



New Local Plan

Revised Development Strategy

June 2013



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1 Introduction

- 1.1 This document sets out Warwick District Council's proposed Development Strategy and site allocations for the new Local Plan. It has been prepared as a basis for consultation to help inform a new Local Plan for Warwick District.
- 1.2 The Local Plan will help to shape the location and type of development that takes place within the District over the next 15 years. It is therefore important that it not only helps to deliver the Council's Vision for the District but that it is also strongly based on evidence and takes account of representations made by interested individuals and organisations. Finally, it also needs to take account of what our neighbours and partners are planning to do over the next 15 years to ensure we deliver a joined up approach across a range of services and across a wider geographical area than just Warwick District.
- 1.3 It is important to note that some work regarding the evidence base to support the final proposals for the Local Plan is ongoing. Although the proposals set out in this document are based on evidence we will ensure the final proposals are based on the most up to date evidence available at that time. In particular, Warwick District Council is working with other Councils in the Coventry and Warwickshire sub-region on a new Strategic Housing Market Assessment. This was required as a result of feedback to Coventry City Council by the Inspector appointed to review their Core Strategy. It is possible that this assessment will change the evidence which supports the level of growth set out in this Revised Development Strategy and this means at this stage, there remains a degree of uncertainty. However, the Council believes that the evidence base which underpins the Revised Development Strategy is robust and the housing growth requirements are unlikely to change substantially as a result of the new assessment.
- 1.4 This document does not cover the full range of topics that will be included in the Local Plan when it is complete and indeed does not cover all the topics that were included in the Preferred Options consultation that took place in 2012. The focus of this document and the consultation associated with it on the main areas that have changed since the 2012 Preferred Options proposals. These focused changes predominantly concern the overall Development Strategy and the potential sites for development that could deliver this strategy. It is recognised that the revised Development Strategy set out in this document could impact on issues that are outside the scope of this document. For this reason, we will take account of representations regarding other matters that are relevant to the Local Plan.

2 The Local Plan and Consultation Process

- 2.1 The consultation period for this revised development Strategy runs for 6 weeks from 14th June to 29th July 2013.
- 2.2 Please read carefully the proposals set out in this document and justification for them. If you want to find out more, come along to one of the consultation events that are taking place during June and July 2013 and if you have any comments on the proposals, please submit these using one of the options explained on the back cover of this document.
- 2.3 This consultation is part of a wider process for preparing the New Local Plan. Previous stages have included:
- 2011: Consultation on Issue and Objectives and Options for Levels of Growth
 - Preparation of evidence covering Strategic Housing Market Assessment (SHMA); a review of Strategic Housing Land Availability Assessment (SHLAA); Review of Employment Land; Affordable Housing; Green Infrastructure; Landscape; Climate Change and Transport
 - 2012: Local Plan Preferred Options covering all aspects of the new Local Plan including Preferred Level of Growth, preferred Development Sites, and proposals for how the Local Plan policies might be developed.
 - Preparation of updated evidence covering Housing Requirements; Economic Forecasts; Employment Land; Sports Facilities and Pitches; Landscape; Gypsy and Traveller Accommodation Requirements; Strategic Flood Risk; Transport; Infrastructure
- 2.4 Following this consultation, the next steps will be
- Analyse the consultation responses
 - Complete work on a Joint Strategic Housing Market Assessment (see 1.3 above)
 - Take account of the consultation responses and the Joint Strategic Housing Market Assessment to prepare a Submission Draft Local Plan
 - Undertake a further round of consultation on the Submission Draft Plan
 - Submit a final draft of the Local Plan to the Government's Planning Inspectorate
 - Participate in an Examination in Public presided over by an independent Planning Inspector
 - Receive the Inspector's report
 - Adopt the Local Plan
- 2.5 The timescales for the steps described in 2.4 are currently unknown and are really dependent on how quickly the outcomes of the Joint Strategic Housing Market Assessment can be resolved.

3 Strategic Vision

- 3.1 The Council's Vision for Warwick District (which we share with our partners), as set out in the Sustainable Community Strategy, is **"to make Warwick District a Great Place to Live, Work and Visit"**.
- 3.2 In December 2011, the Council agreed its Corporate Development Strategy **"The Strategy for the Future and Sustainable Prosperity of Warwick District"**. This sets out some key principles for the future development of the area. The Local Plan is a key tool in helping to deliver this Strategy.
- 3.3 In overall terms the strategy seeks to **ensure that by the end of the Plan period, the District will be known as a place of sustainable "Garden Towns, Suburbs and Villages" with a successful dynamic, broad based economy, catering for the needs of its growing and diverse communities.**
- 3.4 In particular the strategy seeks to:
- Facilitate the growth of the local economy.
 - Provide for the growth of, and changes within, the local population.
 - Provide the basis for strong management of local development requiring:
 - Low carbon environmental sustainability.
 - Care for our built, cultural and natural heritage.
 - Regeneration of areas in need of improvement.
 - Protection of areas of special significance.
 - High quality design.
 - Provide for the appropriate and necessary transport, public service, green and other infrastructure.
- 3.5 The Local Plan Strategy sets out some specific principles relating to the key elements of Sustainable Development as follows:

Economy:

- Facilitating the growth and development of the local economy to support a dynamic, flexible, low carbon mixed economy.
- An agreement to pursue the potential for a sub-regional employment site in the vicinity of Coventry Airport.
- The need to provide new employment land in and around the District's main towns to meet local needs and encourage the creation of jobs.
- A commitment to maintain and promote thriving town centres.
- A commitment to maintain the current strengths in the District's economy.
- Promoting the regeneration of the more socially and environmentally deprived areas and supporting the rural economy.

Social - Providing for growth and changes within population:

- Meeting the housing need of the existing and future population of the District, including identifying land for around 550 new homes per annum on new allocated sites.

- Providing for diversity, including affordable homes, homes for the elderly and vulnerable, sites for gypsies and travellers and other specialised needs.
- Providing for neighbourhoods that are well designed, distinctive and based on the principles of sustainable garden towns, suburbs and villages.
- Providing for homes and neighbourhood designs that are sustainable, low cost and carbon efficient.

Environment:

- Distributing development across the District.
- Avoiding coalescence.
- Ensuring new development is based on the principles of Sustainable Garden Towns, Suburbs and Villages.
- Protecting biodiversity, high quality landscapes, heritage assets and other areas of significance.

Emphasis on infrastructure

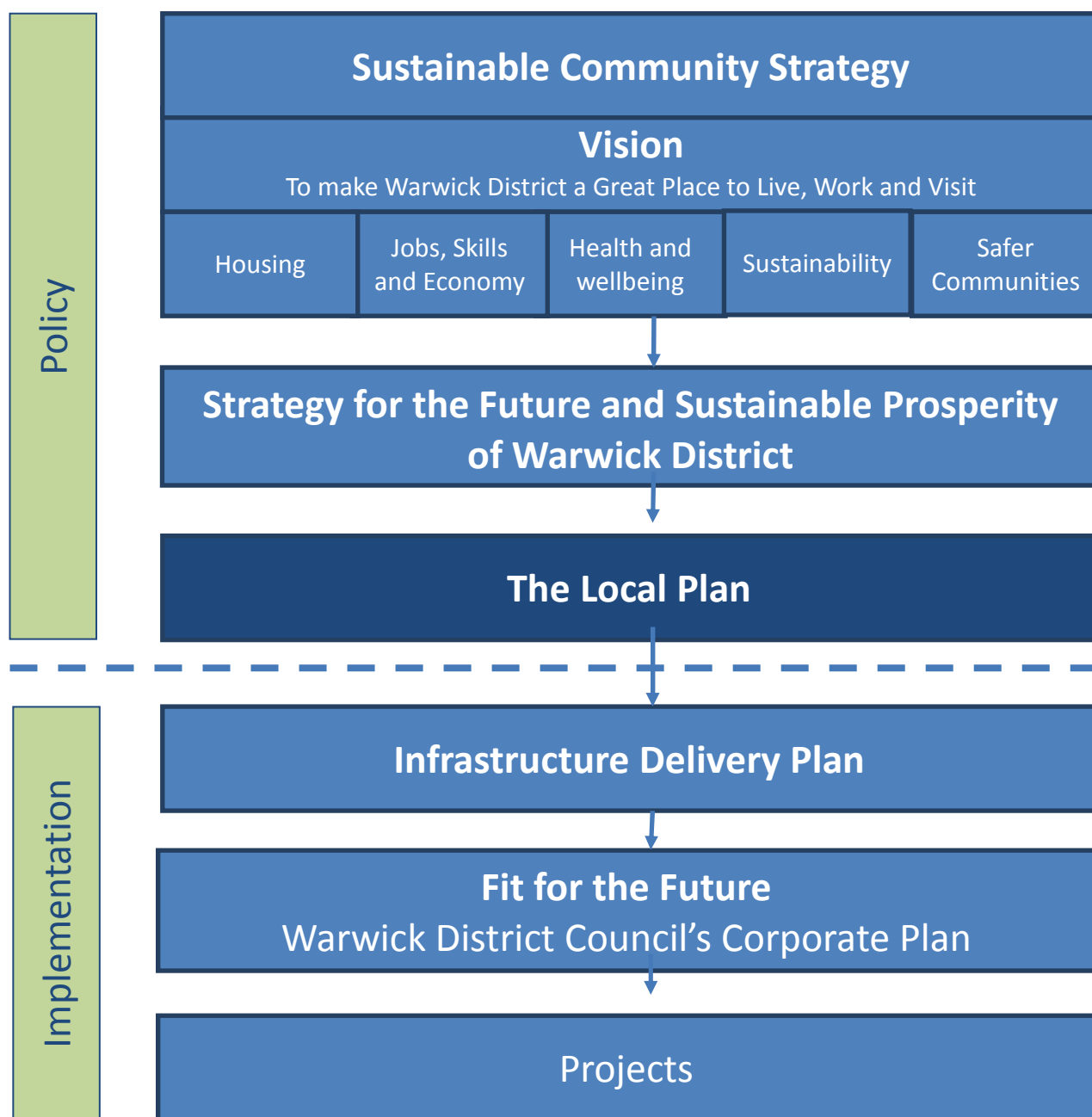
- Developing an effective and sustainable transport package.
- Ensuring parks, open spaces, the countryside and areas of importance for wildlife and informal recreation are maintained and improved.
- Ensuring education is provided for in major new developments.
- Ensuring community activities, health services and other key services are provided for in new developments.
- Develop sustainable communities with strong local centres and/or community hubs.

3.6 The delivery of the vision will also be achieved through the development of Sustainable Community Strategy Delivery Plans covering:

- Housing
- Jobs, Skills and economy
- Health and Wellbeing
- Sustainability
- Safer Communities

3.7 The diagram in Figure 1 shows how the Local Plan fits in with the Council's overall visions and the Sustainable Community Strategy Delivery Plans.

Figure 1



4 Revised Development Strategy

This section sets out the revised (interim) levels of housing and employment growth and the broad distribution of future housing and employment development.

4.1 Level of housing growth 2011-2029

RDS1: The Council is adopting an Interim Level of Growth of 12,300 homes between 2011 and 2029

4.1.1 The Planning Inspector appointed to examine Coventry City Council's Core Strategy has recommended that the City carry out a Joint Strategic Housing Market Assessment (Joint SHMA) with its neighbouring authorities, specifically Warwick District, Rugby Borough and Nuneaton & Bedworth Borough Councils. This will help to ensure that housing growth in the sub-region is considered strategically and all needs are met. The first stage of the study will report in August 2013. For the purposes of this consultation exercise, therefore, the Council is adopting an interim level of growth of 12,300 homes between 2011 and 2029. This may be revised pending the findings of the Joint SHMA and the resulting co-operation between the authorities.

4.1.2 Justification for the Interim Level of Housing Growth

4.1.3 Current national planning policy in the National Planning Policy Framework (The Framework) states that local planning authorities should carry out a Strategic Housing Market Assessment (SHMA) in order to have a clear understanding of housing needs in their area. This should include the scale and mix of housing as well as the housing needs of different groups. The scale of housing should meet household and population projections, taking account of migration and demographic change.

4.1.4 The Cambridge Centre for Housing and Planning Research has produced guidance¹ on establishing housing requirements. The guidance concludes that any modification of the official ONS projections is best restricted to sensitivity tests as the official estimates are generally seen as the best available. In other words, strong justification is required to deviate from the official projections.

4.1.5 ONS Sub-national Population & Household Projections: The latest ONS sub-national population projections (SNPP) are the Interim 2011-

¹ Choice of Assumptions in Forecasting Housing Requirements – Methodological Notes (March 2013)

based Population Projections which only cover the period to 2021. If these figures are rolled forward using the birth and death rates from the 2008-based SNPP, this would indicate a need for 11,500 homes between 2011 and 2029. The interim 2011-based household projections showed an increase of 6,248 households between 2011 and 2021, an increase of 625 households a year.

- 4.1.6 Strategic Housing Market Assessment (March 2012): A SHMA was carried out by consultants GL Hearn in 2011/12 which included a number of population and household projections based on different assumptions as to levels of migration and economic growth. The purpose was to establish the link between economic growth, migration and the age structure of the population. If the District wishes to achieve economic growth rates in line with national forecasts, then what levels of inward migration would be required in order to retain the required levels of people of working age? With an ageing population, economic growth cannot be achieved without inward migration. The SHMA projections showed that between 11,300 and 14,300 new homes could be required between 2011 and 2028, depending upon whether or not existing levels of commuting remained the same.
- 4.1.7 Economic and Demographic Forecasts Study (December 2012): This study was commissioned by Warwick District and Coventry City Councils in 2012 to consider the economic and demographic growth prospects for each Council taking account of a potential major Technology and Business Park on land to the north-east and south of Coventry Airport and to take account of changing national economic forecasts and the 2011 census data.
- 4.1.8 These employment-led population and household projections pointed to a need for between 13,300 and 13,800 additional homes between 2011 and 2029, depending upon whether the proposed Gateway scheme was built and its effect in terms of displacing jobs from elsewhere in the District. The main reason for the difference between these projections and those in the SHMA is that more up to date economic forecasts showed that employment rates were higher than forecast in previous studies.
- 4.1.9 Establishing a Level of Growth: The demographic work carried out for the District to date has highlighted the sensitivity of employment-led population projections particularly in terms of economic forecasts and the way that they impact upon migration. In arriving at an interim level of growth, the Council has considered the ONS projections as a

starting point and then considered whether the employment-led projections would justify deviating from those results.

- 4.1.10 Economic modelling work indicates that the level of housing growth derived from the latest ONS projections (11,500 homes) would deliver a local growth rate (GVA) of about 2.3% which is equivalent to the forecast growth for the West Midlands. Historically, the Council's GVA increase has been more in line with the national rate which is forecast to be 2.5%. A GVA increase of 2.4% (mid way) would require about 12,300 additional homes. This is therefore the interim housing requirement adopted for the purposes of this consultation.

4.2 Table 1: Meeting the Housing Requirement

RDS2: The housing requirement of 12,300 homes will be met from the following categories of sites	
Sites completed between 2011 and 2013	447
Sites with outstanding planning permission at 1 st April 2013	1,681
Small urban SHLAA sites which are assessed as being potentially suitable	300
An allowance for windfall sites coming forward in the plan period	2,800
Consolidation of existing employment areas	450
Sites allocated in this Plan	6,622
Total	12,300

- 4.2.1 Completions and Commitments: Between 2011 and 2013, a total of 447 homes were completed and at 1st April 1,681 homes were the subject of a planning permission.
- 4.2.2 Small Urban SHLAA Sites: A number of small (<50) sites were identified in the Strategic Housing Land Availability Assessment as being potentially suitable for housing. These were capable of accommodating a total of 366 new dwellings. Allowing for the fact that some may not come forward, an allowance is made for 300 dwellings from small SHLAA sites.

4.2.3 Windfall Sites: An analysis of windfall housing development (ref: "Estimating a Windfall Allowance: Revised Development Strategy Stage. May 2013") has taken place and it is estimated that, in addition to the small SHLAA sites and allowing for changing trends, a total of 2,800 dwellings could be built on future windfall sites.

4.2.4 Consolidation of Existing Employment Areas: The Employment Land Review assessed the District existing employment areas and considered their long term prospects. From this it is suggested that land to accommodate 450 dwellings is likely to become available during the Plan period. See paras 4.5.18 to 4.5.20 for further details.

4.2.5 The following Table shows how much housing land can already be accounted for and how much land will be need to be allocated in the Plan.

Table 2: Calculation of the Housing to be allocated

Source	Dwellings
Completions 2011-2013	447
Balance to be provided 2013-2029	11,853
Commitments at 01/04/13	1,681
Small urban SHLAA sites	300
Allowance for windfalls	2,800
Consolidation of existing employment areas	450
TOTAL	5,231
Balance to be allocated	6,622

4.3 Broad Location of Development: Housing

RDS3: The Council's Preferred Option for the broad location of development is to:

- **concentrate growth within, and on the edge of, the existing urban areas**
- **protect the Green Belt from development where alternative non-Green Belt sites are suitable and available**
- **avoid development in locations which could potentially lead to the coalescence of settlements**
- **distribute growth across the District, including within and/or on the edge of some villages**
- **allow for a hierarchy of growth in the rural area to include:**
 - **a higher level of growth in larger, more sustainable villages with a reasonable level of services**
 - **limited growth in smaller villages and hamlets, of a scale appropriate to the existing settlement**

4.3.1 **Justification for the broad location of development for housing**

4.3.2 Since the June/ July 2012 consultation, the Council has revised the broad location of development. This is partly due to the consultation responses, but also as a result of new information on the ability of non-Green Belt sites to the south of Warwick, Leamington and Whitnash to absorb new development.

4.3.3 The concerns of the Council in 2012 about the impact of a large amount of development to the south of Warwick, Leamington and Whitnash included:

- the reduction in the gap between the three towns and the village of Bishop's Tachbrook and the perception of coalescence between the settlements;
- the cumulative impact of this level of development to the south;
- the impact on infrastructure, in particular transport and increased car journeys along the Europa Way corridor; the town centres and the M40; and
- the lack of choice of location of housing

4.3.4 Since the June/ July consultation three additional pieces of research have been completed which support the potential for concentrating more development in areas outside of the Green Belt:

- Richard Morrish Associates have completed further work on Delivering Sustainable Landscape Planning;
- G L Hearn have updated a Review of Employment Land; and
- Warwickshire County Council has completed Phases 2 and 3 of the Strategic Transport Assessment

4.3.5 In addition, the analysis of representations received following the June/ July 2012 consultation shows considerable opposition to development in the Green Belt to the north of Warwick and Leamington, particularly if there were alternative non-Green Belt locations to the south of the towns. Further, there was a general desire for more development to take place on brownfield land.

4.3.6 In the light of representations received and new evidence, the Council has re-examined the capacity of non-Green Belt land, to the south of Warwick/ Leamington/ Whitnash, and brownfield land to accommodate new development.

4.3.7 The Landscape Study examined the cumulative impact of development to the south of the towns and the ways in which

landscape impact could be mitigated. It concludes that the perceptions of urban sprawl, and coalescence of Bishop's Tachbrook with the urban areas, could be overcome by establishing a network of green infrastructure corridors. This would include a main corridor of naturalistic open space along the Tach Brook which could create a substantial green buffer between new development and agricultural land/ Bishop's Tachbrook to the south.

4.3.8 The Landscape Study considers, however, that the area known as The Asps provides a historic context to the Castle Park of open land, is prominent in terms of approaches to Warwick and provides a valuable setting for the town. It is recommended that the area is protected from development.

4.3.9 The Review of Employment Land has examined existing employment areas in the towns and concluded that some small industrial estates have high levels of vacancies and poor quality accommodation. The study considers that some of this land could be consolidated to:

- improve the quality of the buildings and the environment; and/or
- release some land for housing development

The Council will actively promote the regeneration of these areas in order to make best use of the land for housing and employment uses.

4.3.10 Phase 2 of the Strategic Transport Assessment (published in March 2013) modelled a scenario ("the Southern Focus") whereby strategic urban extensions amounting to 5,500 homes were concentrated to the south of Warwick/ Leamington/Whitnash in the areas around Europa Way, Gallows Hill and Harbury Lane, with a further 750 to the East of Whitnash. The purpose of modelling this scenario was to consider whether there was a threshold over which the quantum of development would mean the road network could no longer accommodate the amount of traffic generated from this area. The modelling showed that although development distributed in this way would lead to significant amounts of additional traffic in this area, this could reasonably be mitigated and indeed overall this scenario performed comparably to the more dispersed 2012 Preferred Options proposals. The result of this meant that exceptional circumstances for releasing green belt for developments on traffic grounds could not be justified.

4.3.11 The Phase 3 of the Strategic Transport Assessment published in May 2013, modelled a scenario which is similar to the distribution of growth set out in this Revised Development Strategy and added further specific detail to the potential mitigation schemes and costs.

This showed that the level and distribution of growth in the Revised Development Strategy could be accommodated subject to extensive mitigation measures which are summarised in section 5.6 below.

- 4.3.12 The Revised Development Strategy, therefore, proposes that a significant amount of new development will be brought forward to the south of Warwick/ Leamington/ Whitnash, outside of the Green Belt. However, in the case of development to meet the needs of Kenilworth, there are no non-Green Belt options and land at Thickthorn is considered to be the least harmful alternative in terms of the purposes of Green Belt land and the most sustainable in terms of its proximity to the Town and its services. In addition a further Green Belt site at Red House Farm in the Lillington area will provide a potential opportunity for the wider regeneration of the locality.
- 4.3.13 For villages, information on the approach to demonstrating a robust and justifiable approach to the establishment of a settlement hierarchy is contained in the technical paper 'Draft Settlement Hierarchy Report' 2013.
- 4.3.14 The more sustainable village locations have been provided with an initial assessment of a range of housing growth, based upon:
- where possible, feedback from Parish Councils and Neighbourhood Plan teams on growth ranges;
 - a varied percentage increase in household levels, proportional to the existing size of the settlements, and
 - an outline assessment of key factors which may impact upon the ability of settlements to accommodate growth, including primary school capacity and sustainability of services/facilities; role and character of the settlements; headlines assessment of the suitability of sites and environmental impact, and the overall vision for the settlement.
- 4.3.15 This modified proportional growth model has allowed the Council to establish a broad range of potential dwelling numbers, which will be subject to further review in light of ongoing work on Green belt, habitat, landscape impact and site options. However, the overall strategy for villages aims to focus limited new housing development on the more sustainable villages. However it is recognised that smaller, less sustainable villages may also benefit from limited housing growth in order to widen the choice of housing, including affordable housing, and help sustain services.

RDS4: The broad location of development is as follows:		
	Total Dwellings	% Total
Urban Brownfield Sites	380	5.7
Sites on the edge of Warwick, Leamington & Whitnash	4,550	68.6
Sites on the edge of Kenilworth	700	10.6
Village Development	1,000	15.1
TOTAL	6,630	100.0

4.3.16 Approximately 17% of the above allocated housing (excluding village development) will be located within the existing Green Belt on the edge of towns. Further site evaluation work is required in order to establish the exact location of sites to be allocated adjacent to villages. Some of this land will also be located within the existing Green Belt.

4.4 Housing allocations

RDS5: The following sites will be allocated for development:			
Site	No. of Dwellings	Plan Phase	Uses (see key below)
Urban Brownfield Sites			
Station Approach	220	1	Ho/OS
Leamington Fire Station	60	2	Ho/OS
Former Ridgeway School	50	1	Ho/OS
Riverside House	50	1	Ho/OS
Total	380		
Other Brownfield Sites			
Former Severn Trent Sewage Works (south of Harbury Lane)	225	3	Ho/OS
Strategic Urban Extension Sites on Greenfield Land			
South Sites (area south of Warwick and Whitnash) (See section 5.1 for details)	3195	1,2,3	Ho/Emp/OS/Com
East of Whitnash (See section 5.2 for details)	500	1,2,3	Ho/OS/Com
East of Kenilworth (See section 5.4 for details)	700	1,2,3	Ho/Emp/OS/Com
Total	4,620		
Other Sites on Greenfield Land			
Woodside Farm (See section 5.1 for details)	280	1	Ho/OS
Red House Farm (See section 5.3 for details)	250	2	Ho/OS

Fieldgate Lane (See section 5.2 for details)	100	1	Ho/OS
Total	630		
Primary Service Villages			
Bishop's Tachbrook	100-150	1,2,3	
Cubbington	100-150	1,2,3	
Hampton Magna	100-150	1,2,3	
Kingswood (Lapworth)	100-150	1,2,3	
Radford Semele	100-150	1,2,3	
Total	C 600		
Secondary Service Villages			
Barford	70-90	1,2,3	
Baginton	70-90	1,2,3	
Burton Green	70-90	1,2,3	
Hatton Park	70-90	1,2,3	
Leek Wootton	70-90	1,2,3	
Total	C 400		

Uses Key:

- Ho: Housing
- Emp: Employment
- OS: Open Space
- Com: Community Facilities

4.4.1 The sites will be allocated for housing and mixed use development. The Council will work with developers and the local community to bring forward sustainable developments in attractive surroundings under the principles of Garden Suburbs. The three strategic urban extensions will include the full range of supporting uses including open space, schools, shops, community and health facilities and, in some cases, employment.

4.4.2 New housing growth will primarily be concentrated in villages which score highest for settlement sustainability. Where villages are currently 'washed over' by Green Belt, new village envelopes will be established to enable development to take place.

4.4.3 A village classification and range of housing has currently been identified for each settlement, which will be subject to review in light of ongoing work on Green Belt, ecology, landscape and site options. The exact phasing, scale and type of housing growth will vary between villages but will need to:

- be located within the village envelope;
- give priority to the development of brownfield and previously used sites;
- ensure an appropriate mix of dwelling types and sizes, including affordable housing;

- ensure acceptable design, layout and scale has been established through a collaborative approach to design and development, involving Parish Councils, Neighbourhood Plan teams and local residents;
- carefully consider the quality of the development and how this relates to local housing vernaculars, and
- ensure landscaping will be used positively to contribute to and protect the quality of place.

4.4.4 It is important that rural housing projects respond positively to the uniqueness and quality of the local environment and should be located within or on the edge of established conurbations, so as to avoid the development of isolated, individual or groups of dwellings which are detached from or peripheral to the main built up areas. Within Primary and Secondary Service Villages existing shops, services and facilities will be strongly protected.

4.4.5 *Smaller Settlements:* Warwick District also contains a wide range of smaller villages and hamlets and these are listed below. It is recognised that supporting only the larger, more sustainable locations across the semi-rural and rural parts of the district, risks ignoring the housing needs of other areas and the importance of their often dispersed local services and facilities. Indeed a policy which ignores the complexity of rural areas and housing may put at further risk local services and facilities, and generally make the areas more unsustainable over the course of the plan period.

Table 3: Other Villages and Settlements:

Smaller and Feeder Villages	Very Small Villages and Hamlets
Baddesley Clinton	Ashow
Hampton on the Hill	Beausale
Hatton Green	Blackdown
Hunningham	Eathorpe
Lowsonford	Hatton Station
Norton Lindsey	Hill Wootton
Offchurch	Little Shrewley
Old Milverton	Pinley Green
Sherbourne	Rowington
Shrewley Common	Rowington Green
Stoneleigh	Turners Green
Wasperton	
Weston under Wetherley	

4.4.6 Where it is practical and also avoids compromising the open character of the green belt, for settlements 'washed over' by Green Belt, new village envelopes will be established to accommodate infill or small groups of dwellings (including live-work units), subject to detailed form, scale and character considerations. The scale of development will need to be carefully managed and it is the Council's intention to

introduce capped proportional growth rates for the smaller settlements detailed above, subject to further consultation with parish councils and in light of ongoing work on green belt, ecology and landscape considerations. Locally agreed growth rates will allow parish councils to support development which is of a proportional scale to their settlements and help places maintain their distinctiveness and character.

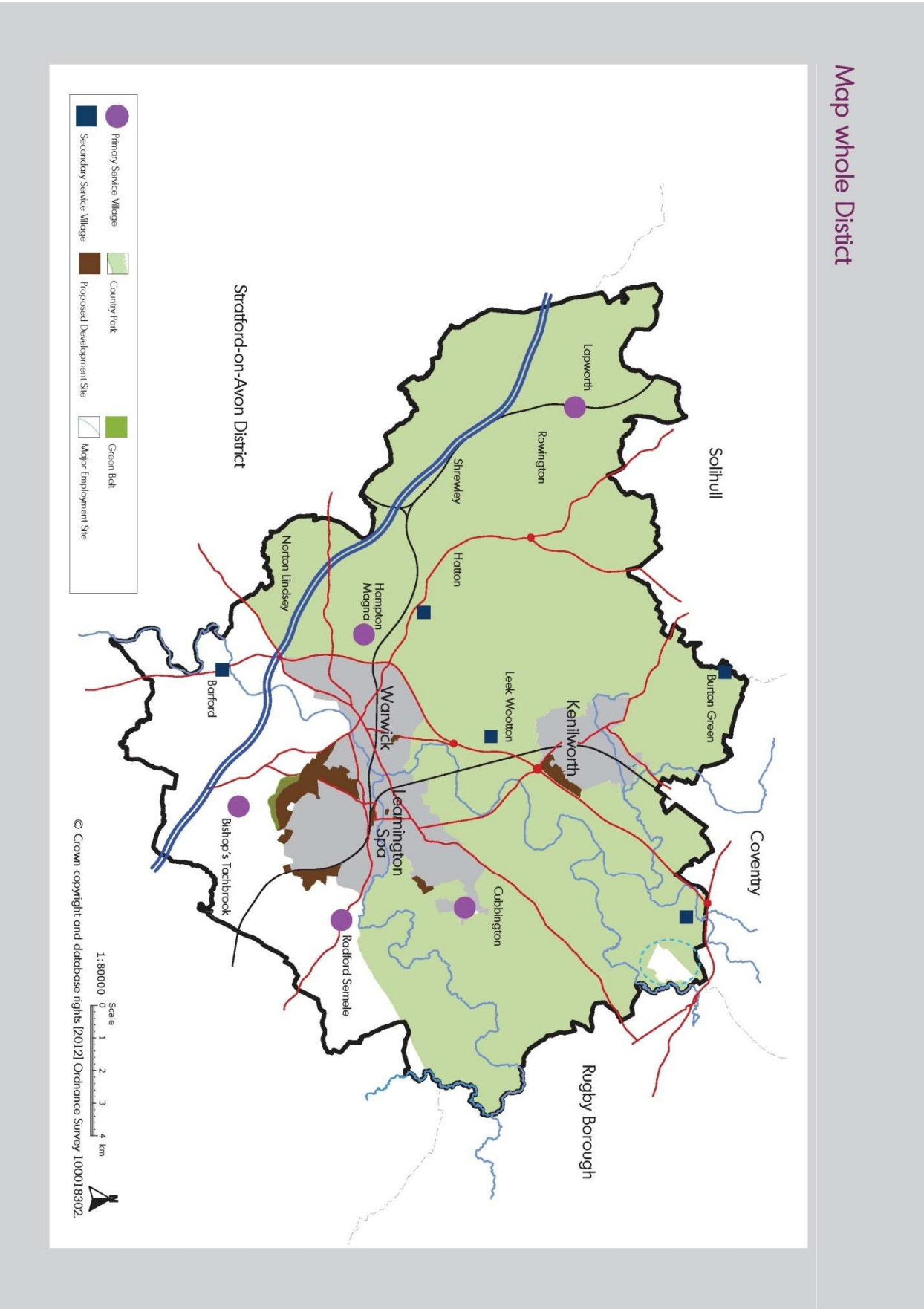
4.4.7 Furthermore, in the villages and settlements detailed above, limited infill housing development of an appropriate proportional scale will only be acceptable where it can be demonstrated that:

- it is supported by the parish council and/or neighbourhood plan;
- a registered social landlord is supportive of the development;
- it is supported through an up-to-date housing needs survey covering local affordable and market need;
- it is located within a defined village or settlement envelope;
- it would deliver clear improvements to local services and facilities.

4.4.8 All other considerations relating to design, conservation and environmental concerns will also apply.

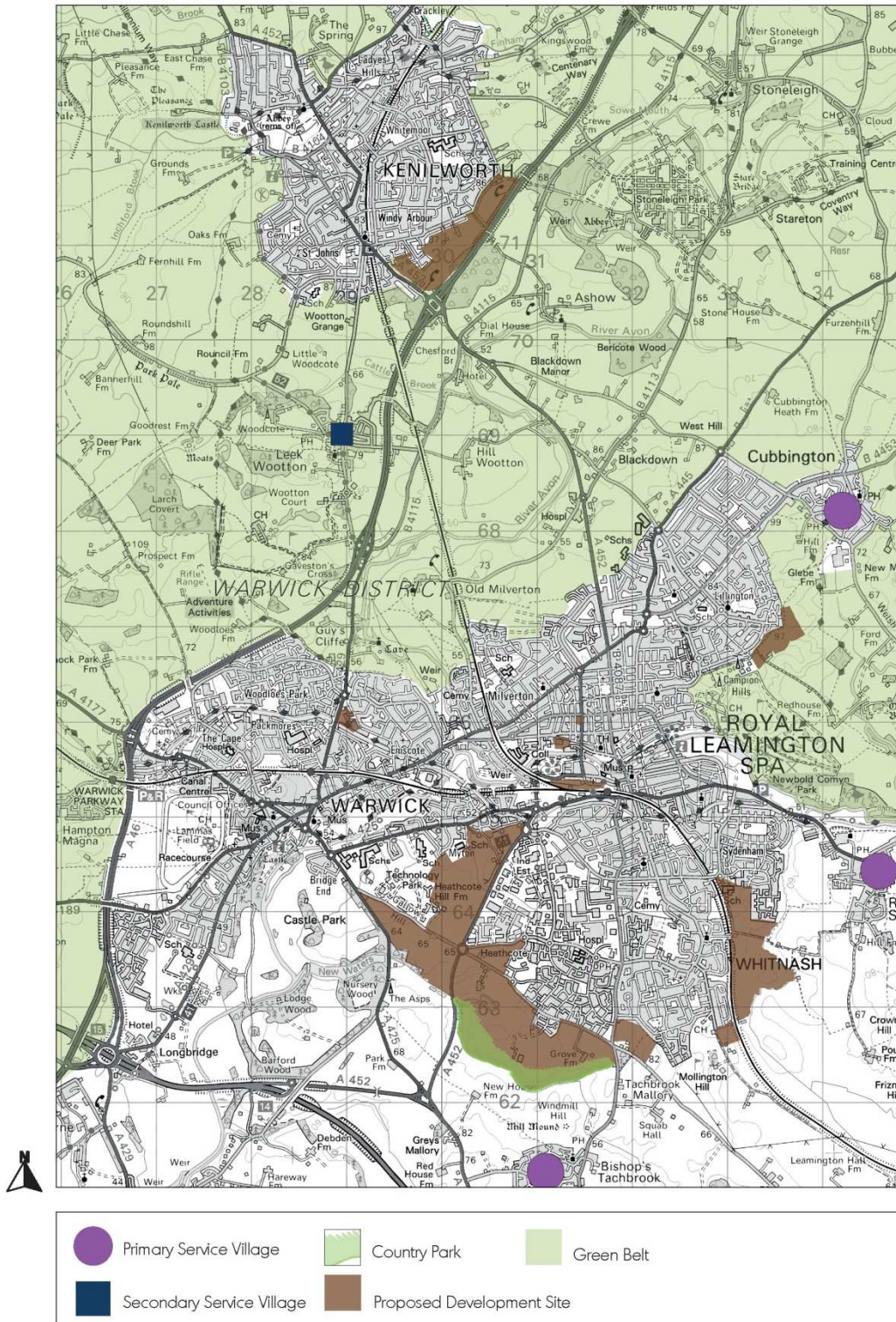
4.4.9 Settlements not identified within the overall hierarchy are, due to their small size and rural character, considered to be part of the countryside. Development will be strictly controlled outside of defined village envelopes to protect the countryside and settings of towns and villages.

MAP 1: Overview of Development - Whole District



MAP 2: Development sites on the edge of the urban area

Urban Fringe



4.5 Employment Land Requirements

RDS6: The Council is proposing to make provision for 22.5 hectares of new employment land between 2011 and 2029. This will be met through:

- **Provision of 16 hectares at strategic development sites**
- **An allowance of 6.5 hectares of land to meet local needs within the proposed employment site of sub-regional significance**

4.5.1 This level of provision has been identified to ensure the right amount and type of employment land is available during the plan period to support the proposed interim level of housing growth.

4.5.2 Justification for the level of new employment land

4.5.3 The National Planning Policy Framework is clear that significant weight should be placed on the need to support and encourage sustainable economic growth as a key national objective. Local authorities should develop a robust evidence base demonstrating a clear understanding of the business needs of the area including:

- Evidence of the qualitative and quantitative need for land for economic development
- An assessment of the existing and future supply of land available for economic development and its suitability to meet identified needs.

4.5.4 It is important that a supply of good quality employment sites is provided to meet the needs of businesses and support existing and growing sectors in the area.

4.5.5 Employment Land Review 2009: An Employment Land Review was prepared by consultants GVA Grimley in 2009 to assess the employment land need in relation to housing and growth targets in the Phase two Regional Spatial Strategy. This information formed the basis of the previous Core Strategy document. An addendum to this was prepared in 2010 which considered the projected employment requirement based on three scenarios for growth put forward in the issues paper.

4.5.6 Employment Land Review Update 2013: Building on the previous work undertaken an update to the Employment Land Review was undertaken in 2013 to inform the strategy for employment land provision in the Local Plan. This takes account of the revised economic projections in the Economic and Demographic Forecasts Study (2012) commissioned to update the housing and growth projections for Warwick District and Coventry City Council in the context of the Coventry and Warwickshire Gateway application. These forecasts take account of recent economic performance and trends as well as the

growth potential of the economy at a local and sub-regional level. The update also provides a quantitative and qualitative assessment of existing and committed employment land supply.

4.5.7 Table 4: Calculating the employment land requirement

The supply demand balance		Hectares
Demand		
Net employment land requirement 2011 - 30		36
Margin to provide flexibility of supply		16.5
Potential redevelopment of existing employment areas		13.5
Total gross employment requirement (demand)		66
Supply		
Completed employment land since 2011		0.47
Current available land supply		48
Total gross employment land supply		48.5
Balance to be allocated		17.5 (15 to 25)

4.5.8 It is considered that an additional 17.5 hectares of new employment land is needed to meet the needs of the district over the plan period. However to allow for flexibility and the assumptions used in modelling and forecasting it is reasonable to provide an additional 22.5 hectares of employment land.

4.5.9 Establishing the demand

4.5.10 Cambridge econometric forecasts were used to assess the demand for employment land and floorspace over the plan period. These take account of differences in economic performance relative to the past according to growth in different sectors of the labour market. These projections do not take into account any supply side factors such as existing employment land allocations or commitments.

4.5.11 In terms of future economic performance, it is expected that the District's economy will continue to outperform the West Midlands economy in the medium and long term with GVA and employment growing at a faster rate than the region. There are a number of key sectors in which the district economy has a strong existing representation including manufacturing, transport and communications and financial and business services. The sub region has a particular strength in the automotive / vehicle manufacturing

and advanced manufacturing and engineering sectors in which Warwick District plays a role. It houses the nationally recognised innovation assets at the Warwick Manufacturing Group and Serious Games Institute and there is also a concentration of employment in science, research and development activities associated with agriculture focused in Stoneleigh.

4.5.12 Based on these forecasts total employment in Warwick District is expected to increase by 11.6% over the plan period, a net increase of 10,200 jobs. To accommodate this number of jobs the total requirement for B class uses between 2011 and 2030 is 36 hectares of land and 130,100 sq m of floor space. The split of B class uses is shown below.

Table 5: Demand for Employment Floorspace

Demand for employment floor space and land between 2011 and 2030		
	ha	Floor space (sqm)
B1	31.1	101,100
B2	-4.6	-18,500
B8	9.5	47,500
Total	36	130,100

4.5.13 The focus of the demand is expected to be within use class B1. Whilst the table indicates additional land is not required for uses within class B2 an adequate supply of land will be important to retain and support investment by higher value manufacturing industries.

4.5.14 In allocating land for development it is considered that the Council should make provision for an additional 16.5 hectares. This is based on past employment land uptake, making provision for a 5 year margin as well as an amount for any losses of existing occupied employment land. It also allows flexibility taking account of:

- potential inaccuracies in the assumptions relating to the forecasting process
- the need to provide a choice of sites to facilitate competition in the property market
- the need to provide flexibility to allow for delays in sites coming forward

4.5.15 On this basis it is considered that without taking into account any assessment of the employment land supply employment land provision of 52.5 hectares is required.

4.5.16 **Establishing the Employment Land supply**

4.5.17 The balance between the demand for employment land over the plan period and the existing supply has been considered. This is both in terms of the overall quantity required and the quality in terms of the nature of the land available and what the market requires.

4.5.18 Consolidation of existing employment areas: In the Preferred Options document the Council identified the need to assess the district's existing employment areas to ensure that they provide the right environment and location to meet current and future business needs. As part of the Employment Land Review 2013 existing employment sites were assessed in terms of suitability over the plan period. This considered a wide range of factors including current performance (condition of building stock, levels of vacancy), constraints (access, prominence) and alternative use potential.

4.5.19 A number of poorer quality areas were identified within the following employment areas which may be suitable for redevelopment for other uses. These could provide in the region of 19.5 hectares of land suitable for redevelopment.

- Sydenham Industrial Estate, Leamington
- Cape Road / Millers Road, Warwick
- Montague Road Industrial Estate, Warwick
- Common Lane, Kenilworth

4.5.20 Further work is needed to investigate the feasibility of redeveloping these areas including the relationship with neighbouring uses, willingness of landowners, and the potential relocation requirements of any existing companies. If the above areas were released for other uses it would be necessary to provide an amount of replacement provision. Taking account of the density and occupancy rates of these sites it is estimated that 13.5 hectares would be necessary.

4.5.21 Portfolio of committed sites: There is a portfolio of committed employment land made up of sites with planning permission, those covered by development briefs or allocations included within the adopted local plan. Progress on these sites is monitored and reported annually. A detailed review of these sites in terms of their availability, suitability and market attractiveness was undertaken as part of the Employment Land Review 2013 taking account of those unlikely to come forward, where other uses had been granted planning permission and where employment land has been proposed for housing through the proposed growth option.

4.5.22 Overall it is considered that the District has a good range of land within its employment portfolio. The District's economy and position with regard to the strategic highway network means that the supply is more orientated towards B1 office accommodation and smaller industrial premises (sub 5,000 sqm). It is considered that the District would benefit from additional good quality town centre office provision through mixed use development.

4.5.23 A supply of 48 hectares has been identified. In addition to the available supply, 0.47 hectares of employment land has been completed in the District since 2011.

4.6 Broad Location of Development: Employment

RDS7: The location of new employment land is as follows:	
Site	Employment land (hectares)
Thickthorn, Kenilworth	8
Southern sites (south of Warwick and Whitnash)	8
Allowance for the employment site of sub regional significance	6.5
Total	22.5

4.6.1 The local plan must provide employment opportunities in locations to meet the needs of new housing. The selection of sites is therefore closely guided by the broad location of housing as set out in 4.3 above.

4.6.2 Strategic sites

4.6.3 16 hectares of employment land will be allocated within the Strategic Sites:

- Thickthorn, Kenilworth: It is proposed that 8 hectares of employment land is allocated at Thickthorn in Kenilworth as part of the wider residential led development. The supply of good quality employment land in Kenilworth is limited and this site adjacent to the A46 provides the opportunity for office led development to meet local and the wider needs of the district.
- South sites: It is proposed that 8 hectares of land is allocated in the vicinity of Warwick Technology Park to allow for its expansion. The Council is consulting on two options for locating this; land adjacent to the east side of the Technology Park on the north side

of Gallows Hill and land opposite the technology park to the south side of Gallows Hill. Further work is needed to fully assess these options.

4.6.4 Employment site of sub regional significance

4.6.5 The Council is making provision for a sub-regional employment site in the north east of the district in the vicinity of Coventry Airport. The case for this proposal is set out in detail in section 5.5. This will primarily meet the needs of the sub-region however it may also have a role in ensuring the right type of employment land and buildings are available to meet the needs of existing companies in the district. If the development of a similar nature to planning application takes place, it is estimated that 6.5 hectares of existing employment land will be released through displacement. From this it is reasonable to assume that the site could provide for 6.5 hectares of the District's local employment demand.

5 Strategic Development Sites and Infrastructure

The sections below provide further detail on the development proposals for each of the proposed greenfield site allocations including the amount of development proposed, the mix of uses to be provided on the site and the infrastructure requirements associated with the development.

5.1 Southern Sites: Sites South of Warwick and Whitnash

5.1.1 **Description of area:** This area lies to the south of Warwick and Whitnash and is currently predominantly open farm land. It covers a total of 232 hectares and is crossed by the Europa Way running north-south and Gallows Hill/Harbury Lane running east west. To the north, the area is bounded by the southern edge of Warwick and Whitnash. To the south the Tach Brook provides a natural boundary. Beyond the Tach Brook lies the village of Bishops Tachbrook and an area known as “the Asps” which comprises farmland and which was included as a preferred Site for development in 2012. To the west of this area is the Banbury Road beyond which lies the historic Castle Park.

5.1.2 Site Proposals

Site	Type of site	No. of Houses	Phasing	Employment Land	Other uses
Whole area	Predominantly greenfield (with some brownfield)	3420 + 280 (Woodside Farm)	1, 2 & 3	7-8ha	<ul style="list-style-type: none"> • Local Centre and community facilities • Secondary School • Primary School • Open space • Park and Ride • Country Park
Myton Garden Suburb	Greenfield	1050-1250	1, 2 and 3	Option 1 7-8ha	<ul style="list-style-type: none"> • Local Centre and community facilities • Primary School • Open space and play areas • Option for employment land • Option for Park and Ride
South of Gallows Hill	Greenfield	430-630	1&2	Option 2 7-8ha	<ul style="list-style-type: none"> • Open space and play area • Option for employment land • Option for Park and Ride
West	Greenfield	220	1&2	0	<ul style="list-style-type: none"> • Open space and play

Warwick Gates (also known as Warwick Gates employment land)	(existing permission for employment land)				area
Lower Heathcote Farm	Greenfield	720	1&2	0	<ul style="list-style-type: none"> • Local Centre and community facilities • Land for a Secondary School facility • Primary School • Open space and play area • Playing fields • Land for a Country Park
Former Severn Trent Sewage Works	Brownfield	225	3	0	<ul style="list-style-type: none"> • Open space and play area • Land for a Country Park
Grove Farm	Greenfield	575	2&3	0	<ul style="list-style-type: none"> • Local Centre and community facilities • Open space and play area • Land for a Country Park
Woodside Farm	Greenfield	280	1	0	<ul style="list-style-type: none"> • Open space and play area

5.1.3 Densities: It is estimated that approximately 50% of this area needs to be made available for employment land, open space, community facilities, schools and grey and green infrastructure. On the remainder of the site overall densities are expected to average 30 to 35 dwellings per hectare in line with the Garden Towns, Villages and Suburbs prospectus. However close to the rural edges of these areas, densities should be 25-30 dwellings per hectare in line with the “Neighbourhood Edge” outline from the Garden Towns thereby providing the opportunity for a transition between urban and rural.

5.1.4 Housing Mix: The housing mix provided in this area should meet the following criteria:

- **Affordability:** Provide 40% affordable housing in line with the existing policy and in line with the 2012 Preferred Options. The nature of this affordable housing should be agreed with the Council as part of any planning applications

- Size: House sizes should reflect the needs in relation to number of bedrooms, as set out in the 2012 Strategic Housing Market Assessment
- Homes for Older People: Adequate provision, close to local facilities, should be made for Extra Care Homes. The nature of this provision should be agreed with the Council as part of any planning applications
- Homes for Students and HIMO's: Not required
- Lifetime Homes: At least 25% of homes across all tenures should be built to Lifetime Home standards

5.1.5 **Employment Land:** 7 to 8 hectares of newly allocated employment land is required within this area. The Employment Land Review suggests that the employment area should be located adjacent to Warwick Technology Park. There are two options for this.

5.1.6 Employment Area – Option 1: The area to the south of Gallows Hill opposite the existing Warwick Technology Park has some advantages over other options. In particular, this area is well located in relation to the existing Technology Park and it would be possible to market employment land in this area as an expansion of the Technology Park. As it is visible it could potentially enhance the profile of the Technology Park. The land is relatively low lying and with the appropriate landscaping could be well screened from approaches to Warwick from the south and in views from the south. However, the area is visible from Warwick Castle and could have a detrimental impact on views from the Castle by breaching the existing line of the built up area with employment buildings which are, by their nature more bulky and intrusive than residential uses.

5.1.7 Employment Area – Option 2: The area to the north of Gallows Hill immediately adjacent to Warwick Technology Park has the potential to provide expansion of the Technology Park. Although it is on higher land than the adjacent Park, it is likely to have less impact in views from the Castle than the area to the south of Gallows Hill. It therefore has some significant advantages over the other options. However, its relationship with the Technology Park is dependent on this area being accessed direct from the existing Technology Park distributor road. If this area was accessed separately from Gallows Hill, the ability to market the area as part of the Technology Park would be diminished. Further work therefore needs to be done to establish whether this link can be achieved. The relationship of employment land in this location with the proposed residential area to the east and north would need careful design to avoid parking and traffic problems.

- 5.1.8 **Parking and Park and Ride:** Land for a park and ride facility (approximately 500 parking spaces) should be set aside close to the Europa Way / Harbury Lane roundabout. It would be an additional benefit if this facility could also help to address the existing parking problems associated with Warwick Technology Park.
- 5.1.9 **Schools:** Three primary schools and land for secondary provision needs to be provided across these sites. See infrastructure requirements below for more details
- 5.1.10 **Country Park:** Land for a new Country Park is required. This Country Park will form a permanent wildlife and recreational corridor between the new southern edge of the built up area and the Tach Brook, with potential for further expansion to the south of the Tach Brook. Good quality access for cyclists and pedestrians from both Bishops Tachbrook and the urban area will be key. This Country Park will form a permanent southern edge to the urban area and will mitigate the perception of coalescence between the village and the towns. It is particularly important that the extent of the Country Park is substantial in the area to the south of Grove Farm where the gap between the village and the urban edge is at its narrowest.
- 5.1.11 **Co-ordination of Land Uses, Access and Infrastructure:** This area is in multiple landownerships. It is important in ensuring that development here delivers high quality communities and encourages sustainable living so that none of the individual sites within the wider area are treated as an "island". This means that each site within this area should be brought forward in a way that links with land uses on adjacent sites, ensures access and linkages through the sites (for cars, public transport, cycling and walking) is coordinated and recognises that on site infrastructure and services (such as local centres, green infrastructure, school, parks and play areas) is brought forward in a coordinated way.
- 5.1.12 **Stadium - Leamington Football Club:** The Club would like to find a site for a new stadium that provides increased capacity, better facilities and is better related to the urban area than its existing site. The Council wishes to support the Club in this and although a site is not being identified directly as part of the Revised Development Strategy we are keen to work with the Club and with developers in this area to explore whether there are appropriate locations that could be brought forward.

5.1.13 **Infrastructure Requirements**

5.1.14 **Coordinated Provision and Cumulative Impacts:** it is important that developments in this area are brought forward in a way that delivers sustainable communities (in line with the National Planning Policy Framework) by addressing the cumulative impacts of all the potential developments. This means that although the sites in this area are in a variety of ownerships and are likely to be brought forward at different timescales (some potentially in advance of an adopted Local Plan), the infrastructure must be planned in a coordinated way and the contributions made to infrastructure provision must look beyond the immediate impact of each individual site to the cumulative impacts of all the sites.

5.1.15 **Infrastructure Requirements – Roads:** This scale of development will inevitably lead to an increase in traffic on the road network around these sites and indeed over a wider area. The likely impact on traffic generation has been modelled in the 2013 Strategic Transport Assessment. To accommodate this increase in traffic, it will be necessary to significantly improve the highway network both in the immediate area surrounding the sites and further afield. Details of all the proposed highway mitigation measures are provided in section 5.6 below (Transport Infrastructure). The key mitigation measures in the area around these sites are:

- M40 Motorway: Introduction of Active Traffic Management (“Hard shoulder running”) between junction 12 and junction 15)
- A452, Europa Way: Dual Carriageway between Greys Mallory roundabout and Leamington (Shires) Retail Park roundabout
- A452, Europa Way: Improvements to junctions at Greys Mallory; Gallows Hill/Harbury Lane; Leamington (Shires) Retail Park; Myton Road.
- A425 Banbury Road: Two lanes between Gallows Hill and Myton Road; signalisation of Myton Road roundabout.
- Gallows Hill: Two Lanes
- Other road improvements: Emscote Road; Priory Road/Smith Street; Castle Hill; Princes Drive; A452 north of Leamington; Adelaide Road and Bath Street/High Street, Leamington.

5.1.16 **Infrastructure Requirements – Public Transport:** Extend and improve the no.68 bus service. Provide a new bus service (every 20 minutes) serving Leamington Town Centre. Link both these services with the provision of a “virtual” park and ride facility. A “virtual” park and ride means that the facility is serviced by existing bus services rather than through a dedicated bus service. This significantly

reduces the running costs and makes the scheme more financially viable.

5.1.17 Infrastructure Requirements – Cycling and Walking: In relation to the strategic cycle network, development of these sites needs to contribute to the provision across the District including K2L (Kenilworth to Leamington) and the “Missing Links” project. More locally, walking and cycle links need to be developed through to the new Country Park, east-west across these sites – particularly linking to the schools and Warwick Gates and north-south from the Myton Road cycle track to provide links to the town centres, railway station, the employment areas, the canal, Warwick Town Centre and the Leamington (Shires) Retail Park.

5.1.18 Infrastructure Requirements – Education: This scale of development will require significant new education provision. The County Council are responsible for ensuring that sufficient school places are available for all age groups to meet the needs of new communities. To do this, they work on the basis that there will be 3.72 pupils per school year per 100 households. This means there is a need to provide capacity (either onsite or through off site contributions) for

- Early Years: 150 pupils
- Primary schools: 965 pupils. Onsite provision of 1x2 Form Entry Primary School and 2x1 Form Entry Primary School. The balance to be provided at existing schools with capacity.
- Secondary Education : 690 pupils – to be provided either through onsite provision of a new school or through expansion of existing schools
- 6th Form School: 140 pupils – to be provided either in conjunction with a new secondary school or through the expansion of existing schools
- Special Needs Provision (Primary): 18 pupils. To be provided by contributions to existing schools
- Special Needs Provision (Secondary): 22 pupils. To be provided by contributions to existing schools

5.1.19 Infrastructure Requirements – Green Infrastructure: Green infrastructure has three very important functions within these sites:

- it provides open areas for amenity and recreational use
- it provide habitats to support a diverse ecology
- it helps to integrate new development in to the landscape and the surrounding settlements

5.1.20 The following Green Infrastructure will therefore be required:

- Provision of a Country Park: this will be in the area bounded by the Tach Brook, Tachbrook Road, Europa Way and the southern edge of the new developed area. This will provide an informal recreation area for pedestrians and cyclists as well as providing link through to the wider countryside and other settlements (such as Bishops Tachbrook) and habitat creation. It is intended that this Country Park provides a clear and permanent separation between the urban area and the village of Bishops Tachbrook
- Parks and Open Spaces: In addition to the Country Park, provision of open space should (as a minimum) be in line with the Open Spaces Supplementary Planning Document (Open Space Standards):
 - Amenity Green Space: 1ha per 1000 population
 - Parks and Gardens: 2ha per 1000 population
 - Natural Areas: 2ha per 1000 population
 - Allotments: 0.42ha per 1000 population
 - Children/Youth Areas: 0.3ha per 1000 population

5.1.21 Infrastructure Requirements - Sports Facilities and Playing Pitches: Following completion of the sports facilities study and the playing pitches audit, requirements will be specified for contribution to / provision of indoor sports facilities and playing pitches. It is expected that playing pitches will be provided in conjunction with the schools in line standard school requirements.

5.1.22 Infrastructure Requirements - Play Areas: To be provided in line with the Play Standards

5.1.23 Infrastructure Requirements - Health: Reorganisation in the health service has made it hard to assess the specific requirements associated with development in this area. Work is being undertaken to assess existing capacity of local medical centres and from that to assess the additional capacity required on these sites. As it is highly probable that additional medical facilities will be required, the current work assumption is that land for a medical centre should be made available at or close to the local centres to the west of Europa Way and to the south of Harbury Lane. In addition, contributions towards improved capacity at Warwick Hospital will also be required.

5.1.24 Infrastructure Requirements - Shops/Local Centres: At least two local centres need to be provided across this area, one to the south of Harbury Lane and one to the west of Europa Way. These should include local convenience shopping facilities, land for medical centres and land for community halls.

5.1.25 **Infrastructure Requirements - Utilities:** there are no insurmountable constraints relating to the provision of utilities for this site

5.1.26 **Justification for this Site**

5.1.27 Land for 12,300 new homes is required. As it is not possible to provide for all this within the existing urban areas, it will be necessary to allocate new development on greenfield sites. In comparison with other possible greenfield sites, this area has significant advantages which justify its inclusion in the Revised Development Strategy.

5.1.28 **Availability:** Landowners for all of this area have expressed a willingness to release their land for development

5.1.29 **Sustainable location:** These sites lie adjacent or close to the existing urban area and are therefore reasonably well located for facilities and services provided in the urban areas including employment, town centres and retailing. They therefore have the potential to provide for a relatively sustainable pattern of growth, subject to being able to resolve transport and other infrastructure issues. Studies relating to transport have shown that the scale of development proposed in this area can be accommodated on the transport network subject to appropriate mitigation measures being brought forward.

5.1.30 **Green belt:** This area is outside the greenbelt and (subject to the sites being available, suitable and deliverable) the NPPF therefore indicates that these sites should be brought forward in preference to greenbelt sites.

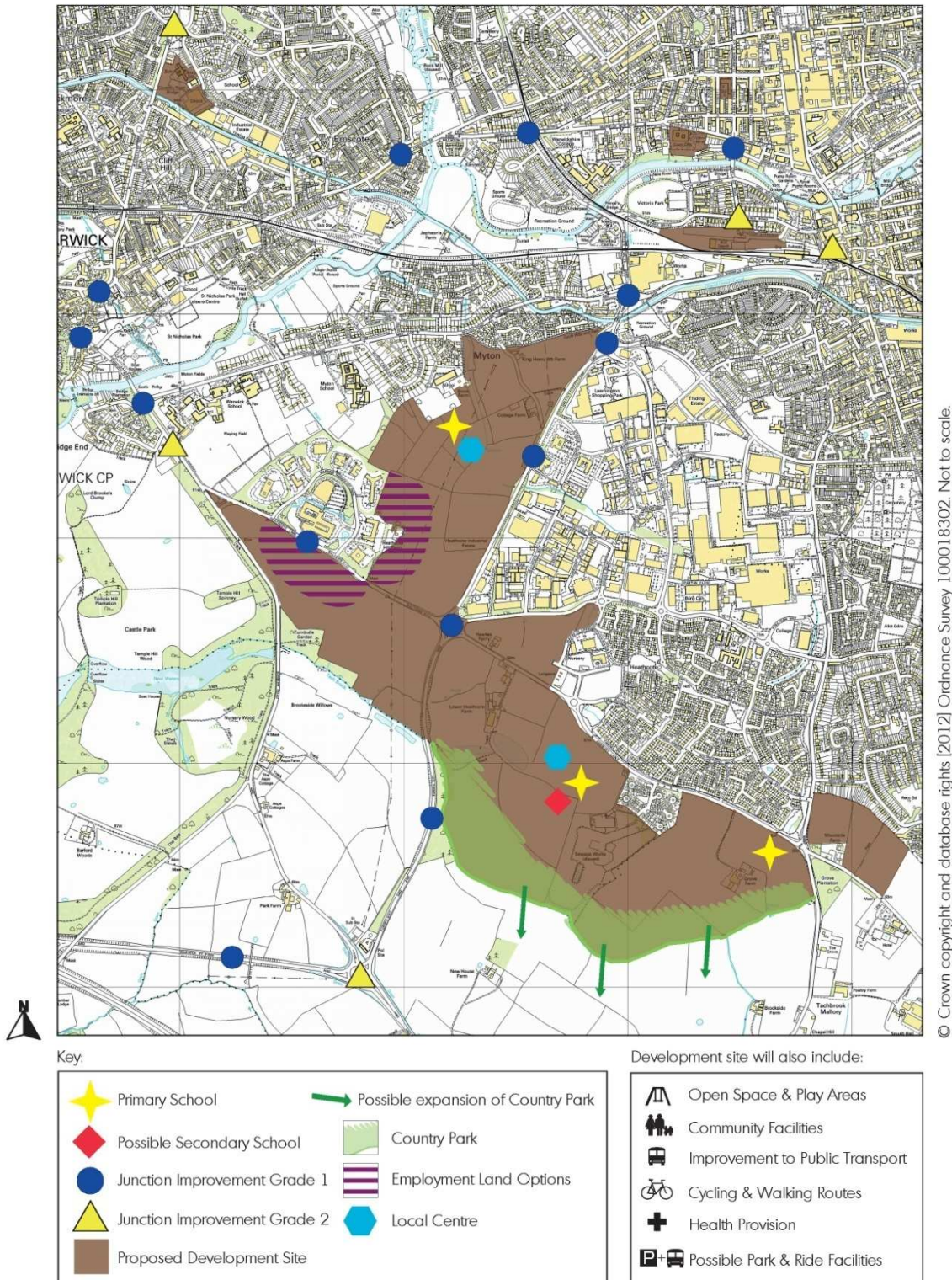
5.1.31 **Public Access and Design:** There is limited access for the public in to this area at present, for instance, aside from the roads, there are no public footpaths that cross these sites. With the right layout and design there is an opportunity to provide much improved access to this area for cyclists and pedestrians.

5.1.32 **5 year housing land supply:** At present there is not a 5 year supply of land for housing within the District as required by the National Planning Policy Framework. As some development proposals are fairly well advanced in this area, there is potential to bring forward sites which contribute significantly to the 5 year supply of housing land.

- 5.1.33 **No insurmountable constraints:** Whilst there are significant constraints that need to be addressed, particularly in relation to landscape, historic environment, flooding and transport infrastructure, none of these are insurmountable. For further details:
- Landscape and Historic Environment: See RMA report on "Considerations for Sustainable Landscape Planning" November 2012
 - Flooding: See the Strategic Flood Risk Assessment, May 2013
 - Transport Infrastructure: See Strategic Transport Assessment, February 2013

MAP 3: Southern Sites: Sites South of Warwick and Whitnash

South Sites Map



5.2 Whitnash and South of Sydenham

5.2.1 **Description of area:** The area is made up of two sites, one covering 41.09ha (excluding the Campion School) to the east of the railway line and the other covering 4ha (9.9 acres) to the south of Whitnash and the west of the railway line. The school is not included in the site, but access to the site will require partial realignment of school buildings. Both sites are adjacent to the urban area and currently comprises green fields which are given over to agriculture (grade 2 in part). The Whitnash Brook Valley Local Nature Reserve runs along part of the north eastern boundary and Whitnash Brook to the east and the railway to the west are potential Local Wildlife sites. The railway separates the eastern site from Whitnash.

5.2.2 Site Proposals

Site	Type of site	No. of Houses	Phasing	Employment Land	Other uses
Whitnash East (South of Sydenham)	Greenfield with access required through school site	500	2/3	None	<ul style="list-style-type: none"> • Open space • Community Facilities
Fieldgate Lane/Golf Lane	Green field	100	1	None	<ul style="list-style-type: none"> • Open Space

5.2.3 **Densities:** In accordance with the densities set out in the Garden Towns, Villages and Suburbs" prospectus (May 2012), it is considered that most of these sites could be developed in accordance with the "Neighbourhood General" density of 30-35dph. The fringes of the site could be developed in accordance with the "Neighbourhood Edge" density of 20-25dph, but a buffer is required on the east of the site along the Whitnash Brook to protect the Nature Reserve and avoid areas within the flood zone. On this basis, a total of **600 homes** could be accommodated across the two sites.

5.2.4 **Housing Mix** – The housing mix in this area should meet the following criteria:

- **Affordability:** Provide 40% in line with the existing policy and in line with the 2012 Preferred Options. The nature of this affordable housing should be agreed with the Council as part of any planning applications.
- **Size:** House sizes should reflect the needs in relation to number of bedrooms, as set out in the 2012 Strategic Housing Market Assessment
- **Homes for Older People:** Adequate provision, close to local facilities, should be made for Extra Care Homes. The nature of this provision

should be agreed with the Council as part of any planning applications

- Homes for Students and HIMO's: not required
- Lifetime Homes: At least 25% of homes across all tenures should be built to Lifetime Homes standards

5.2.5 **Employment Land** – None anticipated in this area

5.2.6 **Infrastructure Requirements**

5.2.7 **Coordinated Provision and Cumulative Impacts:** It is important that developments in this area are brought forward in a way that delivers sustainable communities (in line with the National Planning Policy Framework) by addressing the cumulative impacts of all the potential developments. The infrastructure must be planned in a coordinated way and the contributions made to infrastructure provision must look beyond the immediate impact of each individual site to the cumulative impacts of all the sites.

5.2.8 **Infrastructure Requirements – Roads:** Development here will inevitably lead to an increase in traffic on the road network around these sites and indeed over a wider area. The likely impact on traffic generation has been modelled in the 2013 Strategic Transport Assessment. To accommodate this increase in traffic, it will be necessary to improve the highway network both in the immediate area surrounding the site and further afield. Details of all the proposed highway mitigation measures are provided in Section 5.6 below.

5.2.9 For the site to the east of the railway, a new access would be required and it would mean the partial demolition and relocation within its site, of part of Campion School. For the Fieldgate Lane site, improvements would be required to the highway network to mitigate any traffic flow and safety issues at the junction of Golf Lane and Whitnash Road. Priority would have to be decided between Golf Lane and Fieldgate Lane and speed reductions made.

5.2.10 **Infrastructure Requirements – Public Transport:** Improvements to local services will be required. Currently the 67 bus service runs along St. Fremund Way and the 12 service along Prospect Road to the north of the school. The G1 Goldline service runs along Coppice Road.

5.2.11 **Infrastructure Requirements – Cycling and Walking:** For the strategic cycle network development of these sites will need to contribute to the provision across the District including K2L (Kenilworth to Leamington) and the "Missing Links" project.

5.2.12 Locally, cycle and pedestrian links need to be created. New footpaths incorporated into a new development could improve access through

the site and into adjacent areas, particularly into the countryside. An existing footpath runs west east across the site and would link the development to Church Lane. Access to shops would be achieved via the new access road which would join the existing road network at the Sydenham Drive/Prospect Road roundabout very close to the Asda supermarket. Access to the west of the site is severely hampered by the railway line, but new paths could be created as part of the development to provide stronger links to the Whitnash area.

5.2.13 Infrastructure Requirements – Education: The County Council is responsible for ensuring that sufficient school places are available for all age groups to meet the needs of new communities. To do this, it works on the basis that there will be 3.72 pupils per school year per 100 households. This means there is a need to provide capacity (either onsite or through off site contributions). New developments of the size envisaged would generate an additional 200 primary age pupils and an additional 172 secondary pupils.

- Primary Schools: The addition provision required will be provided through a review of priority areas and expansion of existing local schools.
- Secondary Schools: The nearest secondary school would be Champion School which abuts the northernmost boundary of the development site. Current pupil forecasts in the area suggest that Champion School could take the additional secondary age pupils with some modifications.

5.2.14 Infrastructure Requirements – Green Infrastructure: Green infrastructure has three very important functions within these sites:

- it provides open areas for amenity and recreational use
- it provide habitats to support a diverse ecology
- it helps to integrate new development in to the landscape and the surrounding settlements

5.2.15 Green Infrastructure in this location has the opportunity to provide open space for recreational use and improved access to footpath links in the rural area. A significant buffer is required to protect the Whitnash Brook Local Nature Reserve and to provide enhanced ecological and recreational space further south along Whitnash Brook. The Linear Proposed Local Nature Reserve at Whitnash Brook should be retained and a buffer zone implemented to prevent direct or indirect impact on the site. The size of the buffer zone for this linear habitat depends on the presence or absence of water voles.

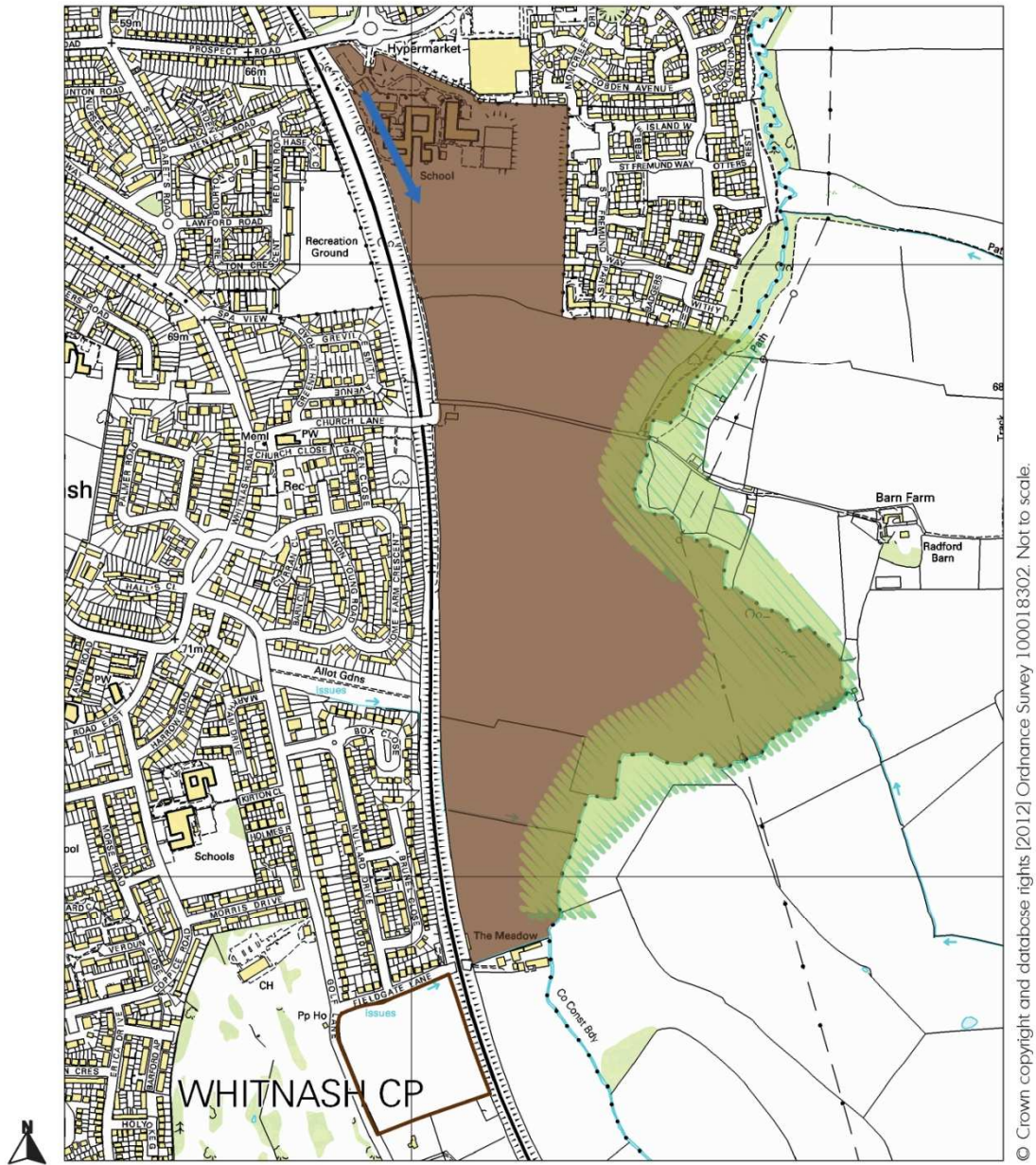
5.2.16 Hedgerows will need to be replaced with new hedgerow habitat through and around any development, comprising suitable native species following Warwickshire Landscape Guidelines. The mature trees should be retained.

- 5.2.17 Provision of open space should (as a minimum) be in line with the Open Spaces Supplementary Planning Document (Open Space Standards):
- Amenity Green Space: 1ha per 1000 population
 - Parks and Gardens: 2ha per 1000 population
 - Natural Areas: 2ha per 1000 population
 - Allotments: 0.42ha per 1000 population
 - Children/Youth Areas: 0.3ha per 1000 population
- 5.2.18 **Infrastructure Requirements – Sports Facilities and Playing Pitches**: Following completion of the sports facilities study and the playing pitches audit, requirements will be specified for contribution to/provision of indoor sports facilities and playing pitches.
- 5.2.19 **Infrastructure Requirements – Play Areas**: To be provided in line with the Play Standards.
- 5.2.20 **Infrastructure Requirements – Health**: Reorganisation in the health service has made it hard to assess the specific requirements associated with development in this area. Work is being undertaken to assess existing capacity of local medical centres and from that to assess the additional capacity required on these sites. As it is probable that expansion of existing medical facilities in Sydenham and Whitnash will be required to support development here. Associated with this there may be opportunities to rationalise and consolidate exiting medical facilities to provide improved services within more modern facilities.
- 5.2.21 **Infrastructure Requirements – Shops/Local Centres**: Facilities are already available within Whitnash and Sydenham and no additional provision is therefore required on site. It will however be important to ensure good access to exiting provision for pedestrians and cyclists is made.
- 5.2.22 **Infrastructure Requirements – Utilities**: there are no insurmountable constraints relating to the provision of utilities for this site
- 5.2.23 **Justification for these sites**
- 5.2.24 Land for 12,300 new homes is required. As it is not possible to provide for all this within the existing urban areas, it will be necessary to allocate new development on greenfield sites. In comparison with other possible greenfield sites, this area has significant advantages which justify its inclusion in the Revised Development Strategy.
- 5.2.25 **Availability**: The landowners for this area have expressed a willingness to release their land for development

- 5.2.26 **Sustainable location:** The sites lie adjacent or close to an existing urban area and are therefore reasonably well located for facilities and services provided in the urban areas including employment, town centres and retailing. They have the potential to provide for a relatively sustainable pattern of growth, subject to being able to resolve access and infrastructure issues. Studies relating to transport have shown that the scale of development in this area can be accommodated on the transport network subject to appropriate mitigation measures being brought forward.
- 5.2.27 **Green Belt:** This area is outside the green belt and (subject to the site being available, suitable and deliverable) the NPPF therefore indicates that this site should be brought forward in preference to green belt sites.
- 5.2.28 **5 year housing land supply:** At present there is not a 5 year supply of land for housing within the district as required by the NPPF. This site could contribute to the 5 year supply of housing land.

MAP 4

Whitnash and Sydenham Map



Key:

	Site Access
	Proposed Development Site
	Local Wildlife Site Buffer

Development site will also include:

	Open Space & Play Areas
	Community Facilities
	Improvement to Public Transport
	Cycling & Walking Routes
	Contributions to Education

5.3 Red House Farm, Leamington

5.3.1 **Description of area:** This site covers an area of 13.5 hectares. This consists of the 11.5 hectares was identified in the Local Plan Preferred Options, plus an additional 2 hectares within Glebe Farm immediately to the west of the Crest. It is located at the edge of Lillington and comprises a large arable field at the eastern end (about half the site area) and three pony grazing paddocks, at the top of a hill / crest. The site generally adjoins existing two-storey semi-detached dwellings on Buckley Road, to the north, arable land to the east, paddocks, woodland and mixed arable to the south and a Severn Trent water treatment works to the west. However, there are blocks of four-storey flats adjacent to the site at Mason Avenue / Burberry Close, and although not immediately adjoining, the much taller Eden Court, Southorn Court and Ashton Court multi storey blocks dominate the backdrop to the north.

5.3.2 Site Proposals

Site	Type of site	Number of Houses	Phasing	Employment Land	Other uses
Red House Farm (13.5 ha)	Greenfield (with potentially some brown field)	220 - 250 (with potential for an additional 25-35)	1	None	<ul style="list-style-type: none">Open space

5.3.3 **Densities:** The SHLAA estimated that approximately 8.7 ha of the site is developable. Further landscape work has been carried out which indicates that providing open space is appropriately located and designed, it would be reasonable to consider the whole 11.5 ha site as constituting the gross developable area of the site. In accordance with the estimate used in the SHLAA, approximately 33% of this should be set aside for open space leaving a net developable area of 7.7 ha.

5.3.4 In accordance with the densities set out in the Garden Towns, Villages and Suburbs prospectus it is considered that most of the site could be developed in accordance with the Neighbourhood General density of 30-35dph. The fringes of the site could be developed in accordance with the Neighbourhood Edge density of 20-25dph. On this basis, a total of **220 – 250 homes** could be accommodated on the site.

5.3.5 If adjacent land at Glebe Farm was included within the development area, this would have a net developable area of c1.3 ha. As a fringe

site, this would have a capacity for between a further **25 – 35 homes**.

5.3.6 **Housing Mix** - The housing mix provided in this area should be agreed in the context of wider regeneration but should take account of:

- **Affordability:** Provide 40% affordable housing in line with the existing policy and in line with the 2012 Preferred Options. The nature of this affordable housing should be agreed with the Council as part of any planning applications
- **Size:** House sizes should reflect the needs in relation to number of bedrooms, as set out in the 2012 Strategic Housing Market Assessment
- **Homes for Older People:** Adequate provision, close to local facilities, should be made for Extra Care Homes. The nature of this provision should be agreed with the Council as part of any planning applications
- **Homes for Students and HIMO:** Not required
- **Lifetime Homes:** At least 25% of homes across all tenures should be built to Lifetime Home standards

5.3.7 **Employment Land** – none anticipated on this site.

5.3.8 **Infrastructure Requirements**

5.3.9 **Coordinated Provision and Cumulative Impacts:** It is important that developments are brought forward in a way that delivers sustainable communities (in line with the National Planning Policy Framework) by addressing the cumulative impacts of all the potential developments. The infrastructure must be planned in a coordinated way and the contributions made to infrastructure provision must look beyond the immediate impact of each individual site to the cumulative impacts of all the sites

5.3.10 **Roads:** Access to the site would be along Buckley Road. The likely impact on traffic generation of the overall growth in housing has been modelled in the 2013 Strategic Transport Assessment. To accommodate this increase in traffic, it will be necessary to significantly improve the highway network both in the immediate surroundings the sites and further afield. Details of all the proposed highway mitigation measures are provided in Section 5.6 below (Transport Infrastructure).

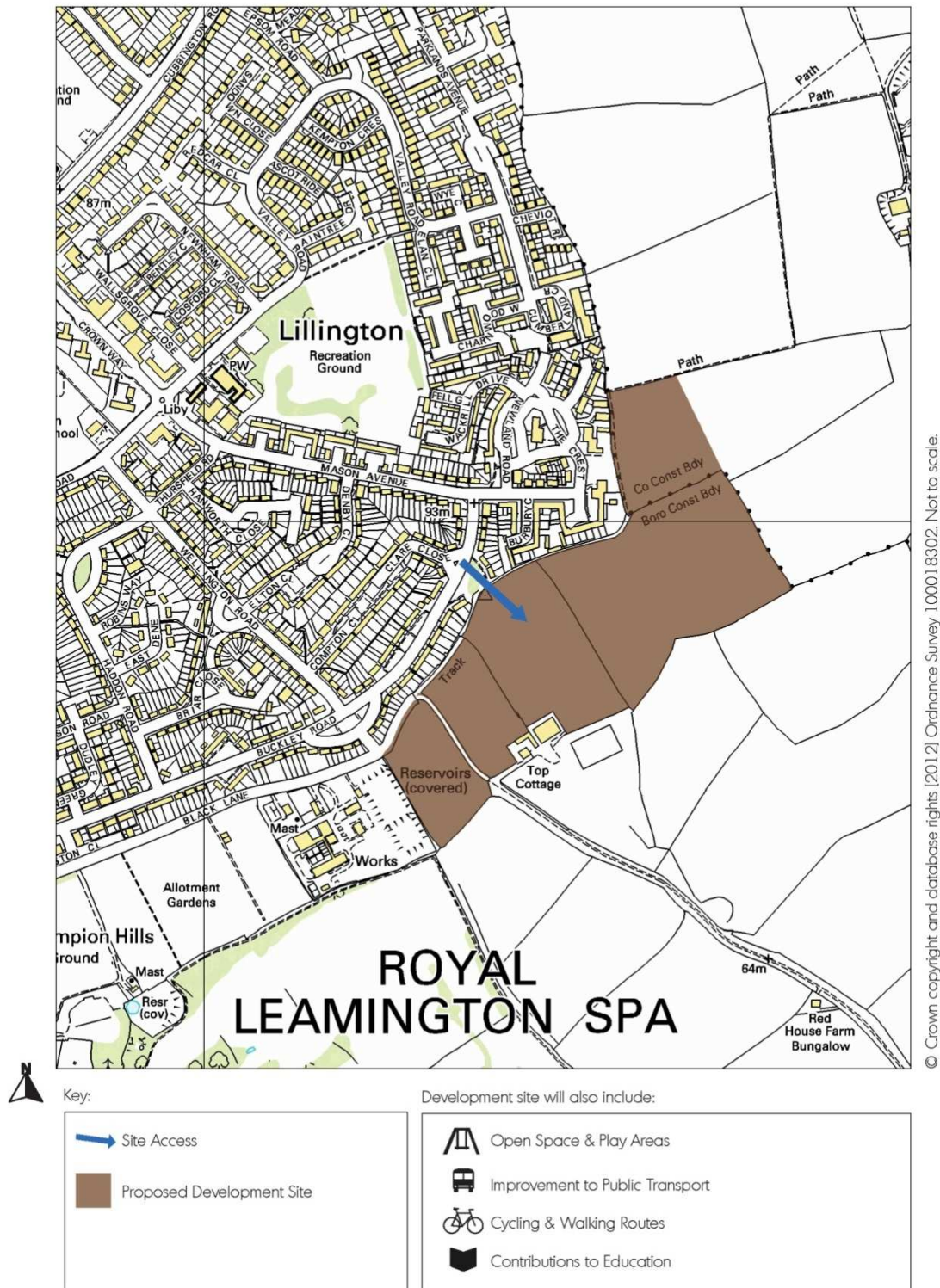
5.3.11 **Public Transport:** Improvements to bus services will be required as part of the development. Currently the 67, 67a and 67b services run along Buckley Road offering a service between 2 and 4 times per hour between Mondays and Saturdays.

- 5.3.12 **Cycling and Walking:** Strong pedestrian links could be created into Lillington along existing residential roads, including along Mason Avenue which leads to the shops on Crown Way, Lillington Primary School and community services at the library, Youth and Community Centres. There are exiting rural footpath links to the south in land owned by the site owner. These could be improved to create a stronger footpath link linking to the National Cycle Network at the Grand Union canal.
- 5.3.13 More widely development should contribute to the provision of a strategic cycle network across the District including K2L (Kenilworth to Leamington) and the "Missing Links" project
- 5.3.14 **Education:** The County Council are responsible for ensuring that sufficient school places are available for all age groups to meet the needs of new communities. To do this, they work on the basis that there will be 3.72 pupils per school year per 100 households.
- 5.3.15 Lillington Primary School is being expanded to cope with current numbers. Further work is needed to understand the impact of additional development (particularly in the context of wider regeneration) in terms of reviewing priority areas or considering further school expansion. In terms of secondary school places it is considered that there is capacity at North Leamington School.
- 5.3.16 **Green Infrastructure:** Green Infrastructure in this location has the opportunity to:-
- Provide open space for recreational use
 - Provide a habitat to support a diverse ecology
 - Soften the urban edge of Leamington in this area, particularly given the long views of the site from Cubbington and beyond.
 - Provide improved access to footpath links in the rural area.
- 5.3.17 The site lies close to the River Leam planting & wetland habitat creation project. There is potential for creating enhanced access links as part of this project.
- 5.3.18 Provision of open space should (as a minimum) be in line with the Open Spaces Supplementary Planning Document (Open Space Standards):
- Amenity Green Space: 1ha per 1000 population
 - Parks and Gardens: 2ha per 1000 population
 - Natural Areas: 2ha per 1000 population
 - Allotments: 0.42ha per 1000 population
 - Children/Youth Areas: 0.3ha per 1000 population
- 5.3.19 **Sports Facilities and Playing Pitches:** Following completion of the sports facilities study and the playing pitches audit, requirements will be specified for contribution to / provision of indoor sports facilities and playing pitches.

- 5.3.20 **Play Areas:** To be provided in line with the Play Standards
- 5.3.21 **Utilities:** there are no insurmountable constraints relating to the provision of utilities for this site
- 5.3.22 **Health:** Reorganisation in the health service has made it hard to assess the specific requirements associated with the site. Work is being undertaken to assess existing capacity of local medical centres and from that to assess any additional capacity required.
- 5.3.23 **Justification**
- 5.3.24 The site is located within the greenbelt therefore it is necessary to demonstrate the very special circumstances to justify removal of this land for development.
- 5.3.25 The Lillington East Super Output Area (SOA) immediately abuts the site and is ranked within the worst 10% nationally for employment and education, skills and training and amongst the worst 20% for overall deprivation and income. The site has the potential to provide regeneration benefits for the Lillington area by providing a wider mix of housing (including private market housing), new opportunities for the existing population to access open space, and additional customers for local shops and community services. The development could also boost job creation in this area in the construction sector.
- 5.3.26 The urban edge of Lillington in this vicinity is abrupt, and sensitive new development has the potential to soften this edge, particularly if suitable landscaping and planting is incorporated.
- 5.3.27 The development has the opportunity to provide significant areas of open space for the benefit of both residents of the new homes and the wider local population.
- 5.3.28 Opportunities exist to provide improved links to the wider rural area including a new footpath/cycleway link south to link with the National Cycle Network.

MAP 5

Red House Farm Map



5.4 Thickthorn, Kenilworth

5.4.1 **Description of area:** The site is located to the south east of Kenilworth's existing built up area and bounded by the A46. The site comprises a series of adjoining sites submitted by various landowners in the SHLAA. Existing uses on the site include agricultural land and two sports clubs: Kenilworth Rugby Football Club, which operates over two sites, and Kenilworth Wardens Cricket and Football Club, which is situated at the northern end of this strategic development site. The overall site area is 46.5 hectares (115 acres) and the land is currently within the Warwickshire Green Belt. Part of Thickthorn Ancient Woodland is within the south eastern edge of the site, to the north is Glasshouse Wood which is identified as a potential Local Wildlife Site. In addition, Glasshouse Spinney, running along Glasshouse Lane and Rocky Lane is identified as a potential Local Wildlife Site.

5.4.2 Site Proposals

Site	Type of site	Number of Houses	Phasing	Employment Land	Other uses
Thickthorn	Greenfield	700	1/2/3	8 hectares (20 acres)	Open Space Community Facilities Primary School

5.4.3 **Densities:** It has been estimated that 45% of the site should be for open space, community facilities, primary school and grey and green infrastructure. In accordance with the densities set out in the Garden Towns, Villages and Suburbs" prospectus (May 2012), it is considered that the site could be developed in accordance with the "Neighbourhood General" density of 30-35dph. Housing densities should be considered carefully in sensitive locations such as Thickthorn Manor.

5.4.4 **Housing Mix** - including market housing, affordable housing; homes for older people; house sizes. The housing mix provided in this area should:

- **Affordability:** Provide 40% affordable housing in line with the existing policy and in line with the 2012 Preferred Options. The nature of this affordable housing should be agreed with the Council as part of any planning applications
- **Size:** House sizes should reflect the needs in relation to number of bedrooms, as set out in the 2012 Strategic Housing Market Assessment
- **Homes for Older People:** Adequate provision, close to local facilities, should be made for Extra Care Homes. The nature of this provision should be agreed with the Council as part of any planning applications
- **Homes for Students and HIMOs:** Not required

- **Lifetime Homes:** At least 25% of homes across all tenures should be built to Lifetime Home standards
- 5.4.5 **Employment Land:** Eight hectares of employment land is allocated for Thickthorn, the approximate suitable location is close to the roundabout at the intersection of the A46 and Leamington Road (Thickthorn roundabout). The Employment Land Study identifies the need for more space for modern offices, which could successfully be accommodated here. For further information see section 4.5 on Employment Land Requirements.
- 5.4.6 **Infrastructure Requirements**
- 5.4.7 **Coordinated Provision and Cumulative Impacts:** It is important that developments in this area are brought forward in a way that delivers sustainable communities (in line with the National Planning Policy Framework) by addressing the cumulative impacts of all the potential developments. This means that the infrastructure must be planned in a coordinated way and the contributions made to infrastructure provision must look beyond the immediate impact of each individual site to the cumulative impacts of all the sites.
- 5.4.8 **Roads:** This scale of development will inevitably lead to an increase in traffic on the road network around these sites and indeed over a wider area. The likely impact on traffic generation has been modelled in the 2013 Strategic Transport Assessment. To accommodate this increase in traffic, it will be necessary to significantly improve the highway network both in the immediate area surrounding the site and further afield. Details of all the proposed highway mitigation measures are provided in section 5.6 below (Transport Infrastructure).
- 5.4.9 A spine road through the site from Glasshouse Lane/Birches Lane to a new entrance/exit from the Thickthorn Island would provide the principal vehicular access to the site. Furthermore, the Strategic Transport Assessment identifies offsite works at St John's Gyratory and Thickthorn Roundabout to enable the site to come forward. The St John's Gyratory scheme is a signalisation of the four entry arms onto the junction. The proposed scheme for the Thickthorn Roundabout is a signalised roundabout with a new, un-signalised, entry arm to serve the development site to the northwest of the junction. The carriageway either side of the bridges would be widened to 3 lanes with 2 lanes retained on the bridges.
- 5.4.10 **Public Transport:** Currently, the X17, 12 and 'Uni' buses run adjacent to the site along Leamington Road and the 539 runs along Birches Lane and Glasshouse Lane. Bus services will be enhanced to provide access into and out of the site. It is anticipated that a new Kenilworth Rail Station will open providing residents and businesses with alternative means to longer distance travel.

- 5.4.11 **Cycling and Walking:** For the Strategic Cycle Network, development of Thickthorn needs to contribute to the provision of a strategic cycle network across the District including K2L (Kenilworth to Leamington) and the "Missing Links" project. Locally, walking and cycle links need to be developed through to the site – particularly linking to the schools and the town centre. The cycling network should focus on connections into and out of the site, including connecting to the strategic cycle network. There may be opportunities for connections from the northern edges of the site to the existing urban area for cycling and walking only.
- 5.4.12 Existing public footpaths include one running along Rocky Lane, across the A46 and towards Ashow and a path which runs through the northern edge of the site (currently through Kenilworth Wardens) across the A46 and out towards Stoneleigh Abbey. These footpaths should be protected and enhanced by creating new walking opportunities connecting up with them.
- 5.4.13 **Education:** This scale of development will require significant new education provision. The County Council are responsible for ensuring that sufficient school places are available for all age groups to meet the needs of new communities. To do this, they work on the basis that there will be 3.72 pupils per school year per 100 households. This means there is a need to provide capacity (either onsite or through off site contributions) for a one form entry primary school on site, located towards the northern end of the site. In terms of secondary provision, offsite contributions would be necessary to support Kenilworth School. The school could have capacity to accommodate secondary pupils because places the equivalent of 1FE are taken up by non-Kenilworth children.
- 5.4.14 **Green Infrastructure:** Green infrastructure has three very important functions within the site:
- it provides open areas for amenity and recreational use
 - it provide habitats to support a diverse ecology
 - it helps to integrate new development in to the landscape and the surrounding settlements
- 5.4.15 It is expected that the site will make the most of the existing green infrastructure assets on the site (identified in the GI Study 2010) when designing open and green space on site. This would include a 50m buffer to the Ancient Woodland at Thickthorn and Glasshouse Wood.
- 5.4.16 **Parks and Open Spaces:** The provision of open space should (as a minimum) be in line with the Open Spaces Supplementary Planning Document (Open Space Standards):
- Amenity Green Space: 1ha per 1000 population

- Parks and Gardens: 2ha per 1000 population
- Natural Areas: 2ha per 1000 population
- Allotments: 0.42ha per 1000 population
- Children/Youth Areas: 0.3ha per 1000 population

5.4.17 **Sports Facilities and Playing Pitches**: Following completion of the sports facilities study and the playing pitches audit, requirements will be specified for contribution to / provision of indoor sports facilities and playing pitches. It is expected that playing pitches will be provided in conjunction with the school in line standard school requirements.

5.4.18 **Play Areas**: To be provided in line with the Play Standards

5.4.19 **Utilities**: there are no insurmountable constraints relating to the provision of utilities for this site

5.4.20 **Health**: Reorganisation in the health service has made it hard to assess the specific requirements associated with the site. Work is being undertaken to assess existing capacity of local medical centres and from that to assess any additional capacity required.

5.4.21 **Justification for this site**

5.4.22 There are limited sites within the built up area of Kenilworth in which to meet the housing and employment needs of Kenilworth. Therefore, the only reasonable option is to review the Green Belt boundary. The Joint Green Belt Study (2009) identified the area between the east of the town and the A46 as suitable for further study in terms of development potential, this was largely because the A46 provided a physical barrier to the wider countryside. Furthermore, the landscape assessment of the Joint Green Belt Study recognised the Thickthorn area as being of relatively less quality than other areas on the fringe of Kenilworth.

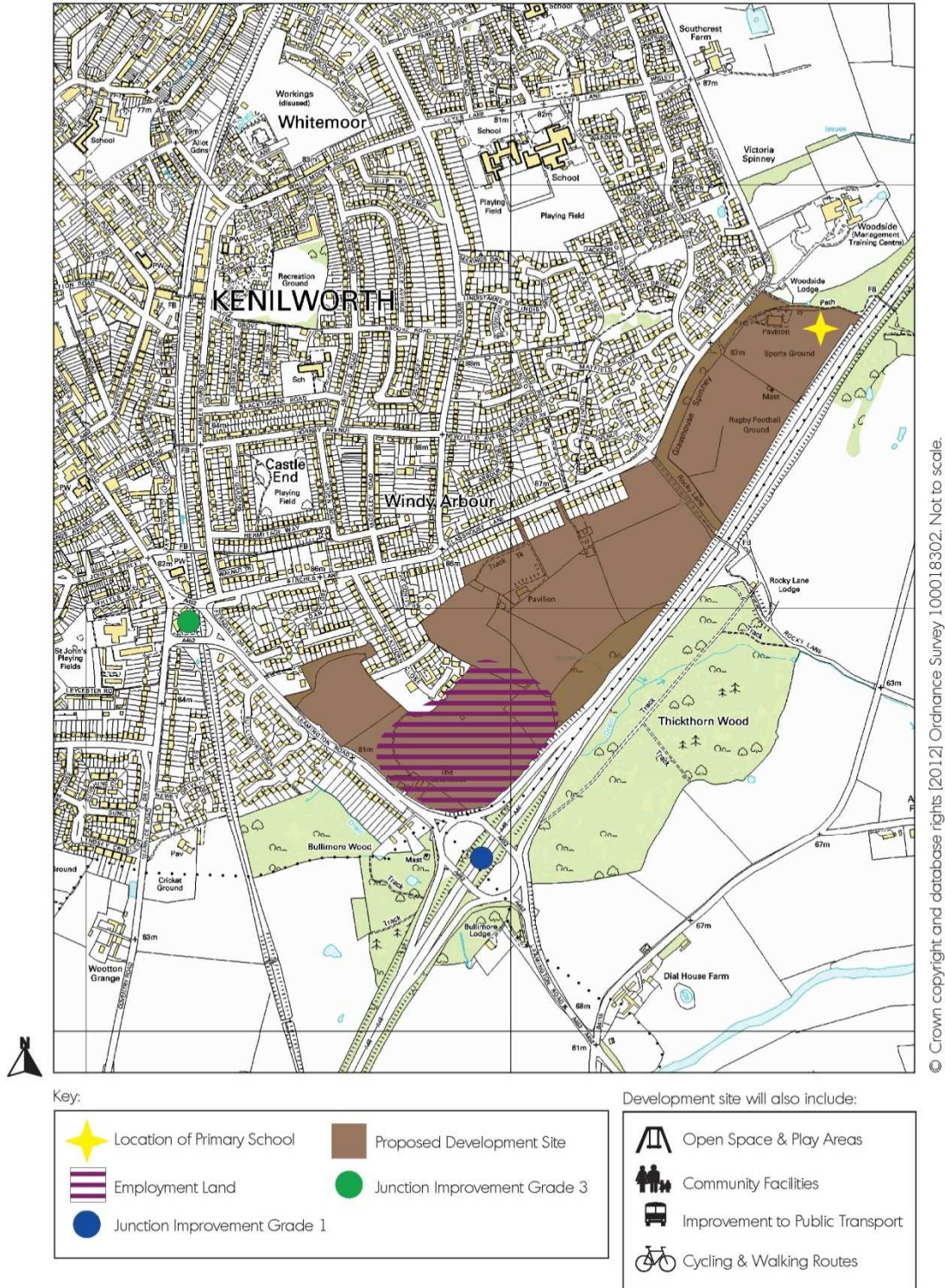
5.4.23 Land at Thickthorn benefits from access to the strategic transport network and will address existing shortages in employment in the town in order to provide more local employment opportunities and create a more sustainable balance between homes and jobs. Kenilworth no longer has the number of employment sites that it once did. In addition, some of the less well performing existing employment sites suffer from being the wrong type to meet Kenilworth's needs and in less attractive locations.

5.4.24 Both sports clubs are successful with a high level of membership and are consequently constrained by their existing sites. Kenilworth Rugby Club operate over two sites, with their main club house and pitch located away from where most games are played and training takes place. Kenilworth Wardens have highly successful football and

cricket teams. As a consequence, not all home fixtures can be played at their grounds. In order for the whole of this site to come forward for development it will require the relocation of both sports clubs to suitable sites in the Kenilworth area. No development shall take place on the sports grounds until both clubs have successfully moved. Any relocation site(s) will be in a location accessible to the Kenilworth population and will be an improved provision in terms of quality and/or quantity.

Map 6

Thickthorn Map



5.5 Sub-Regional Employment Site

RDS 8: Sub Regional Employment Site

It is proposed that the Revised Development Strategy identifies an area of land in the vicinity of Coventry airport (in the area identified on Map 1 on page 18) for a major employment site of sub-regional significance.

A policy framework for the site will be developed which:

- a) limits the uses on the site to predominantly B1, B2 and B8 uses,**
- b) ensures the whole site is planned and developed in a comprehensive way, taking full account of the infrastructure requirement and minimising environment impact,**
- c) sets out the very special circumstances that would need to be demonstrated to allow this development within the Green Belt. These very special circumstances would include the demonstrating the need for a major sub-regional employment development, the creation of a significant number of new jobs, evidence that there is a lack of alternative sites that are available and suitable and the delivery of other community and environmental benefits.**
- d) ensures the land is retained within the Green Belt until such time the site is fully developed.**

5.5.1 **Justification**

5.5.2 Government planning policy, as set out in the National Planning Policy Framework (NPPF), is clear that local planning authorities should work to build strong competitive local economies. Furthermore, they should set out clear economic strategies for their areas and should identify strategic sites for local and inward investment to match this strategy and meet anticipated needs over the plan period.

5.5.3 Within the Coventry and Warwickshire sub-region, the evidence base that underpinned the policies in the (now abolished) Regional Spatial Strategy for the West Midlands provides strong support for encouraging investment in higher value-added activity, and there is support for a strategic focus on major urban areas including Coventry. There is also support for identifying sites for this investment which can benefit the Coventry & Nuneaton Regeneration Zone. The strategic focus of the Coventry & Warwickshire Local Enterprise Partnership (CWLEP) seeks to support and develop the advanced manufacturing and engineering sectors, recognising in particular the growth of major

automotive manufacturers in the sub-region and the corresponding growth in the automotive supply chain. Together, these provide strong support for the delivery of further suitable employment land to meet these sub-regional needs.

- 5.5.4 The Council is also an active participant in the Coventry and Warwickshire City Deal. This has identified the potential to expand the Advanced Manufacturing and Engineering sector (with a focus on the automotive and aerospace industries) within the sub-region as a priority. One of the issues which the City Deal is trying to address and which is limiting the growth of this sector is site availability. A greater choice of major employment sites will enable the City Deal to deliver an investment fund to unlock the supply of new premises for this sector.
- 5.5.5 In the 2012 Preferred Options the Council committed to exploring the case for land at the Coventry and Warwickshire Gateway to be identified to provide a major employment site that could meet these needs. Since then, a planning application has been submitted. Although this application has yet to be formally determined by the Council, the evidence would support the identification of land in this area for a major employment use of sub-regional significance.
- 5.5.6 The Council has been working with the CWLEP to first explore, and then establish the case for a major employment site in this location. This includes supporting work currently underway through the CWLEP to develop a coherent approach to ensuring a ready supply of major employment sites by linking the work of the LEP's Planning, Inward Investment and Access to Finance sub groups. The impetus provided by the CWLEP can now be backed up by a body of evidence that has been independently prepared to assess the planning application, but which demonstrates that regardless of the merits of the specific scheme proposed in the application, there is a case for a major employment allocation.
- 5.5.7 This scale and scope of the scheme being promoted through the application will make a significant contribution to the local and sub-regional economy, offer a significant employment site of sub-regional importance and generate a large number of new jobs. The applicants also consider that the scheme will have a wider benefit as a direct consequence of the investment that is being made to the local highway network.
- 5.5.8 In further assessing the merits any specific proposal for a major sub-regional employment use in this area, the designation of land in the area within the Green Belt will be a significant factor. It is not proposed that this Local Plan amends Green Belt boundaries in this area. Any development would therefore be considered "inappropriate development" as defined by the NPPF, and accordingly "very special

circumstances” will need to be demonstrated before permission can be granted. Any justification of very special circumstances will need to include evidence that:-

- a) The proposal will directly support the sub-regional economic strategy and meet a sub-regional need for employment land,
- b) The proposal will support regeneration within the Coventry & Nuneaton Regeneration Zone,
- c) The proposal will generate a significant number of new jobs.
- d) There are no suitable alternative sites outside the Green Belt and no preferential sites within the Green Belt.

5.5.9 An independent assessment of the range of uses proposed by the current Coventry & Warwickshire Gateway application has estimated that the proposal will generate approximately 8,200 jobs. Furthermore, the associated highway works will provide access to further land (within Coventry) that would deliver up to a further 4,000 jobs. By way of example, this is considered a significant level of job creation.

5.5.10 Furthermore, any proposal would be required to minimise the impact of new buildings on the openness of the Green Belt wherever possible, and to provide appropriate landscaping and planting to screen new development from surrounding countryside.

5.5.11 To ensure that Green Belt interests are best protected, impact on the environment is limited, infrastructure requirements are fully considered and the site is brought forward in a manner that ensures that it meets the objectives of this policy, the council will seek to ensure that a comprehensive approach is taken to the development of this site.

5.5.12 It is expected that a proportion of any jobs created through a major sub-regional employment site will be displaced from existing employment areas within the sub-region, including Warwick District. For example, the proposals in the current planning application have been estimated to result in approximately 500 jobs being displaced from within Warwick District, equating to approximately 6.5 hectares of employment land. Whilst high levels of displacement could harm existing employment areas and could undermine the case for a major employment site, a relatively small level of displacement, such as that estimated for the current planning application, could be seen as a positive in that it shows the new employment can provide “grow-on” space for successful local businesses.

5.6 District Wide Transport Mitigation Proposals

5.6.1 Highway Mitigation Measures: It is important that the additional traffic generated as a result of new development is mitigated. To assess the likely traffic impacts and to develop a mitigation package that works, transport modelling and mitigation work has been carried out in conjunction with Warwickshire County Council. The outcome from this work, is a range of transport mitigation measures which have been costed and prioritised. These will be delivered alongside the delivery of housing and other development schemes. The table below shows the full range of the proposed mitigation measures to be implemented across the main urban areas.

5.6.2 Sustainable Transport Improvements:

5.6.3 It is critical that sustainable transport improvements form part of the mitigation package to support the housing and employment growth proposals within the District. Such improvements will:

- Contribute towards the delivery of sustainable development within the District;
- Maximise the number of journeys made by sustainable transport modes from trips generated as a result of new development;
- Reduce the impact of car based travel on the local and strategic highway network;
- Deliver an integrated approach to transport provision to serve new development;

5.6.4 Sustainable transport is an umbrella term which includes provision of bus services, bus infrastructure, park and ride, access to rail services, walking, cycling and behavioural measures (Smarter Choices). Details of the measures being developed for sustainable transport improvements are set out in Appendix H of the Phase 3 Strategic Transport Assessment 2013. But they include:

- Requiring financial contributions to bus services to provide new or enhanced services for major new developments
- Improved bus infrastructure (bus stops, shelters laybys, information and priority measures)
- Potential for park and ride facilities to both the south and north of the towns with associated bus priority measures
- Integration of bus services with rail services and improvements to rail services as part of NUCKLE Phase 2 proposals
- Smarter Choices – reinforces investment in sustainable transport options by deploying a range of behavioural measures such as workplace travel plans, sustainable transport packages for new residents, travel awareness campaigns, public transport information,

car clubs and car sharing and teleworking, home working and home shopping

- Internal provision for pedestrians and cyclists on all major sites to deliver good access to local service centres, schools, open spaces/play areas and local retail and employment areas. These should also link to green corridors and other green infrastructure
- Proposed improvements to the wider cycle network including:
 - Kenilworth to Leamington Spa (K2L) - Provision of a shared foot/cycleway alongside the A452 from Kenilworth St Johns Gyratory to Leamington Spa. A feasibility study has recently been completed by the County Council to identify the most appropriate specification for the scheme, including options for a new pedestrian/cycle structure at Chesford Bridge. The cost of the scheme is estimated to be between £1.4-1.7m, depending on what bridge structure is delivered at Chesford.
 - A445 Emscote Road, Warwick - Completion of the Emscote Road cycleway from Warwick to Leamington Spa. This will make use of the facilities for cyclists which will be delivered as part of the forthcoming Portobello Bridge and Rugby Road improvements, and also connecting to the new cycle facilities on Princes Drive delivered by the Ford Foundry development.
 - A429 Coventry Road, Warwick - Completion of the Coventry Road cycleway from Leek Wootton to Warwick town centre, part of which has been delivered between Leek Wootton and the Woodloes roundabout (Spinney Hill/Primrose Hill).
 - Leek Wootton to Kenilworth - Provision of a shared foot/cycleway alongside the Warwick Road between Leek Wootton and Kenilworth St Johns Gyratory.
 - Cubbington / north Lillington to Leamington Spa town centre - via Cubbington Road or a suitable alternative route.
 - Working with Warwick District Council to provide links through open spaces such as Victoria Park and St Nicholas Park to connect with existing cycle infrastructure and provide convenient and attractive cycle routes.
 - Whitnash to Radford Semele - Provision of an enhanced link for pedestrians and cyclists between Church Lane, Whitnash and the village of Radford Semele. This route could potentially be delivered as part of the proposed development to the south of Sydenham
- The above schemes are initial ideas and should not be considered as an exhaustive list of schemes. We will seek contributions towards full or partial funding of these improvements.

5.6.5 The Phase 3 Strategic Transport Assessment provides further information on the models, traffic flows and mitigation proposals. This is available at www.warwickdc.gov.uk/newlocalplan (see the evidence base pages).

TABLE 6 Transport Mitigation Proposals

Scheme No.	Scheme	Scheme Description used in Transport Modelling Assumptions
01	Thickthorn Roundabout	This scheme is a signalised roundabout with a new, un-signalised, entry arm to serve the development site to the northwest of the junction. The carriageway either side of the bridges has been widened to 3 lanes with 2 lanes retained on the bridges
02	Kenilworth Gyratory	The scheme is a signalisation of the four entry arms onto the junction. Additional engineering will be required to ensure that the development which lies in the centre of the gyratory can be accessed satisfactorily.
03	A452 Bericote Roundabout	A signalised junction has now been assumed in this area. The A452 SB to Bericote Rd EB movement is separated out from the junction at an early stage although the point at which the A452 meets Bericote Road is now signal controlled as well.
04	A452 Blackdown Roundabout	The scheme proposed for this junction is now a four arm signalised cross-roads.
05	A452 Spinney Hill Roundabout	Proposals for this junction largely involve the widening of the approaches to this junction.
06	Emscote Road/Greville Road	The proposals for a signal scheme have been retained.
n/a	Emscote Road Bridge	This area of the network poses a severe constraint to movements within the immediate and wider road network due to the limited river crossing points between Warwick and Leamington. As a result it has been assumed that the bridge is either widened or a new bridge delivered, which can accommodate 2 lanes of traffic in each direction. A sensitivity test has been undertaken to ascertain the impact should works on the bridge not be possible due to its English Heritage status. This has shown that although the scheme is locally desirable, it is not essential
07	Princes Drive/Warwick New Road	The proposals for this junction reconfigure the roundabout to a signalised 3 arm priority. The B4099 WB approach has been reduced to one lane in each direction when compared to the original proposals.
08	Bath Street/High Street	The earlier STA work identified that reconfiguration of some links to one-way and introduction of signal control on at least three of the four entry points would be likely to improve conditions. The signals have been further optimised using vehicle detection loops.
09	Adelaide Road/Avenue Road	A signalised junction has been adopted within this area
10	Dormer Place/Adelaide Road	A signalised junction has been adopted within this area.
11	Myton Road Roundabout	The proposals for a signal scheme have been retained.
12	Priory Road/Smith Street/St	This junction has been signalised and the timings synchronised with the Coton End/Coventry Road signalised junction. The right turn from Smith Street to St Nicholas Church St has also been banned.

	Nicholas	
13	Castle Hill Gyratory Signals	A signalisation of this gyratory
14	Europa Way/Myton Road Roundabout	Previously, a four arm crossroads with dedicated left-turn slips was proposed for this area. However a signalised roundabout has now been assumed for this area. All entry approaches have been widened and a dedicated turning lane has been included to accommodate traffic travelling from Old Warwick Road WB to Europa Way SB.
15	Shires Retail Park Roundabout	The scheme initially contained within the modelling involved extensive reconfiguration into a signalised three arm junction with the Queensway and Tachbrook Park Road being combined into a single entry arm prior to entering into the main junction. During the initial testing it was always held that the form of this roundabout could be maintained and a link across the centre of the junction used to increase the capacity of the north south movement. This 'hamburger' arrangement is what has been assumed within this next phase of testing.
16	Europa Way Roundabout	The scheme in this area involves additional widening of approaches and signalisation of at least four of the five entry arms.
17	Grey's Mallory Roundabout	It should be noted that a dedicated lane has been included to better accommodate the A452 Banbury Rd to A452 Warwick bypass SB movement. However, works at Junction 12 may preclude the need for this movement by encouraging more traffic onto the M40 motorway and discouraging traffic from routing along the parallel B4100. Further investigation of this element of the scheme is likely to be beneficial; however, full signalisation is likely to be required as a minimum.
18	A46/Birmingham Road 'Stanks Island'	Previous assessments had assumed that a developer funded signalisation scheme would be in place at this junction prior to the assignment of the additional allocated demand. With that scheme in place no further works were proposed within the vicinity of this junction. As has been outlined within the note outlining the latest update to the 2028 Reference Case, this scheme is now unlikely to be delivered and so was removed from the reference Case. During the course of the testing however it became apparent that a scheme was required at this junction and, as a result, a scheme was introduced which mirrored the earlier proposals (signalisation of four entry arms and widening of the East and West carriageway but with the bridges retained to 2 lanes) without the additional fifth arm
19	Bericote Road Stoneliagh Road	The existing roundabout has been widened to include two lanes on the circulatory and on all approaches. An extended two lane exit has been included on the Stoneleigh Rd SB exit which is intended to increase the capacity of the Stoneleigh Rd SB flow across the junction
20	Kenilworth Road/Westhill Road	The existing roundabout circulatory has been widened to two lanes as have all of the entry arms.
21	Europa Way Corridor – Part 1	Implementation of Dual carriageway along the entire length of the corridor between M40 J14 and Europa Way roundabout has been retained
22	Europa Way Corridor – Part 2	Dual carriageway along the entire length of the corridor between Europa Way roundabout and Europa Way/Myton Road roundabout
23	Gallows Hill – 2 Lanes	Sections of Gallows Hill between Europa Way and Banbury Road and specifically, the junctions therein, were extended to two lanes in both directions

24	Banbury Road – 2 Lanes	Previously the length of the Banbury Road between Gallows Hill and Myton Road had been widened to 2 lanes in each direction. During this phase of assessment, primarily due to concerns around the ability of maintaining the access arrangements to Warwick School, the dual carriageway has been removed. Instead, a two lane exit is included on the Banbury Rd SB exit of the new signalised junction with Myton Road up to the right turn lane into Bridge End a single lane has been reinstated south of this point. Northwards, two lanes have been introduced from the Gallows Hill junction which merges into the right turn into Warwick school, a single lane is then in operation until approximately 100m south of the Junction with Myton Road.
n/a	ATM “Managed Motor Ways”	Managed Motorways (MM) is assumed to be delivered between J14 and J15 of the M40.
n/a	Sustainable Travel Infrastructure	See para 5.5.2 above for further details
n/a	Virtual P&Rs	Virtual Park and Rides accrue the benefits of standard park and ride facilities without incurring the costs of providing expensive infrastructure. Developers would be encouraged to provide additional parking at edge of town sites which could then be utilised for P&R facilities. Instead of providing a bespoke bus services to the P&R facilities, a two stage bus journey would be made where the first stage would provide a direct service to the town centres or employment sites. The second stage would distribute local trips around housing areas or employment areas This would maximise potential of new bus routes provided by developers which are necessary to ensure sustainable access to their developments and to meet model share targets. Such facilities would be easier to deliver where there is a critical mass of development proposed in one area. Suitable sites may include developments along the A452 corridor to the south of Leamington or close to the sites next to the A46 proposed at Kenilworth. Included in terms of modal shift assumption (15%)

MAP 7 - District Wide Transport Mitigation Proposals

Transport map

