should be achievable north of Park Farm</li> </ul>
GT07 Land at Stoneleigh Road, Baginton	Yes	Partially	Red	<ul style="list-style-type: none"> <li>Green Belt</li> <li>Only two fields were found to be worth consideration through 'villages' consultation and these are too close to Coventry airport where noise vulnerable caravans should not be located</li> <li>Insurmountable access issues</li> </ul>
GT08 Depot to west side of Cubbington Heath Farm	Yes	Yes	Amber	<ul style="list-style-type: none"> <li>Green Belt land, but previously developed</li> <li>Possible historic filling of old quarry and potential contamination from storage of road salt</li> <li>Potential impact on local wildlife</li> <li>Wholly within Flood Zone 1 and therefore sequentially preferable</li> <li>Within 1000m of HS2</li> <li>Located on sandstone so would need additional assessment to ensure no risk to groundwater</li> <li>Access should be achievable</li> <li>Grade 2 agricultural land</li> <li>More remote than some sites</li> </ul>
GT09	No	No	Red	<ul style="list-style-type: none"> <li>Includes River Avon LWS and Greys Mallory potential LWS</li> </ul>

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Land to north east of M40				<ul style="list-style-type: none"> <li>• Grade 2 Listed Building – Greys Mallory</li> <li>• Ordinary watercourse runs through centre of site which has not been modelled for potential flood risk</li> <li>• Historic landfill in west of site with potential mobilisation of contaminants within groundwater</li> <li>• Road noise from M40</li> <li>• Serious access issues</li> <li>• High pressure gas main cuts through south east corner of site</li> <li>• Part grade 2 agricultural land</li> </ul>
GT10 Land at Tollgate House and Guide Dogs National Breeding Centre	No	Yes	Red	<ul style="list-style-type: none"> <li>• Serious access issues</li> <li>• landfill site on eastern corner</li> <li>• Noise issues close to M40</li> <li>• Sensitivity of existing use</li> <li>• Wiggerland Wood potential LWS</li> <li>• Tach Brook failing in its objectives under Water Framework Directives due to high levels of phosphates</li> </ul>
GT11 Land at Budbrooke Lodge, Racecourse and Hampton Road (part)	No	No	Amber	<ul style="list-style-type: none"> <li>• Not in the Green Belt</li> <li>• Reduced site area due to areas in Flood Zone 3 and potential road noise issues from A46</li> <li>• Gog Brook modelled so confident of extent of floodplain</li> <li>• Uncertainty over impact on racecourse and Budbrooke Lodge</li> <li>• Includes Gog Brook LWS</li> <li>• Immediately adjacent to local services and facilities at Chase Meadow</li> <li>• Edge of urban area</li> <li>• Close to primary road network</li> <li>• Good pedestrian access</li> <li>• Vehicular access may be achievable but Budbrooke Lodge access preferred</li> <li>• May be able to connect to main sewers serving Chase Meadow</li> </ul>
GT12 Land north and west of Westham Lane (area of search) (part)	No	No	Green	<ul style="list-style-type: none"> <li>• Not in Green Belt</li> <li>• Reduced area to allow viable agricultural use of remainder and avoiding areas in Flood Zone 3</li> <li>• Site immediately adjacent to services and facilities in Barford</li> </ul>

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				<ul style="list-style-type: none"> <li>Close to primary road network</li> </ul>
GT13 Kites Nest Lane, Beausale	Yes	No	Red	<ul style="list-style-type: none"> <li>Green Belt</li> <li>Unauthorised Gypsy and Traveller site has been subject of retrospective planning applications and two subsequent appeals, both dismissed</li> <li>Remote from services and facilities</li> <li>Remote from primary road network</li> <li>High quality landscape</li> <li>Access issues</li> </ul>
GT14 Warwick Road, Norton Lindsey	Yes	Yes	Red	<ul style="list-style-type: none"> <li>Green Belt</li> <li>Potential contamination from former use as poultry farm</li> <li>Remote from primary road network</li> <li>Some access issues</li> <li>Very awkward shaped site to develop for one or two pitches</li> </ul>
GT15 Land east of Europa Way (part)	No	No	Green	<ul style="list-style-type: none"> <li>Not in Green Belt</li> <li>Site area reduced to take account of flooding</li> <li>Well screened</li> <li>Close to primary road network</li> <li>Close to edge of urban area, facilities and services</li> <li>WCC owned land which can be made available</li> <li>Deliverable</li> <li>Access achievable</li> </ul>
GT16 Land west of A429 Barford (small site)	No	No	Red	<ul style="list-style-type: none"> <li>Flood Zone 3</li> <li>Drainage area for Barford By-Pass</li> </ul>
GT17 Service area west of A46 Old Budbrooke Way	Yes	Yes	Red	<ul style="list-style-type: none"> <li>Green Belt</li> <li>Highways Agency will not allow new access or the existing access to be utilised for an additional use</li> <li>Acute noise and air quality issues from A46</li> <li>Remote from services and facilities</li> </ul>
GT18 Service area east of A46 Old Budbrooke Way	No	Yes	Red	<ul style="list-style-type: none"> <li>Highways Agency will not allow new access or the existing access to be utilised for an additional use</li> <li>Acute noise and air quality issues from A46</li> </ul>
GT19 Land off Birmingham Road, Budbrooke (part)	Yes	Yes	Green	<ul style="list-style-type: none"> <li>Green Belt but previously developed land</li> <li>Site area reduced to avoid other existing uses and retain viability of remaining unit</li> </ul>

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				<ul style="list-style-type: none"> <li>Possible use of existing access points</li> <li>Close to primary road network</li> <li>Services available on site as currently used by Caravan and Camping Club</li> </ul>
GT20 Land at J15 of M40	Yes	Partially	Red	<ul style="list-style-type: none"> <li>Green Belt</li> <li>Part of River Avon LWS and potential LWS</li> <li>Impact concerns on wildlife</li> <li>Not desirable in terms of potential impact on water environment</li> <li>Warwickshire Habitat Alert Site and pond</li> <li>Large proportion of site in Flood Zone 3</li> <li>Noise and air quality issues from surrounding road network including M40 and A46 and new road system with roundabout at Sherbourne</li> <li>Hedgerow retention notice 69m from eastern boundary</li> <li>Highly visible being set lower than surrounding roads</li> <li>Access unlikely to be achievable</li> <li>Remote from services and facilities and no pedestrian access</li> </ul>

### Alternative Sites suggested through Options Consultation

Site	Green Belt?	PD land?	Red/Amber /Green	Commentary
GTalt01 Brookside Willows, Banbury Road	No	Yes	Green	<ul style="list-style-type: none"> <li>Not in Green Belt</li> <li>Has planning permission for holiday caravan site</li> <li>Close to edge of urban area</li> <li>Well screened</li> <li>New access created with turning lane from Banbury Road to highway standards for caravan park</li> <li>Flooded watercourses drain to road rather than onsite</li> <li>Planning conditions on existing permission deal with issues of contamination from landfill</li> <li>Landfill details/potential risks known from previous work carried out for planning application</li> <li>Existing pedestrian access</li> </ul>

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				<ul style="list-style-type: none"> <li>• Close to primary road network</li> </ul>
GTalt02 Land off Rugby Road, Cubbington	Yes	Yes	Amber/Red	<ul style="list-style-type: none"> <li>• Green Belt but previously developed</li> <li>• North Cubbington Wood is replanted ancient woodland</li> <li>• Some surface water flooding on small area in south east corner</li> <li>• Remote from services and facilities</li> <li>• Existing access likely to be suitable to serve site, but visibility splays may not be achievable and intensified use of site may be detrimental to public highway safety. Speed survey would be required if progressing this site</li> <li>• Landowner considers unlikely to be viable as would include purchase of North Cubbington Wood as well as timber yard business</li> </ul>
GTalt03 Henley Road//Hampton Road	Yes	No	Amber	<ul style="list-style-type: none"> <li>• Access achievable along Hampton Road</li> <li>• On public transport route</li> <li>• Pedestrian access</li> <li>• Landowner very keen to promote site for this use</li> <li>• Available and deliverable</li> </ul>
GTalt04 Station Road, Hatton	Yes	No	Red	<ul style="list-style-type: none"> <li>• Green Belt</li> <li>• High landscape area</li> <li>• Station House Grade II Listed Building</li> <li>• Noise from railway</li> <li>• Surface water flooding along eastern edge</li> <li>• Remote from all services and facilities</li> <li>• Station Road unsuitable to serve caravans</li> <li>• Access could not be achieved</li> <li>• Already assessed for residential use and found unsuitable</li> </ul>
GTalt05 West of Europa Way	No	No	Red	<ul style="list-style-type: none"> <li>• No existing access and difficult to achieve</li> <li>• Narrow site which, once access road taken out of site area, would leave no space for pitches. Site has insufficient depth</li> <li>• Site is not suitable for caravans in access terms</li> </ul>
GTalt06 Land at Warwick Gates/Trident park (junction of Heathcote Lane with Macbeth Approach)	No	No	Red	<ul style="list-style-type: none"> <li>• Site currently allocated as employment land</li> <li>• Site is likely to be allocated for residential development in Draft Local Plan</li> <li>• Access only off Macbeth Approach would be restricted to conventional housing site</li> </ul>

## APPENDIX 2

GTalt07 Field west of Leicester Lane, Cubbington	Yes	No	Red	<ul style="list-style-type: none"> <li>• Green Belt</li> <li>• High landscape value</li> <li>• Open to views from west</li> <li>• Difficult to achieve access</li> <li>• Restrictive covenant on land to resist development</li> </ul>
GTalt08 Employment Land, Lower Cape, Warwick	No	Yes	Red	<ul style="list-style-type: none"> <li>• Allocated employment land and part of district's employment land portfolio</li> <li>• Industrial estates are not suitable for any type of residential use</li> <li>• Planning permission has been recently granted to develop this part of the site for employment use</li> </ul>
GTalt09 Former Ridgeway School, Montague Road	No	Yes	Red	<ul style="list-style-type: none"> <li>• Potential noise and air pollution from adjacent employment area which would impact on caravans</li> <li>• Potential LWS on southern boundary</li> <li>• Likely to be allocated for residential use in Draft Local Plan</li> </ul>
GTalt10 Land off Welsh Road, Cubbington	Yes	No	Red	<ul style="list-style-type: none"> <li>• Green Belt</li> <li>• Flood Zones 2 and 3 through centre of site</li> <li>• No public transport access and no footpaths</li> <li>• Owners wish to retain site for expansion of existing business once flood attenuation measures are carried out</li> </ul>
GTalt11 Stoneleigh Showground	Yes	Yes	Red	<ul style="list-style-type: none"> <li>• Green Belt</li> <li>• Part Registered Park and Gardens</li> <li>• Site is protected for specialist rural-based employment uses</li> <li>• LWS around buildings</li> <li>• Flood zones 2,3,3a and 3b</li> <li>• Remote from facilities</li> <li>• Access issues unless it can be proven that there would be no intensification in traffic using existing access to site</li> <li>• Not deliverable</li> </ul>
GTalt12 Land west of Barford By-Pass	No	No	Green	<ul style="list-style-type: none"> <li>• Not in Green Belt</li> <li>• Flood zones 2,3,3a only along edge of river bank</li> <li>• Close to services and facilities at Barford</li> <li>• Close to primary road network</li> <li>• Access can be achieved but highway not supportive of access creation on Barford By-Pass to serve this type of development</li> <li>• Partly owned by WCC</li> </ul>



## **APPENDIX 2**

GTalt13 Land off Old Warwick Road, between Rowington and Shrewley	Yes	No	Red	<ul style="list-style-type: none"> <li>• Green Belt</li> <li>• Surface water flooding on southern boundary</li> <li>• Access not achievable and road not suitable to serve caravans due to lack of visibility</li> </ul>
GTalt14 Land north of Fortress House, Stratford Road	No	No	Red	<ul style="list-style-type: none"> <li>• Within Cordon Sanitaire of sewage works with accompanying smells</li> <li>• Flood Zones 3, 3a and 3b on northern third of site. Flood Zone 2 across eastern quarter of site</li> <li>• Unsuitable for any residential use</li> </ul>
GTalt15 r.o. department store, Leamington Retail Park	No	No	Red	<ul style="list-style-type: none"> <li>• Surface water flooding across southern half of site and smaller area on eastern half</li> <li>• Part of retail/employment sites</li> <li>• Access would have to be from Olympus Way</li> <li>• Very urban setting not suitable for this use</li> </ul>
GTalt16 Gateway proposed employment site	Yes	Yes	Red	<ul style="list-style-type: none"> <li>• Green Belt</li> <li>• LWS/ancient woodland on part of site</li> <li>• Parts of site are in Flood Zones 2 and 3</li> <li>• Possible contamination from former uses</li> <li>• Uncertainty over future of site but Council committed to Gateway employment site proposal</li> </ul>
GTalt 17 Sydenham Industrial Estate (vacant units)	No	Yes	Red	<ul style="list-style-type: none"> <li>• Areas of surface water flooding throughout the site</li> <li>• Industrial site unsuitable for residential use, particularly caravans which are vulnerable to noise</li> </ul>
GTalt18 Land off Stoneleigh Road, Baginton	Yes	Yes	Red	<ul style="list-style-type: none"> <li>• Green Belt</li> <li>• Two small areas subject to surface water flooding</li> <li>• Remote from services and facilities</li> <li>• No public transport provision</li> <li>• Access not currently achievable due to carriageway alignment</li> </ul>
GTalt19 Castle Park, Warwick	No	Yes	Red	<ul style="list-style-type: none"> <li>• Grade I Registered Park and Garden</li> <li>• River Avon LWS</li> <li>• Stands of trees subject of TPO's</li> <li>• Designed landscape in Conservation Area</li> <li>• Would require new access to be taken off Banbury Road</li> <li>• Unsuitable for development</li> </ul>
GTalt20 Land off Ranelagh Street	No	Yes	Red	<ul style="list-style-type: none"> <li>• Major part of site susceptible to surface water flooding</li> <li>• Contamination due to industrial processes on site</li> </ul>

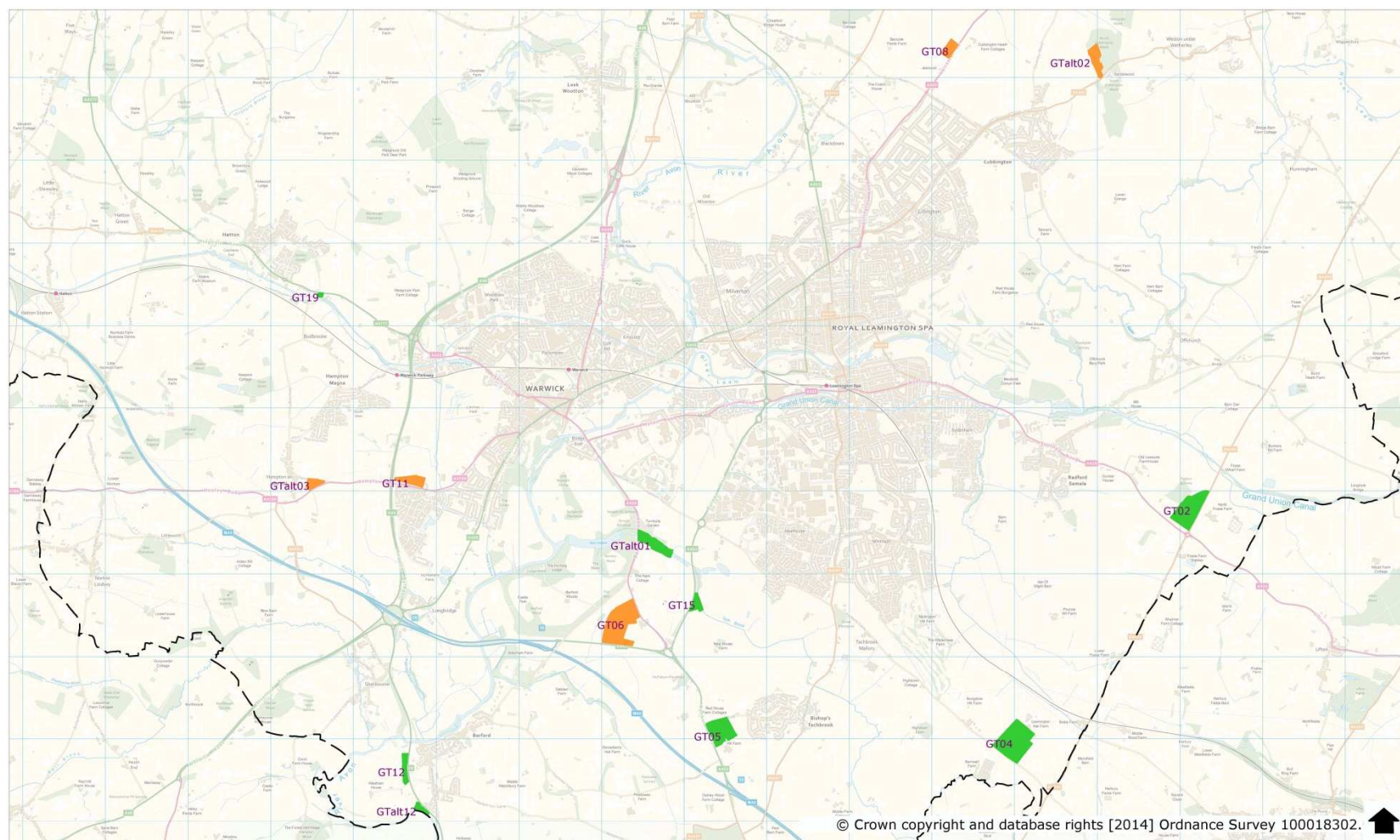
## **APPENDIX 2**

				<ul style="list-style-type: none"> <li>• Canal is LWS</li> <li>• Unlikely to be unsuitable on highway grounds</li> <li>• Current owners have not indicated any intention to relocate</li> </ul>
GTalt21 South east of Leamington Golf and Country Club	No	No	Red	<ul style="list-style-type: none"> <li>• High pressure gas main runs through centre of site. Including buffer zone, there is no developable land remaining</li> <li>• Surface water flooding potential on northern boundary</li> <li>• Width and condition of Golf Lane precludes use as access for vehicles likely to be associated with the site</li> <li>• Unsuitable for any development</li> </ul>
GTalt22 Extend caravan site at Warwick racecourse	No	Yes	Red	<ul style="list-style-type: none"> <li>• LWS</li> <li>• Conservation Area</li> <li>• Likely to flood on south west corner</li> <li>• Very open and conspicuous</li> <li>• Access would have to be shared with Camping and Caravan Club access</li> <li>• As a Caravan and Camping Club site, this use would not be suitable</li> </ul>
GTalt23 Althorpe Street (vacant units)	No	Yes	Red	<ul style="list-style-type: none"> <li>• Canal is LWS</li> <li>• Large area susceptible to surface water flooding</li> <li>• Railway runs along north and west boundary with associated noise issues</li> <li>• Industrial sites are not suitable for any type of residential use</li> </ul>
GTalt24 Land off M40 junction at Sherbourne	Yes	No	Red	<ul style="list-style-type: none"> <li>• Whole site within Flood Zones 3, 3a and 3b</li> <li>• Whole site susceptible to surface water flooding</li> <li>• Immediately adjacent to J15 of M40</li> <li>• Noise from M40 and A46</li> <li>• Adjoining Sherbourne Conservation Area</li> <li>• Site suffers from permanent flooding and is unsuitable for any kind of development</li> </ul>

**APPENDIX 2**

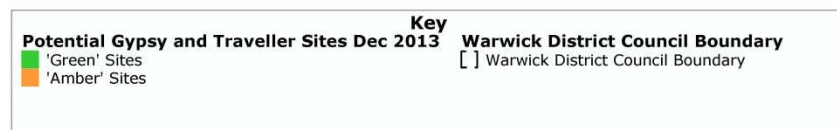
Potential Site Capacity of Green and Amber Sites:

<b>Site Ref:</b>	<b>Address</b>	<b>Site or Area of Search</b>	<b>Green/Amber</b>	<b>Site Area (ha)</b>	<b>Capacity (potential number of pitches)</b>	<b>Recommended Maximum</b>
GT02	Land abutting the Fosse Way close to its junction with the A425	Area of search	Green	9.8	15	10
GT04	Land at Harbury Lane/Fosse Way	Area of search	Green	13.8	15	10
GT05	Land at Tachbrook Hill Farm	Area of Search	Green	6.8	15	10
GT06	Land at Park Farm/Spinney Farm	Area of search	Amber	13.2	15	15
GT08	Depot west side of Cubbington Heath Farm	Site	Amber	2.0	15	8
GT11	Land at Budbrooke Lodge, Racecourse and Hampton Road	Area of search	Amber	3.2	15	10
GT12	Land north of Westham Lane, Barford	Site	Green	1.8	15	8
GT15	Land east of Europa Way	Site	Green	0.7	5	5
GT19	Land off Birmingham Road, Budbrooke	Site	Green	0.3	5	5
GTalt01	Brookside Willows, Banbury Road	Site	Green	4.7	15	10
GTalt02	Wood Yard, Rugby Road, Cubbington	Site	Amber	3.3	15	10
GTalt03	Land at Henley Road/Hampton Road, Hampton on the Hill	Site	Amber	1.6	15	15
GTalt12	Land off Barford By-Pass	Site	Green	0.9	8	8



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## Gypsy and Travellers - Green & Amber Sites



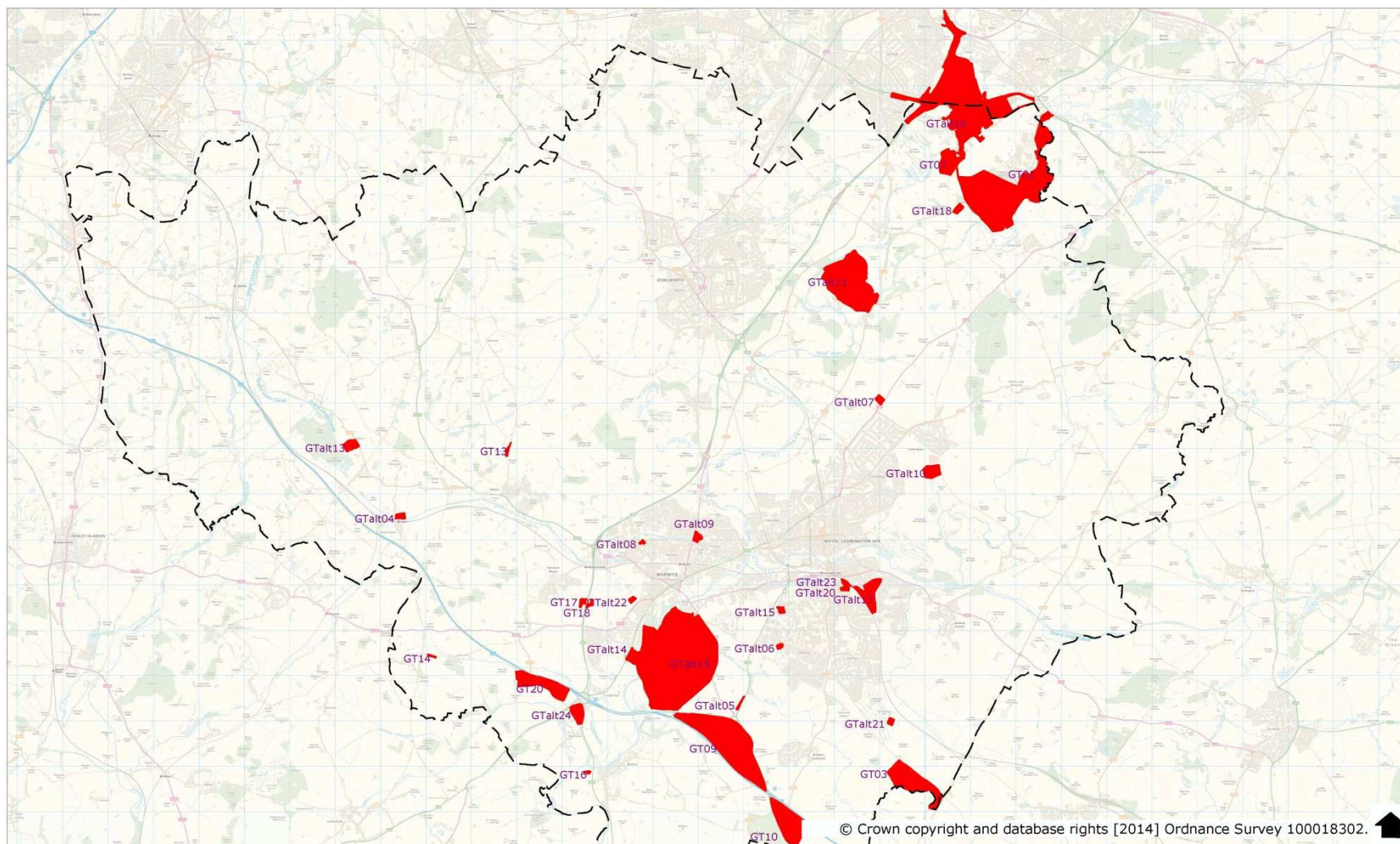
SP3064 1:42000 @ A3  
30/01/2014 DSR


Scale  
0 400 800 1200 1600 2000 m



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## Gypsy and Travellers - Red Sites

Key	
	Potential Gypsy and Traveller Sites Dec 2013
	Warwick District Council Boundary

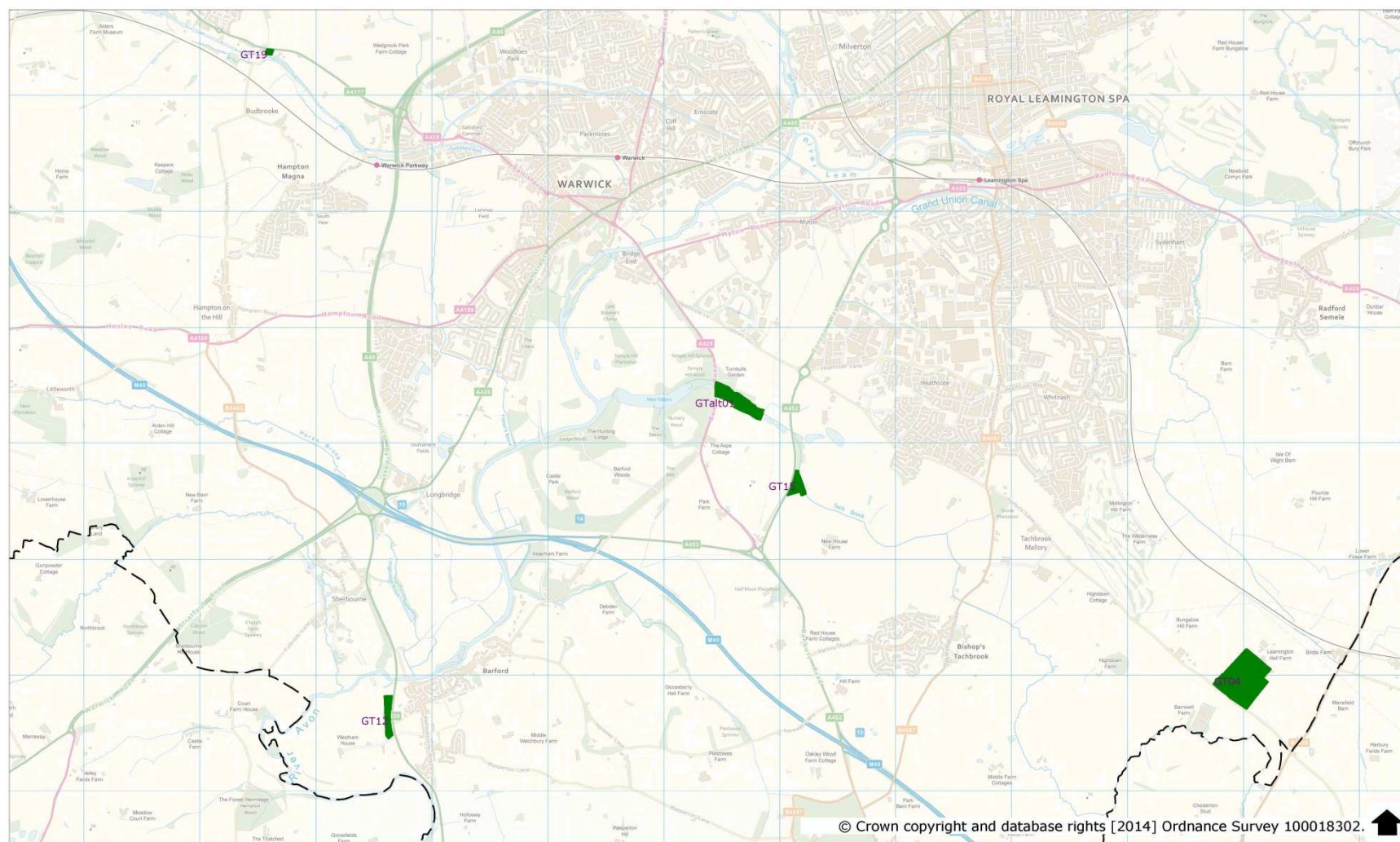
SP2968 1:77000 @ A3  
30/01/2014 DSR

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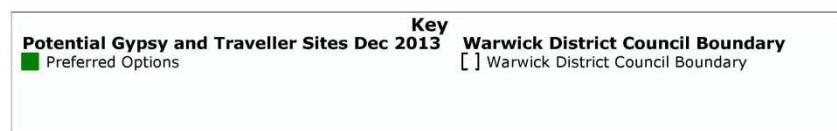


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## Gypsy and Travellers - Preferred Options



SP2963 1:30000 @ A3  
30/01/2014 DSR

**Scale**  
0 250 500 750 1000 1250 m



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**8. Preferred Options for Consultation**

Paragraph 2.11 of this document details the requirement for Warwick District to provide sites for 25 pitches within 5 years and a further 6 pitches by 2027.

**PO1: Meeting the Requirement for Permanent Pitches**

It is the Council's Preferred Option to meet requirement for 31 pitches (25 by 2017) at the following locations:

GT04 Land at Harbury Lane/Fosse Way: up to 10 pitches proposed  
 GT12 Land north of Westham Lane, Barford: up to 8 pitches proposed  
 GT15 Land east of Europa Way: up to 5 pitches proposed  
 GT19 Land off Birmingham Road, Budbrooke: up to 5 pitches proposed  
 GTalt01 - Brookside Willows, Banbury Road: up to 10 pitches proposed

Justification for PO1:

Each of these sites has been assessed as suitable ("green" in the site assessment tables). Together they also represent a sustainable pattern of development in that:

- a) They are either located outside the green belt, or in the case of GT19 the site is previously developed land
- b) Their locations mean that the developments are located close to existing settlements which can accommodate the relatively small impact on infrastructure in a sustainable way

As the summary tables in section 7 above demonstrate (along with the full site assessments detail on the website), each of these sites has been carefully assessed against the criteria set out in para 6.1 and 6.2 above. The further details of the justification for including these sites are set out in Section 9 below, along with location maps.

There remains a risk that one or more of these sites will not be able to deliver the pitches proposed. For instance, there may be issues regarding:

- Whether existing uses can be suitably relocated to enable the site to be available
- Whether the infrastructure requirements (both on and off site) can be viably delivered

However, the site assessment tables set out in section 7 above show that there are a number of alternative options (see all site classified as green or amber) that are (or could be) suitable and could be considered in these circumstances.

**PO2: Meeting the requirement for Transit Pitches**

The Council will continue to work with Warwickshire County Council to meet the requirement for transit pitches at temporary stopping places and will support the delivery and effective use of sites within the County

### Justification for PO2

The GTAA indicated a need for 9 pitches to be provided on transit sites. It is important that these sites are provided and are used effectively so that Gypsy and Traveller communities who stay for relatively short periods of time on illegal and/or inappropriate sites can be provided with alternative accommodation much more quickly.

The District Council is supporting Warwickshire County Council to provide transitory accommodation on two temporary stopping sites within the County – one in the north and one in the south. The exact location of these sites is still to be finalised, but it is currently anticipated that these sites will be provided outside Warwick District.

### **PO3: Criteria for assessing sites**

Proposals to develop land for use as Gypsy and Traveller Sites will be assessed against the following Criteria:

- Impact on the green belt
- Impact on Landscape character
- Impact on heritage assets and the settings of heritage assets
- Impact on designated areas of nature conservation
- Flooding issues
- Ability of infrastructure requirements to be adequately met
- Impact on ecology
- Impact of land contamination, noise and other disturbance
- Agricultural land quality
- Impact on visual amenity including the visibility and character of the site and surrounding area
- The potential for the site to be adequately screened
- Access to the road network
- Distance to GP surgeries, schools, dentists, hospitals, shops and community facilities
- Proximity to other residential properties
- Potential for the proposal to utilise previously developed land
- Safe access to and from the site for vehicles and pedestrians
- Site topography
- Suitable size
- Availability of the site (including impact on the existing uses on the site)
- Deliverability of the site and associated infrastructure requirements

### Justification for PO3

Section 7 above shows how the sites considered in this document have been assessed against a number of criteria. However, Planning Applications may be submitted to use sites for Gypsy and Traveller accommodation over and above the sites detailed in this document. In the event that this happens, the criteria set out in PO3 will be used to assess those applications.



These criteria are not only consistent with the criteria used to assess sites in this document but are also consistent with the National Policy for Gypsy and Traveller Sites

## **9 Summary of Potential Sites (Options and Alternatives)**

### **A: Preferred Options for Meeting the Requirement for 31 Pitches**

#### **GT04 Land at Harbury Lane/Fosse Way (Green)**

The site is not in the Green Belt and is currently the home ground of Leamington Football Club. The Football Club could be amenable to the sale of the land for a Gypsy and Traveller site if they are able to relocate as part of a wider scheme through the local plan. It is unlikely that the site could connect to a public foul mains sewer, but could drain away from the south or be served by a non-mains solution. Access could be taken off Harbury Lane provided that any new access is not opposite an existing and visibility splays can be achieved. The nearest school with places is likely to be Bishops Itchington Primary School although new schools built through new housing developments allocated in the Local Plan could also provide school places to children in this area. GP surgeries are located at Bishops Tachbrook (2.7 miles), Whitnash or Harbury (2.6 miles) and bus services are 77 bus service (2060m), 64 bus service passes site, 498 bus service (irregular)

**GT04 Map**



**GT04 - Land at Harbury Lane, Fosse Way**

Scale  
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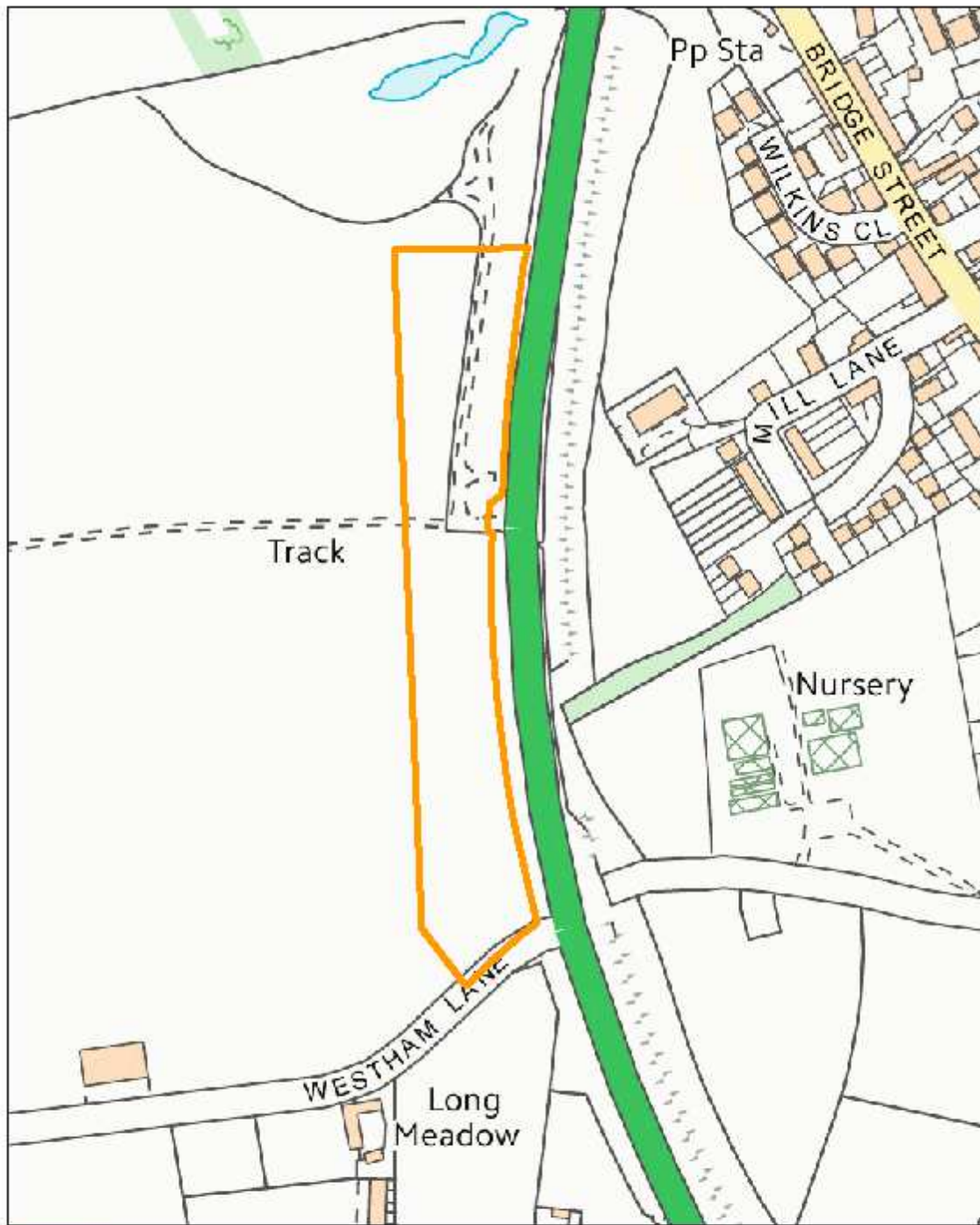
SP3360 | 1:5000 @ A4 | 20/01/2014 | DSR | Grid Reference: 433998E, 260956N

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**GT12 Land north of Westham Lane, Barford (Green)**

The site is not in the Green Belt. The original area of search consulted on summer 2013, has been reduced to allow for a viable agricultural use of remainder and so avoiding areas in Flood Zone 3 which is the floodplain. The site is immediately adjacent to services and facilities in Barford village but there may be some safety issues in crossing the Barford by-pass to access these. The location is good in relation to the primary road network, being close to Longbridge and J15 of the M40 and A46 offering access to all major routes throughout the region. It is unlikely that the site could connect to the public foul mains sewer and would need a non-mains solution. This is likely to be acceptable subject to appropriate controls. The priority area school is Barford St Peter's, which is 0.5 miles away. Some places at the school are taken by out of area children but children within the priority area will take priority and if new development raises the local numbers substantially, the school may be extended in the longer term. A GP surgery is located at Barford (0.5 miles) and public transport provided by the 18 and 18a bus services (321m). The landowner is not willing to sell this site, so compulsory purchase powers would have to be used to bring the site forward.

**GT12 Map**



**GT12 - Land north and west of Westham Lane (area of search)**

Scale  
0 15 30 45 60 75 m

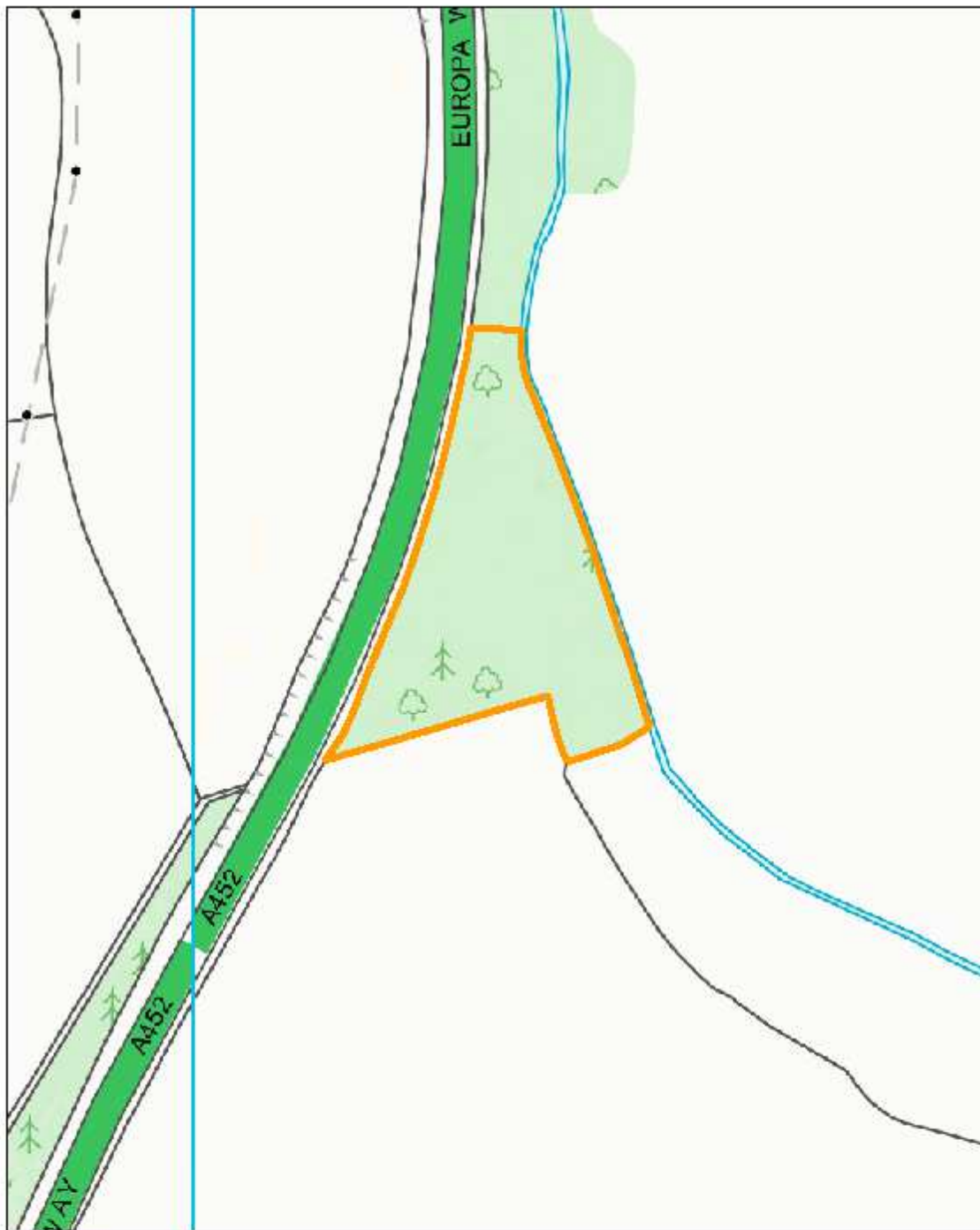
SP2660NE | 1:2500 @ A4 | 20/01/2014 | DSR | Grid Reference: 426644E, 260633N

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**GT15 Land east of Europa Way (Green)**

This site is not in the Green Belt. The land belongs to Warwickshire County Council and was originally purchased to dump spoil from the excavation of the new road, now Europa Way. The land therefore slopes away from the road and is less visible because of this. In theory, it should be possible to deliver this site ahead of others as the land can be transferred easily. It is unlikely that the site could connect to public foul mains sewer and would need a non-mains solution. Access and visibility splays are achievable if some roadside vegetation is removed. The nearest school to this site is Kingsway (1.9 miles) which does have capacity. New schools built through new housing developments allocated in the Local Plan could also provide the opportunity for school places. Other existing schools are at Bishop's Tachbrook, St Margaret's and St Joseph's. A GP surgery is located at Bishop's Tachbrook (1.6 miles) and public transport provided by the 68 bus service (554m) and 77 bus service (554m).

**GT15 Map**



**GT15 - Land east of Europa Way**

Scale  
0 15 30 45 60 75 m

SP3062NW | 1:2500 @ A4 | 20/01/2014 | DSR | Grid Reference: 430152E, 262617N

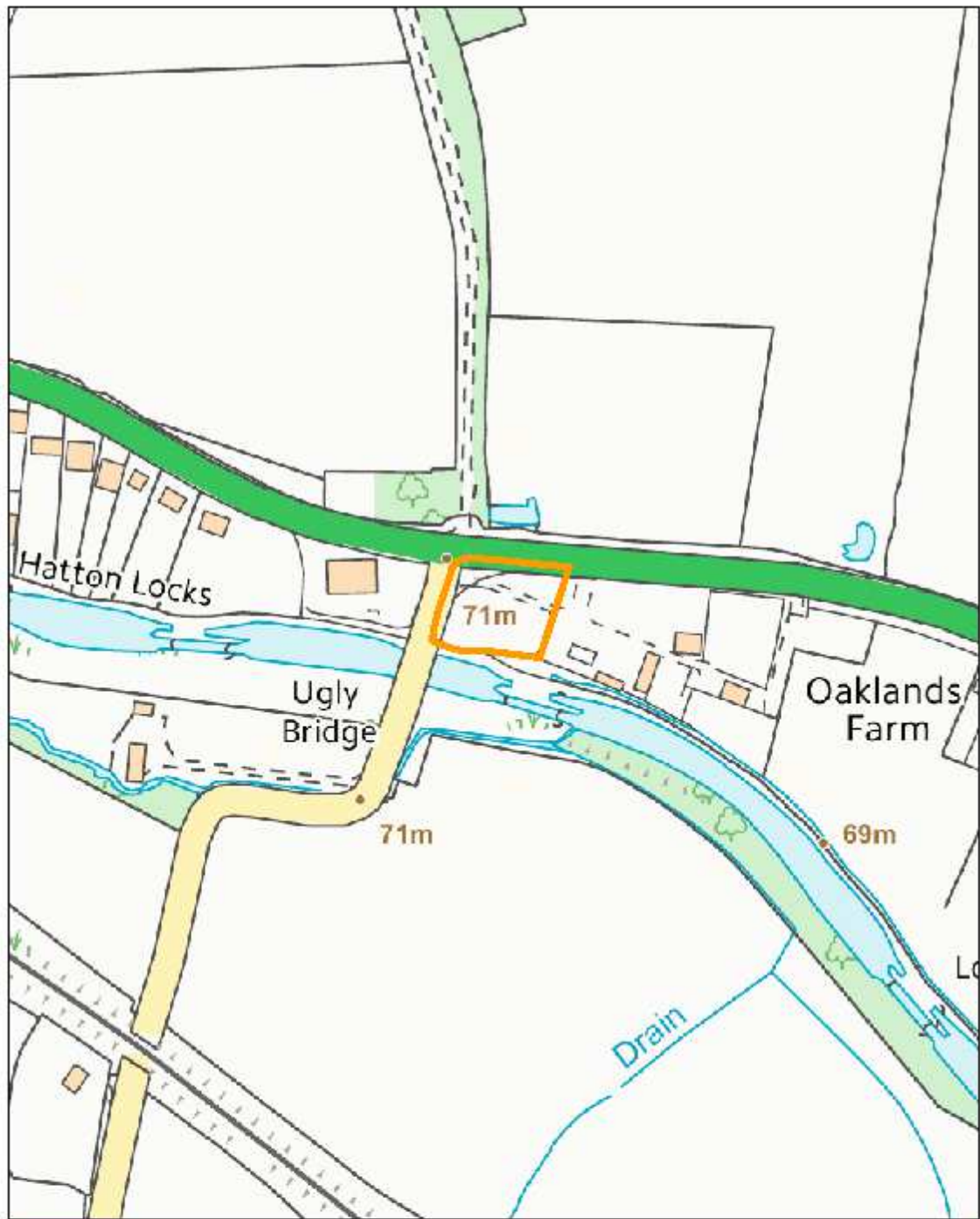
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**GT19 Land off Birmingham Road, Budbrooke (Green)**

The land is in the Green Belt but part of a larger use making it previously developed land. It is located adjacent to a petrol filling station and other houses and although faces open countryside currently, has an urban feel on this side of the Birmingham Road. Currently this part of the land is used as a site for the Camping and Caravan Club so services are already available. The site area has been reduced from that originally considered to avoid other existing uses and retain the viability of the remaining unit. The existing access points are already used for the Camping and Caravan Club caravans and fewer movements of large vehicles would take place on a permanent site. The site is unlikely to be able to connect to public foul mains sewer and would need a non-mains solution. A habitat buffer would be required along the line of the watercourse which flows along the southern boundary. The land is Grade 3 agricultural land and therefore not of the highest quality. The Priority area school would be Budbrooke Primary School where numbers are falling. The school does currently take children from Warwick which is out of its catchment area. A bid has been made for funding to expand this school based on the knowledge that there could be more 'in area' children in the future when new village housing is developed. There is a GP surgery located at Hampton Magna (1.1 miles) and public transport is provided by the 68 bus service, the 60 bus service (irregular) and the 511 bus service (irregular) all of which pass the site. Subject to agreement with the landowner, this site could be delivered within 5 years.



**GT19 Map**



**GT19 - Land off Birmingham Road, Budbrooke, Oaklands Farm**

Scale  
0 15 30 45 60 75 m

SP2566SE | 1:2500 @ A4 | 20/01/2014 | DSR | Grid Reference: 425598E, 266367N

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**GTalt01 Brookside Willows, Banbury Road (Green)**

This site is not in the Green Belt. The site already has an extant planning permission for holiday caravan site. It is located close to edge of urban area but well screened from the road. A new access has recently been created with a turning lane from Banbury Road to highway standards for caravan park. Several local watercourses drain close to the site, but the water runs into the road rather than onto the site. Although a landfill site in the past, some research has been carried out in connection with the existing planning permission to identify the contaminants and planning conditions were attached to the permission to deal with these issues. This use is very similar to that proposed and if designed properly with the right approach to ventilation and erection of fixed buildings on floating slabs, the site could be developed for permanent use. There is pedestrian access along the roadside and it is close to the primary road network. If the site is developed it is recommended that a buffer should be retained with a wildlife corridor along the Tach Brook. Whilst opposite Castle Park, the site is set back, has a narrow frontage and is well screened from the road by an established tree belt which has been at this location for a long period of time and is part of the street scene. If necessary, this tree belt could be added to as part of a landscaping scheme at the time of a planning application. The principle of locating caravans here has been established by the extant planning permission. Schools are located in the south of Warwick and three new schools are to be delivered as part of the housing allocations in the Draft Local Plan. Places will be available here for children in this area.

**GTalt01 Map**



**GTalt01 - Brookside Willows, Banbury Road**

Scale  
0 15 30 45 60 75 m

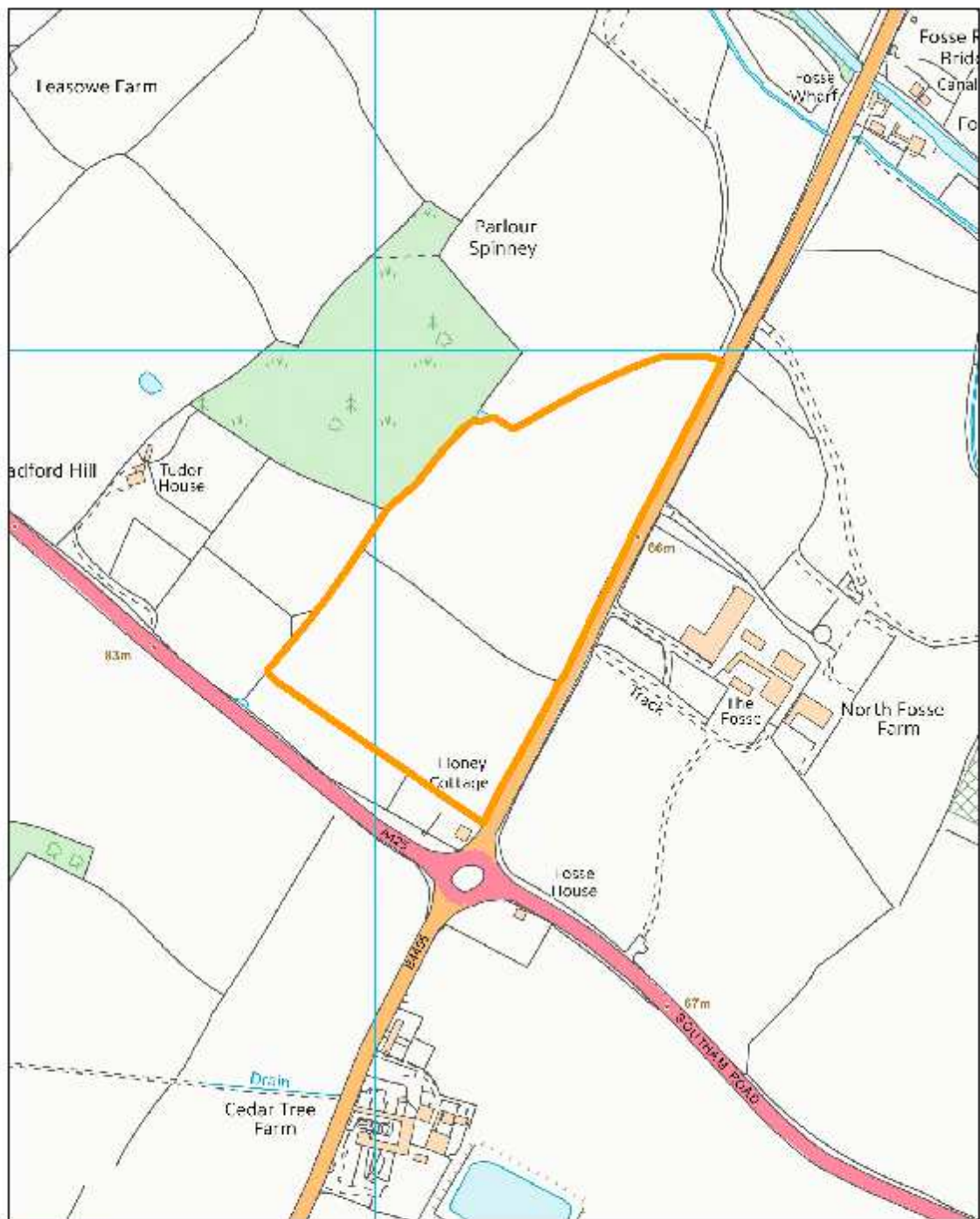
SP2963SE | 1:2500 @ A4 | 20/01/2014 | DSR | Grid Reference: 429639E, 263359N

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**B: Alternative Sites****GT02 Land abutting the Fosse Way close to its junction with the A425 (Green)**

The site is not in the Green Belt. It is part of a farm complex and would take access from a new point along the Fosse Way. The Fosse Way is a popular route with the travelling community and the site is ideally located for this reason. It lies wholly within Flood Zone 1 which is sequentially preferable. The land is Grade 3 and 3a agricultural land. It is adjacent to Parlour Spinney which is a potential Local Wildlife Site. Although unable to connect to the public foul mains sewer, a non-mains solution could be provided. Radford Semele is the closest school to the site (1.5 miles) and Harbury school is at 1.7 miles. GP surgeries are located at Croft, Sydenham (2.6 miles) or Harbury (1.6 miles). There are 63/64 and 498 bus services along A425. The landowner is not willing to sell this site, so compulsory purchase powers would have to be used to bring the site forward.

**GT02 Map**



**GT02 - Land abutting the Fosse Way at its junction with the B425**

Scale  
0 25 50 75 100 125 m

SP3663 | 1:5000 @ A4 | 20/01/2014 | DSR | Grid Reference: 436118E, 263734N

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**GT05 Land at Tachbrook Hill Farm (Green)**

This site is not in the Green Belt. It is unlikely that the site could be connected to the public foul mains sewer so would need a non-mains solution. It lies wholly within low risk Flood Zone 1 and is sequentially preferable in terms of flood risk. The land is Grade 3 agricultural land. Access is feasible if created northwest of Tachbrook Hill Farm access, but should be in advance of traffic calming features. Bishop's Tachbrook School is the closest to the site (0.9 miles). Children living on this site would secure places over children at a greater distance. There are also three new schools proposed as part of the allocated development sites in the Draft Local Plan and these will also serve this area. A GP surgery is located at Bishops Tachbrook one mile away. The 77 bus service passes the site. The landowner is not willing to sell this site, so compulsory purchase powers would have to be used to bring the site forward.

**GT05 Map**



**GT05 - Land at Tachbrook Hill Farm**

Scale  
0 25 50 75 100 125 m

SP3061 | 1:5000 @ A4 | 20/01/2014 | DSR | Grid Reference: 430454E, 261071N

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**GTalt12 Land off Barford By-Pass (Green)**

The site is not in the Green Belt. Along the edge of the river bank the land lies in flood zones 2 and 3, however this does not impinge on the land which the development would occupy. The site is close to services and facilities at Barford village although this does mean crossing the by-pass to access them. There are however footpaths along the roadside. It is close to the primary road network at Longbridge giving access to the M40 and A46 and linking to other major roads across the region. Access can be achieved by utilising the existing access points of which there are two, by widening the visibility splays, but the highway authority is not supportive of access creation on Barford By-Pass to serve this type of development. The site is within two ownerships: Warwickshire County Council being one and a private landowner the other. Although WCC may be amenable to transferring ownership of its part of the site, the private landowner is not willing to sell this site, so compulsory purchase powers would have to be used to bring the site forward. The priority area school, Barford St Peter's, is 0.8 miles from the site. Some places at the school are taken by out of area children but children within the priority area will take precedence and if new development raises the local numbers substantially, the school may need to be extended in the longer term. There is a GP surgery located in Barford (0.8 miles). There are two bus stops within the recommended walking distance of 800m for the 18 and 18a bus service.



**GTalt12 Map**



**GTalt12 - Land west of Barford Bypass**

Scale  
0 15 30 45 60 75 m

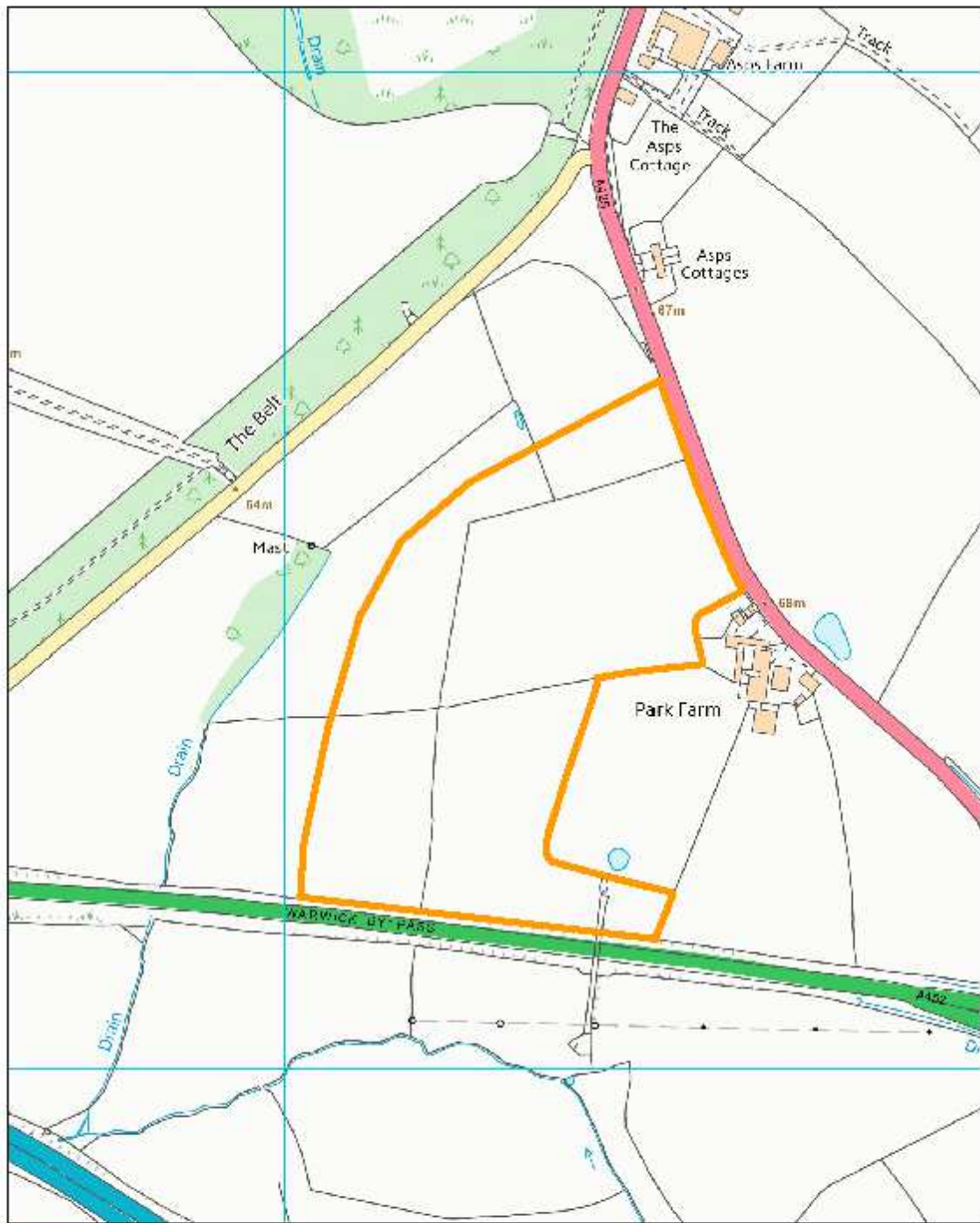
SP2660SE | 1:2500 @ A4 | 20/01/2014 | DSR | Grid Reference: 426808E, 260131N

Policy, Projects and Conservation, Development Services. ldf@warwickdc.gov.uk (01926) 456504

**GT06 Land at Park Farm/Spinney Farm (Amber)**

This site is not in Green Belt. Use of just a central section of the site for this use may cause problems for viable agricultural unit as it dissects fields. It is in close proximity to the Grade 1 Listed Park and Garden at Castle Park. There should not be development close to Banbury Road therefore that gives the area a more urban feel and appearance. There are unknown contamination issues relating to a former landfill site on western third of site which reduces the developable area. There may also be noise issues connected with proximity to Warwick By-Pass depending on where exactly the site is located. The site lies within Flood Zone 1 and is therefore sequentially preferable. There is however an ordinary watercourse running through the centre of the site and along the eastern boundary for which no modelling has been undertaken. This could affect the capacity of the site for development and therefore further assessment needs to be undertaken prior to allocation. Regardless of floodplain extent, the watercourse and ponds must be protected and buffered from development. It is unlikely that the site could be connected to the public foul mains sewer so would need a non-mains solution. A new access should be achievable north of Park Farm. There are a number of school places in Leamington at Kingsway Primary. A GP surgery is located at Bishops Tachbrook (1.4 miles). Public transport is provided by the 68 bus service (0.9 miles). The landowner is not willing to sell this site, so compulsory purchase powers would have to be used to bring the site forward.

**GT06 Map**



**GT06 - Land at Park Farm, Spinney Farm**

Scale  
0 25 50 75 100 125 m

SP2962 | 1:5000 @ A4 | 20/01/2014 | DSR | Grid Reference: 429212E, 262455N

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**GT08    Depot west side of Cubbington Heath Farm (Amber)**

This site is in the Green Belt, but previously developed having been used possibly as a quarry later filled and now as a road salt store by Warwickshire County Council which leases the land from the current owners. There are potential contaminants from both former uses, but these are currently unknown. There is a potential impact on local wildlife with reports of protected species having been seen on the site. The site is wholly within Flood Zone 1 and therefore sequentially preferable. This land is within 1000m of HS2 and there is no advice as yet as to how far residential property should be located from the line to prevent noise issues. Located on sandstone an additional assessment is required to ensure that there would be no risk to groundwater. Access should be achievable with the required visibility splays. Although Grade 2 agricultural land, the contamination issues make this land unsuitable for agricultural use in the short term. The site is more remote than some but within easy reach of the edge of Leamington and Cubbington in particular. The priority area school would be Cubbington which is usually full or close to capacity. Travellers looking for places this year would take priority over out of area children and so would be likely to secure places. There is also a Catholic School in Cubbington which has some spare capacity. There is a GP surgery at Rugby Road (1.3 miles) and public transport is provided by the 67 bus service (1126m) and 538 bus service (irregular – 1287m). . The landowners are not willing to sell this site, so compulsory purchase powers would have to be used to bring the site forward.

**GT08 Map**



**GT08 - Depot to west side of Cubbington Heath Farm**

Scale  
0 15 30 45 60 75 m

SP3369SW | 1:2500 @ A4 | 20/01/2014 | DSR | Grid Reference: 433215E, 269327N

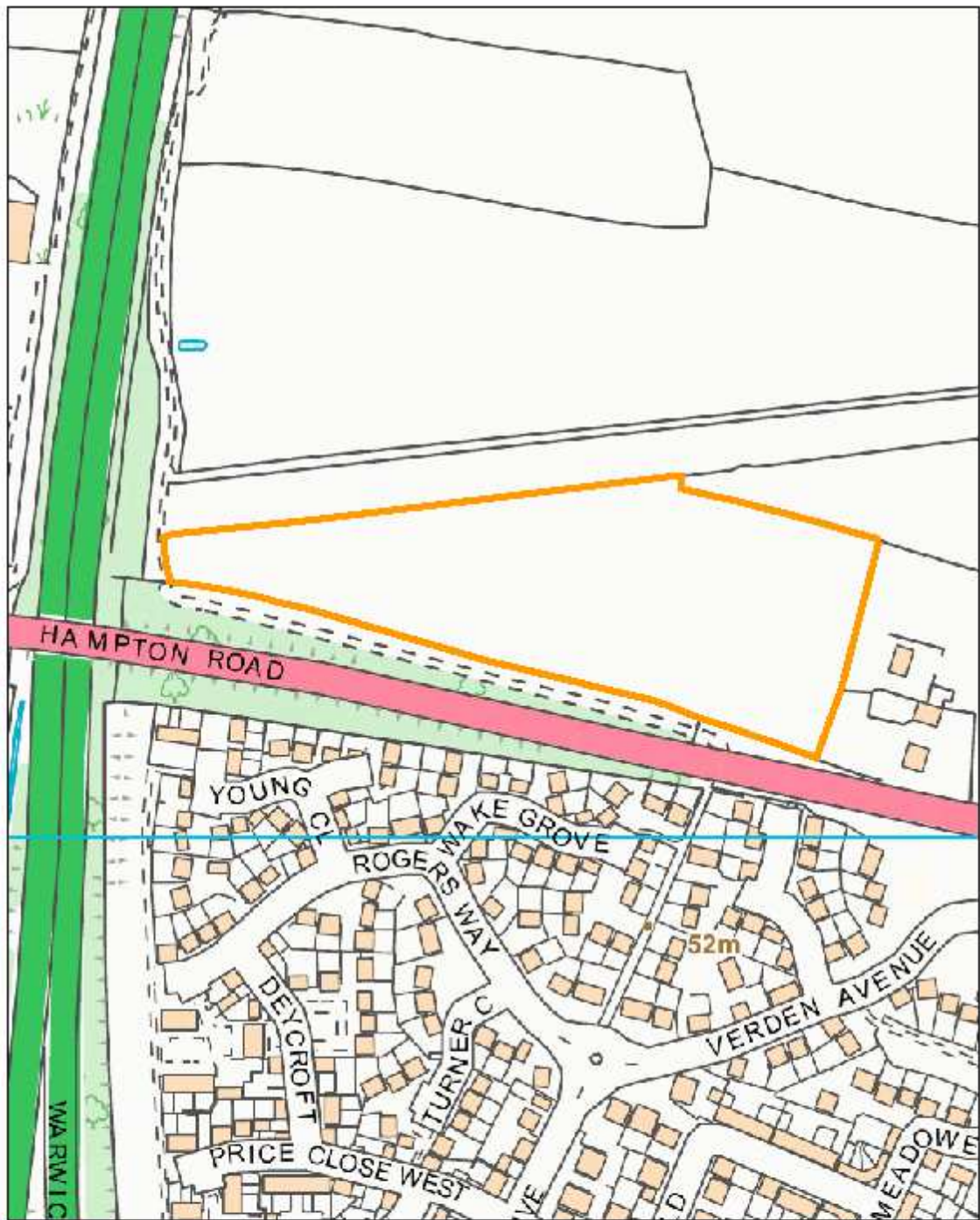
Policy, Projects and Conservation, Development Services. ldf@warwickdc.gov.uk (01926) 456504

**GT11 Land at Budbrooke Lodge, Racecourse and Hampton Road**  
(Amber)

The site is not in the Green Belt. The Gog Brook has been modelled so there is confidence over the extent of floodplain and the site would be located to avoid it. There is however, uncertainty over the impact on racecourse and Budbrooke Lodge, which is a private residence. The site includes the Gog Brook Local Wildlife Site. It would be immediately adjacent to local services and facilities at Chase Meadow on the edge of urban area with easy access to Warwick and the facilities afforded by the town. The site is also well located for access to the primary road network. Good pedestrian access links the site with Chase Meadow and Warwick. Whilst vehicular access may be achievable the Budbrooke Lodge access is preferred by the highway authority and this may not be available. It may be possible to connect to main sewers serving Chase Meadow. Children would apply for places at Woodloes Primary school as other closer schools are likely to be full, although new Local Plan housing allocations will deliver three new schools in the area and children will fall within one of these catchment areas. There is a GP surgery at Chase Meadow (0.5 miles) and public transport is provided by the 68 bus service which passes the site.



**GT11 Map**



**GT11 - Land at Budbrooke Lodge, Racecourse and Hampton Road**

Scale  
0 15 30 45 60 75 m

SP2664SE | 1:2500 @ A4 | 20/01/2014 | DSR | Grid Reference: 426671E, 264112N

Policy, Projects and Conservation, Development Services. [ldf@warwickdc.gov.uk](mailto:ldf@warwickdc.gov.uk) (01926) 456504



**GTalt02 Wood Yard, Rugby Road, Cubbington (Amber)**

The site is in the Green Belt but is currently used as a timber yard and therefore previously developed land. The site is situated on Rugby Road with North Cubbington Wood behind. This is replanted ancient woodland. There is some surface water flooding on a small area in south east corner, but this could easily be avoided. The site is more remote from services and facilities. The existing access is likely to be suitable to serve the site, but visibility splays may not be achievable and intensified use of site may be detrimental to public highway safety. A speed survey would be required if progressing this site. The landowner considers it unlikely to be a viable proposition as the purchase of North Cubbington Wood as well as timber yard business would be necessary. North Cubbington Wood is one of the prime cases for woodland restoration for the Princethorpe project which is a complex of woods and hedgerows, currently a Warwickshire Wildlife Trust Living landscape project funded by SITA Trust. The priority area school would be Cubbington which is usually full or close to capacity, however, Travellers looking for places in September would take priority over out of area children and so would be likely to secure places. There is also a Catholic School in Cubbington which has some spare capacity. There are no bus stops within maximum recommended walking distance of 800m.

**GTalt02 Map**



**GTalt02 - Land off Rugby Road, Cubbington**

Scale  
0 15 30 45 60 75 m

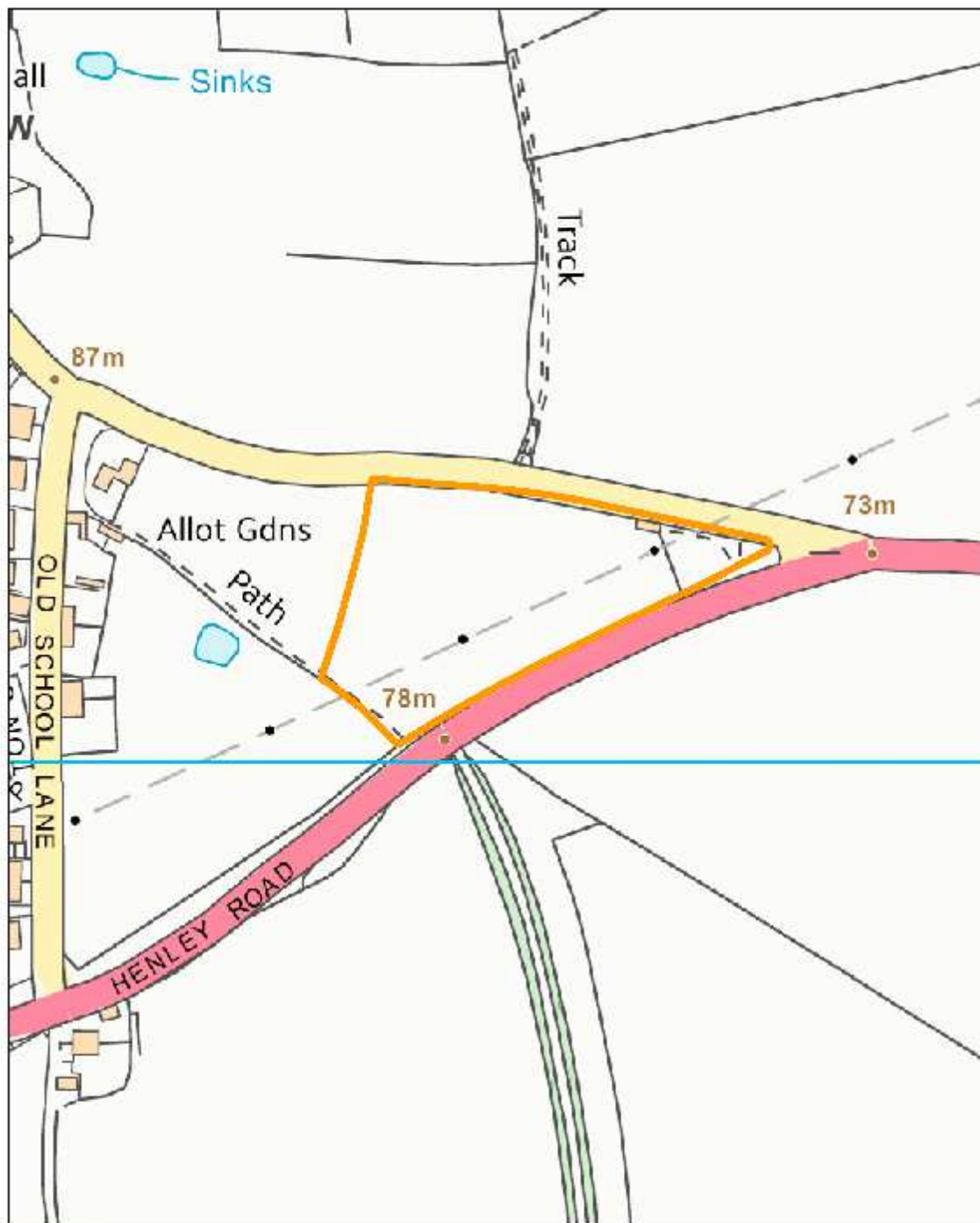
SP3469SE | 1:2500 @ A4 | 20/01/2014 | DSR | Grid Reference: 434974E, 269205N

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**GTalt03 Land at Henley Road/Hampton Road, Hampton on the Hill**  
(Amber)

This site is in the Green Belt and is not previously developed land. Access is achievable along Hampton Road with the required visibility splays. There is also pedestrian access to this site. The Priority area school would be Budbrooke Primary School which is usually full or close to capacity however, children looking to enter in September would take priority over out of area children. Numbers within the Budbrooke priority area are falling so more places could become available. The school does currently take children from Warwick which is out of its catchment area. A bid has been made for funding to expand this school based on the knowledge that there could be more 'in area' children in the future when new village housing is developed. The site is on a public transport route with two bus stops within recommended walking distance of 800m (68 bus service). A GP surgery is located at Hampton Magna (1.1 miles). The landowner is very keen to the promote site for this use making it available and deliverable

## GTalt03 Map



**GTalt03 - Land at Henley Road, Hampton on the Hill**

Scale  
0 15 30 45 60 75 m

SP2564SE | 1:2500 @ A4 | 20/01/2014 | DSR | Grid Reference: 425517E, 264072N

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Policy, Projects and Conservation, Development Services.    ldf@warwickdc.gov.uk    (01926) 456504

**10. What Happens Next?**

- 10.1 This document forms the basis of this consultation which will run for a period of six weeks from Friday 28 February to Friday 11 April 2014
- 10.2 A series of drop-in sessions and exhibitions have been arranged to allow everyone to find out about the potential sites to be carried forward into the plan and to have a say about whether they think these are the most appropriate.
- 10.3 A questionnaire has been provided for your use to help structure your response if you wish to use it. You can complete the questionnaire online from our website [www.warwickdc.gov.uk](http://www.warwickdc.gov.uk) using our dedicated consultation database software, or complete a hard copy and return to us, email us or write to the following address:

Development Policy Manager,  
Development Services,  
Warwick District Council,  
Riverside House,  
Milverton Hill,  
Leamington Spa,  
CV32 5QH

Or email us at:

[newlocalplan@warwickdc.gov.uk/gypsiesandtravellers](mailto:newlocalplan@warwickdc.gov.uk/gypsiesandtravellers)

We need your comments by Friday 11<sup>th</sup> April 2014