

13242

LOCALPLAN

helpingshapethedistrict



Gypsy and Traveller Stratford Road Preferred Options Site Response Form 2014

For Official Use Only
Ref:
Rep. Ref:

Please use this form if you wish to comment on the Stratford Road Gypsy and Traveller Preferred Options Site.

This form may be photocopied or, alternatively, extra forms can be obtained from the Council's offices or places where the consultation documents have been made available (see back page). You can also respond online using the LDF Consultation System, visit: www.warwickdc.gov.uk/newlocalplan or by letter (address on back page)

Part A - Personal Details

1. Personal Details

2. Agent's Details (if applicable)

Title MR

First Name PAUL

Last Name SANT

Job Title (where relevant) GENERAL MANAGER

Organisation (where relevant) FLP UK LTD

Address Line 1 LONGBRIDGE MANOR

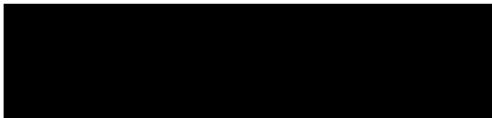
Address Line 2 LONGBRIDGE

Address Line 3 WARWICK

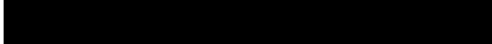
Address Line 4

Postcode CV34 6RB

Telephone number



Email address



Would you like to be made aware of future consultations on Gypsy Traveller sites?

Yes

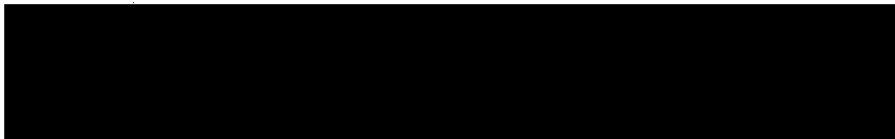
No

About You: Gender

MALE

Ethnic Origin

Age



Where did you hear about this consultation e.g. radio, newspaper, word of mouth, drop-in sessions.

WORD OF MOUTH

Part B - Commenting on the Stratford Road Gypsy and Traveller Preferred Site

The policy in the Draft Local Plan will list the criteria by which Gypsy and Traveller sites will be judged for suitability and sustainability. These are the criteria:

- a) the site is within reasonable distance of schools, GP surgeries, dentists, hospitals, shops and community facilities;
- b) the site has good access to the major road network;
- c) the site is of a suitable size to accommodate between 5 and 15 pitches for permanent sites or 12 pitches for transit sites;
- d) it can be demonstrated that infrastructure requirements can be adequately met;
and
- e) there is potential for the site to be adequately screened.

What is the nature of your representation?

Support

Object

Comment

Please set out full details of your objection or representation of support with reference to the criteria above.

SEE ATTACHED DOCUMENTATION

For Official Use Only

Ref:

Rep. Ref.

Continued..

Do you have any other suggestions for land within this district that you think would be suitable for use as a Gypsy and Traveller site, bearing in mind the criteria for site identification? If so, please give the location and the land owner's details below:

FORD FOUNDRY SITE CAR PARK , LEAMINGTON

TRAVIS PERKINS OLD SITE , LEAMINGTON

For Official Use Only

Ref:

Rep. Ref.

Guidance on Making Representations

- Please use this response form as it will help the Council to keep accurate and consistent records of all the comments, alternatively complete online at www.warwickdc.gov.uk/newlocalplan
- You may withdraw your objection at any time by writing to Warwick District Council, address below
- It is important that you include your name and address as anonymous forms cannot be accepted. If your address details change, please inform us in writing
- All forms should be received by **4.45pm on Friday 12 December 2014**
- Copies of all the objections and supporting representations will be made available for others to see at the Council's offices at Riverside House and online via the Council's e-consultation system. Please note that all comments are in the public domain and the Council cannot accept confidential objections. The information will be held on a database and used to assist with the preparation of the new plan for Gypsy and Traveller sites and with consideration of planning applications in accordance with the Data Protection Act 1998
- To return this form, please drop off at one of the locations below, or post to: **Development Policy Manager, Development Services, Warwick District Council, Riverside House, Milverton Hill, Leamington Spa, CV32 5QH** or email: newlocalplan@warwickdc.gov.uk

Where to see copies of the Stratford Road Gypsy and Traveller Preferred Options Site

Copies are available for inspection on the Council's web site at www.warwickdc.gov.uk/newlocalplan and at the following locations:

Location	Opening Times
Warwick District Council Offices Riverside House, Milverton Hill, Royal Leamington Spa	Mon - Thurs 8.45am - 5.15pm Fri 8.45am - 4.45pm
Leamington Town Hall Parade, Royal Leamington Spa	Mon - Thurs 8.45am - 5.15pm Fri 8.45am - 4.45pm
Warwickshire Direct Whitnash Whitnash Library, Franklin Road, Whitnash	Mon - Tues 10.30am - 5.00pm Wed 1.30pm - 5.00pm Thurs Closed Fri 10.30am - 4.00pm Sat 10.30am - 1.30pm
Leamington Spa Library The Pump Rooms, Parade, Royal Leamington Spa	Mon - Weds 9.30am - 6.00pm Thurs 10.00am - 7.00pm Fri 9.30am - 6.00pm Sat 9.30am - 4.30pm Sun 12.00pm - 4.00pm
Warwickshire Direct Warwick Shire Hall, Market Square, Warwick	Mon - Thurs 8.00am - 5.30pm Fri 8.00am - 5.00pm Sat 9.00am - 4.00pm
Warwickshire Direct Kenilworth Kenilworth Library, Smalley Place, Kenilworth	Mon - Tues 9.00am - 5.30pm Wed 10.30am - 5.30pm Thurs - Fri 9.00am - 5.30pm Sat 9.00am - 1.00pm
Warwickshire Direct Lillington Lillington Library, Valley Road, Royal Leamington Spa	Mon 9.30am - 12.30pm & 1.30pm - 6.00pm Tues and Fri 9.30am - 12.30pm & 1.30pm - 5.30pm Weds Closed Thurs 9.30am - 12.30pm & 1.30pm - 7.00pm Sat 9.30am - 12.30pm
Brunswick Healthy Living Centre 98-100 Shrubland Street, Royal Leamington Spa	Mon - Fri 9.00am - 5.00pm

Where possible, information can be made available in other formats, including large print, CD and other languages if required. To obtain one of these alternatives, please contact 01926 410410.

Forever Living Products (UK) Ltd.

Longbridge Manor,

Warwick.

Objections to the Gypsy and Traveller

Stratford Road Preferred Options Site.

Report Written by

Mr. Garry Plant (Property Consultant)

GFP Consultants Ltd

Mobile: 07767 366118

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Appendices

Appendix A: Traffic Assessment Report

Appendix B: Noise Assessment Report

Appendix C: Severn Trent Water Letter

Introduction

- As the owners of Longbridge Manor we would like to formally register our opposition to the Gypsy and Traveller Preferred options site on the Stratford Road in Warwick which is currently under consideration by Warwick District Council.
- We would also like to comment on the various issues raised by this proposal and some of the reports presented by Warwick District Council in relation to it.

Objections & Comments

Heritage Setting

- Longbridge Manor is a Grade II* Listed property and is considered to be one of the finest heritage properties in the county. The proposed Gypsy and Traveller site with access off the lane which leads to the main entrance to Longbridge Manor could have a major impact on access to the front of the historic building, grounds and its heritage setting.

Access

- The access to the proposed site is via a dangerous bend off the Stratford Road onto the lane and then down a rather poor and narrow farm track which we along with the local residents feel is totally unsuitable. This could result in major traffic delays with queuing traffic back to the M40 / A46 island and access issues for visitors to Longbridge Manor. Any such delays could have a dramatic effect on the commercial business which has in the region of 500 visitors and 500 training delegates attending the site each week.
- The main entrance to Longbridge Manor via the lane is also used by our own delivery vehicle twice daily in order to replenish the stock in the on site Product Centre used to supply our customers as well as by national delivery firms.
- The intensification of use of the junction with the Stratford Road and lane could result in an additional 100+ vehicle movements per day which is a particular highway safety concern and especially as the lane is also a National Cycle route.
- As a result of our concerns over access to the site off the Stratford Road and also the unsuitability of the farm track we have commissioned our own independent Traffic Assessment by Mayer Brown and a copy of their report is attached to this document (See Appendix A).

Noise

- We also have concerns over the suitability of the proposed site in terms of the noise levels in that area as result of its proximity to the M40 as well as to the scope and timing of your own noise assessment which was carried out for a short period during the school holidays. As a result of these concerns we have also commissioned our independent review of your noise assessment report and its findings (See Appendix B).

Flood Risk

- The Environment Agency Flood Zone Plan identifies that the vast majority of the consultation site falls within Flood Zone 3, seemingly as a result of Old House / Horse Brook. The published Technical Note considers a large area of land extending far beyond the boundary of the consultation site. Detailed hydrological modelling is used to assess flood risk presented by the River Avon, particularly upon land to the north; however, the report notes that the current flood modelling of the southern part of the site around Old House/Horse Brook is based on historic data that does not account for several more recent interventions (including the construction of the elevated section of the M40 motorway) and that it is reasonable to assume the existing model is not accurate. The Technical Note identifies that further modelling of this area is required.
- The report also states that there may be potential for flood alleviation works to be undertaken to manage flooding in the area in order to release land more appropriate for development and identifies possible schemes on adjoining land. Until further assessment is undertaken, the scale or ability of such a scheme to appropriately address flood risk is not known. The cost of such measures is accordingly also unknown at this stage but, based on those identified, will clearly be of significant value. This is contrary to that reported in the October 2014 consultation document (Table 1, item 6), which states that “the report shows that the threat is from the brook which does not flood, but that there is mitigation available which will eradicate the threat completely”. It is also noted that various other option sites have been dismissed on the basis of being in Flood Zone 3, without any account taken of possible alleviation measures.

Ecology

- We also have concerns over the effect of the ecology in the area as with a site proposal of 15 pitches the amount of hard standing required will be considerable and will result in disturbance to the wildlife including bats, grass snakes and badgers.

Land Owners

- It should also be noted that one of the land owners mentioned in the report, Severn Trent Water has now expressed their concerns to Warwick District Council over the proposed Gypsy and Traveller site which was not mentioned to them in their previous discussions regarding the land (See Appendix C).

Conclusion

- We feel that this preferred site on the Stratford Road does not allow for safe access off the Stratford Road due to inadequate visibility and the farm track is a very poor and narrow access road.
- The site is unsuitable in respect of noise and its suitability in respect of flooding remains unknown and likely to be subject to costly alleviation measures. Both of these issues appear to have been mis-reported in the consultation document and as such provide for a completely misleading representation of the site's worthiness.
- As this preferred site is meant to be at no cost to the taxpayer with a Gypsy and Traveller family purchasing the land and paying for the installation of services themselves it is surely not a viable proposition when you take into account the costs of all the mitigation works that would be required.
- Based on the objections and comments detailed within this report and with the supporting documentation from our independent consultants in terms of Traffic Assessments and Noise Assessments we feel it is clear that this proposed site should be discounted.

Report Commissioned by:

Forever Living Products (UK) Ltd.

Longbridge Manor,

Warwick.



**LAND EAST OF STRATFORD ROAD
LONGBRIDGE, WARWICK**

ACCESS APPRAISAL

NOVEMBER 2014

**LAND EAST OF STRATFORD ROAD
LONGBRIDGE, WARWICK**

ACCESS APPRAISAL

NOVEMBER 2014

Project Code:	X/GPLongbridge.1
Prepared by:	SE
Approved by:	PZ
Issue Date:	November 2014
Status:	Final

**Land East of Stratford Road
Longbridge, Warwick**

Access Appraisal

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2 Appraisal 2
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Plans & Appendices

Plan 1: Visibility at Junction with Stratford Road

Appendix A: Speed Survey Results

1 Introduction

- 1.1 This Access Appraisal has been prepared in respect of consultation proposals for a gypsy and traveller site at land east of Stratford Road.
- 1.2 This report considers the suitability of the proposed means of access to the site from Stratford Road via the former Wellesbourne Road and a private access track.

2 Appraisal

Consultation Proposals

- 2.1 The consultation proposals are for a 2ha gypsy and traveller site to accommodate 15 pitches for use as permanent residences. It is understood that access to the site is proposed to be provided from Stratford Road via the existing private track serving Longbridge Farm, which adjoins the former Wellesbourne Road to the rear of Longbridge Manor.

Junction with Stratford Road

- 2.2 The former Wellesbourne Road adjoins A429 Stratford Road via a simple priority arrangement. As shown by **Plan 1**, there is good visibility to the right (north) but visibility to the left (south) is limited to 2.4m x 128m by the boundary wall to Longbridge Manor. For drivers of vehicles turning right into the former Wellesbourne Road, visibility along Stratford Road is limited by low-level vegetation growth and mature trees along the highway verge. The low-level growth is a highways maintenance issue that can be easily addressed but the mature trees are permanent features; Plan 1 shows that such trees limit the visibility afforded to the driver of a vehicle waiting to turn right at the junction to 135m.
- 2.3 A week-long speed survey has been undertaken, from Monday 17th to Sunday 23rd November inclusive, using an Automatic Traffic Counter positioned across Stratford Road approximately 140m north of the junction. As shown by the output provided in **Appendix A**, the survey recorded 85th percentile free-flow speeds of 72kph in the southbound direction approaching the junction. In accordance with *Design Manual for Roads and Bridges*, the appropriate design speed for the road is accordingly 85kph, requiring a Stopping Sight Distance of 160m.
- 2.4 On the basis of the above, it is apparent that the junction is deficient in respect of visibility afforded to vehicles turning right to the minor arm, with visibility afforded to vehicles exiting the minor arm possibly also deficient. Any significant intensification of use of the junction accordingly presents a highway safety concern, particularly any intensification of slow-moving (e.g. towing) vehicles.
- 2.5 15 standard residential dwellings would normally be expected to generate almost 100 traffic movements per day; if pitches are additionally able to accommodate temporary accommodation for visitors of permanent residents then this figure would be expected to be greater.

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Former Wellesbourne Road

- 2.6 The private access track serving Longbridge Farm that would provide access to the site is located approximately 60m along the former Wellesbourne Road from its junction with Stratford Road.
- 2.7 On-street parking regularly occurs along the road, limiting the passage of vehicles travelling along the road in opposite directions and reducing the carriageway width available for turning in and out of the private access track.
- 2.8 The private access track adjoins the road via a simple dropped-kerb arrangement with limited turning space, the minor arm having a carriageway width of only 3.5m and no radii being provided. There is very limited opportunity to improve the junction without impacting upon mature trees along the highway boundary to either side of the track.
- 2.9 On the basis of the above, it is considered that the former Wellesbourne Road and junction with the private access track are unsuitable to accommodate any substantial intensification of use resulting in increased likelihood of vehicles having difficulty passing each other or increased numbers/sizes of large/towing vehicles.

Private Access Track

- 2.10 The private access serving Longbridge Farm comprises an unsurfaced track measuring approximately 3.5m in width, which currently serves just the Farm and The Barn House.
- 2.11 The track is currently only very lightly trafficked but even so frequently becomes potholed, requiring regular infilling of holes; this provides for a minimum level of service for the two properties served. It is estimated that the consultation proposals would result in at least a ten-fold increase in traffic, including heavy/towing vehicles; it is considered that the construction of the track is insufficient to accommodate this level of increase.
- 2.12 An approximate 400m-long section of the track is required to access the site, along which the narrow 3.5m width is maintained. A 3.5m carriageway width is insufficient for two vehicles to pass, *Manual for Streets* identifying a 4.1m width to accommodate two passing cars and a 4.8m width to accommodate a passing car and large vehicle. There is no available verge for passing vehicles to pull onto and very limited opportunity for widening the track due to the presence of a bank and trees alongside it.
- 2.13 The length and horizontal alignment of the track means that it is impossible to see from one end to the other, such that there is a likelihood of vehicles meeting along it. In this eventuality, vehicles are required to reverse back along the track; this would present a particularly difficult manoeuvre for a towing vehicle.

- 2.14 The full required 400m length of the track is unlit and this, combined with its poor surface condition, makes it unattractive to pedestrians or cyclists, severely limiting the practical accessibility of the site by non-car travel modes.
- 2.15 On the basis of the above, it is considered that the private access track proposed to serve the site is unsuitable to accommodate any significant increase in traffic over its existing use, whilst it also provides for a poor level of accessibility by non-car travel modes.

Refuse Collection

- 2.16 The length and condition of the private access track is such that Longbridge Farm and The Barn House do not benefit from direct refuse collection; instead, refuse needs to be taken along the full length of the track to a collection point along the former Wellesbourne Road.
- 2.17 As set out in *Manual for Streets*, Part H of the Building Regulations specifies that for all new development: residents should not be required to carry waste more than 30m to the collection point; waste collection vehicles should be able to get to within 25m of the collection point; and the collection point should be reasonably accessible for vehicles used by the waste collection authority. The consultation proposals clearly fall a long way short of these criteria, meaning that adequate refuse collection is unable to be provided.

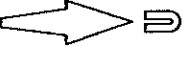
3 Conclusion

3.1 As set out in Section 2, the consultation proposals suffer from numerous access deficiencies, namely:

- Inadequate visibility at the junction with Stratford Road, such that the forecast intensification of use of the junction (100+ additional vehicle movements per day) presents a highway safety concern, with the likely increase in slow-moving (e.g. towing) vehicles presenting a particular concern;
- On-street parking along the former Wellesbourne Road and the small size of the junction with the private access track serving Longbridge Farm, such that space for turning and passing vehicles is extremely limited;
- The poor standard of the private access track in respect of its construction and width, which, combined with its length and alignment, means that vehicles will likely be required to reverse back along the track, presenting a particularly difficult manoeuvre for a towing vehicle;
- The unattractiveness of the private access track to pedestrians or cyclists, severely limiting the practical accessibility of the site by non-car travel modes; and
- The inability for adequate refuse collection to be provided.

3.2 It is concluded that the consultation proposals will not provide for an adequate level of access and that the proposals should accordingly be discounted.

Plan 1: Visibility at Junction with Stratford Road



2.4m x 128m
Visibility Splay

Tree

Tree

135m Forward
Visibility Splay

Appendix A: Speed Survey Results

MetroCount Traffic Executive Mayer Brown

CustomList-5 -- English (ENG)

Datasets:

Site: [00000001] Stratford rd
Direction: 1 - North bound, A hit first. **Lane:** 0
Survey Duration: 16:42 16 November 2014 => 17:48 25 November 2014
Zone:
File: 0000000125Nov2014.EC0 (Plus)
Identifier: W497QW05 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 00:00 17 November 2014 => 00:00 24 November 2014
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 200 km/h.
Direction: South (bound)
Separation: Greater than 6.00 seconds. - (Headway)
Name: Default Profile
Scheme: Vehicle classification (DfT-UK)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Cls]	Class totals
3 [Mean]	Average speed
4 [Vpp]	Percentile speed

* 17 November 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	11	0	0	6	5	0	0	0	0	0	0	0	0	65.1	70.6
0100	5	0	0	4	0	1	0	0	0	0	0	0	0	64.3	-
0200	5	0	0	2	2	0	0	0	0	0	0	0	1	65.7	-
0300	8	0	0	3	5	0	0	0	0	0	0	0	0	63.4	-
0400	13	0	0	6	4	2	0	0	0	0	0	0	1	63.3	68.4
0500	46	0	0	32	12	0	1	0	0	0	0	1	0	70.1	78.8
0600	135	1	0	81	42	2	1	2	0	0	0	0	6	64.6	71.3
0700	178	0	0	117	55	2	1	0	0	0	0	0	3	65.9	73.4
0800	178	0	1	102	65	5	0	0	1	0	0	0	4	65.4	72.0
0900	155	0	0	99	48	6	1	0	0	0	0	0	1	64.1	71.6
1000	151	0	1	83	58	5	0	0	1	0	2	0	1	63.0	69.8
1100	143	0	0	77	59	3	2	0	0	0	0	0	2	61.8	68.0
1200	167	0	1	92	60	4	1	0	1	0	1	0	7	61.9	69.5
1300	149	0	1	86	50	5	0	0	0	0	1	0	6	61.8	69.8
1400	171	0	0	105	51	7	1	0	0	0	1	0	6	61.5	68.4
1500	201	0	0	126	62	6	2	0	0	0	0	0	5	62.0	69.1
1600	207	0	1	130	67	1	1	0	1	0	0	1	5	61.2	70.2
1700	182	0	0	123	51	1	0	0	1	0	1	1	4	59.8	68.4
1800	170	0	0	119	44	2	1	0	0	0	0	0	4	62.5	70.6
1900	125	0	0	93	29	2	0	0	0	0	0	0	1	64.9	73.1
2000	92	0	0	64	26	0	0	0	0	0	0	0	2	66.1	74.5
2100	99	0	0	70	27	0	0	0	0	0	0	0	2	67.2	74.9
2200	67	0	0	47	19	0	0	0	0	0	0	0	1	65.7	73.8
2300	14	0	0	10	1	1	1	0	0	0	0	0	1	61.0	69.5
07-19	2052	0	5	1259	670	47	10	0	5	0	6	2	48	62.6	70.6
06-22	2503	1	5	1567	794	51	11	2	5	0	6	2	59	63.1	71.3
06-00	2584	1	5	1624	814	52	12	2	5	0	6	2	61	63.2	71.3
00-00	2672	1	5	1677	842	55	13	2	5	0	6	3	63	63.3	71.3

* 18 November 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	11	0	0	7	3	1	0	0	0	0	0	0	0	63.4	69.1
0100	8	0	0	5	3	0	0	0	0	0	0	0	0	69.9	-
0200	7	0	0	5	1	0	0	0	0	0	0	0	1	67.7	-
0300	5	0	0	3	2	0	0	0	0	0	0	0	0	64.7	-
0400	21	0	0	13	6	1	1	0	0	0	0	0	0	67.2	75.2
0500	46	0	0	28	13	2	1	2	0	0	0	0	0	70.6	77.0
0600	128	2	0	80	35	4	2	1	0	0	1	0	3	66.4	73.8
0700	188	0	1	119	59	4	1	0	0	0	0	1	3	65.2	73.4
0800	195	1	0	129	54	5	2	0	1	0	0	0	3	66.0	74.2
0900	163	1	0	107	43	7	2	0	0	0	0	0	3	62.6	69.8
1000	151	0	0	108	36	3	0	0	0	0	0	0	4	63.5	70.9
1100	180	0	0	105	61	10	2	0	0	0	0	0	2	64.2	70.9
1200	175	1	1	99	62	9	0	0	2	0	1	0	0	64.3	72.7
1300	177	0	0	108	57	8	0	1	0	0	0	1	2	63.6	70.6
1400	173	0	0	95	66	8	1	0	0	0	1	0	2	64.4	72.0
1500	187	0	1	108	68	9	0	0	0	0	0	0	1	63.3	70.6
1600	189	0	1	129	55	1	0	0	0	0	0	1	2	61.7	68.0
1700	191	0	0	140	48	1	1	0	0	0	0	0	1	58.8	65.9
1800	189	2	0	112	72	1	0	0	1	0	1	0	0	63.3	71.6
1900	131	0	0	83	42	2	0	0	0	0	0	0	4	66.3	75.6
2000	112	0	0	79	31	0	0	0	0	0	0	0	2	65.0	72.7
2100	103	0	0	60	38	0	0	0	0	0	0	0	5	64.8	71.6
2200	65	0	0	45	18	1	1	0	0	0	0	0	0	64.3	71.6
2300	36	0	0	21	15	0	0	0	0	0	0	0	0	66.3	75.2
07-19	2158	5	4	1359	681	66	9	1	4	0	3	3	23	63.4	71.3
06-22	2632	7	4	1661	827	72	11	2	4	0	4	3	37	63.8	71.6
06-00	2733	7	4	1727	860	73	12	2	4	0	4	3	37	63.9	72.0
00-00	2831	7	4	1788	888	77	14	4	4	0	4	3	38	64.0	72.0

* 19 November 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	15	0	0	12	2	1	0	0	0	0	0	0	0	73.7	85.3
0100	5	0	0	3	2	0	0	0	0	0	0	0	0	62.6	-
0200	8	0	0	4	3	1	0	0	0	0	0	0	0	65.6	-
0300	9	0	0	2	4	0	1	0	0	0	1	1	0	71.0	-
0400	10	0	0	3	5	1	0	0	0	0	0	0	1	71.1	-
0500	41	0	0	29	11	0	1	0	0	0	0	0	0	70.5	80.6
0600	142	1	0	80	53	2	4	0	0	0	0	0	2	67.4	74.5
0700	183	0	2	117	52	4	2	0	1	0	1	0	4	65.8	72.7
0800	191	0	0	134	48	2	1	0	0	0	0	0	6	64.9	71.3
0900	171	0	0	99	58	8	0	0	1	0	0	1	4	63.7	71.3
1000	167	0	0	98	58	6	0	0	0	0	0	0	5	64.3	73.1
1100	152	0	0	89	51	6	2	0	1	0	0	0	3	63.6	70.6
1200	181	0	1	105	63	7	0	0	1	0	1	0	3	64.3	71.3
1300	164	0	0	92	58	10	0	1	0	0	0	1	2	64.0	71.6
1400	172	0	0	92	67	7	1	1	0	0	0	0	4	63.3	71.3
1500	203	0	2	128	62	8	0	0	0	0	1	0	2	46.0	63.0
1600	178	1	1	115	47	5	0	0	0	0	1	2	6	34.0	60.1
1700	175	1	1	110	57	1	0	0	0	0	3	0	2	59.1	67.3
1800	178	1	1	111	58	4	0	0	0	0	0	0	3	62.8	69.8
1900	128	0	1	83	38	3	0	0	0	0	1	0	2	64.5	72.4
2000	115	0	0	60	53	1	0	0	0	0	0	0	1	66.6	74.5
2100	96	0	0	69	26	0	0	0	0	0	0	0	1	66.4	72.7
2200	80	0	0	46	31	0	0	0	0	0	0	0	3	64.1	70.6
2300	33	0	0	18	14	1	0	0	0	0	0	0	0	65.4	70.9
07-19	2115	3	8	1290	679	68	6	2	4	0	7	4	44	59.4	70.2
06-22	2596	4	9	1582	849	74	10	2	4	0	8	4	50	60.7	71.3
06-00	2709	4	9	1646	894	75	10	2	4	0	8	4	53	60.8	71.3
00-00	2797	4	9	1699	921	78	12	2	4	0	9	5	54	61.1	71.6

* 20 November 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	13	0	0	11	2	0	0	0	0	0	0	0	0	71.9	76.0
0100	7	0	0	4	2	1	0	0	0	0	0	0	0	61.2	-
0200	10	0	0	6	2	1	1	0	0	0	0	0	0	63.2	-
0300	7	0	0	3	3	1	0	0	0	0	0	0	0	65.4	-
0400	8	0	0	2	2	1	3	0	0	0	0	0	0	68.5	-
0500	37	0	0	24	13	0	0	0	0	0	0	0	0	71.2	78.8
0600	134	1	0	85	28	1	7	0	1	0	0	1	10	66.8	74.2
0700	196	0	0	130	56	2	2	0	2	0	0	0	4	66.4	74.2
0800	184	1	1	127	43	1	2	0	1	1	0	2	5	65.3	73.4
0900	169	0	1	107	49	4	2	0	0	0	0	1	5	64.8	73.1
1000	145	0	0	94	42	4	3	0	0	0	0	0	2	62.8	69.8
1100	167	0	1	106	46	8	1	0	0	0	1	0	4	62.7	69.1
1200	165	1	1	101	48	11	0	0	1	0	0	0	2	62.4	68.8
1300	171	1	0	99	61	5	0	0	0	0	3	1	1	64.8	73.8
1400	168	0	0	92	63	8	1	0	1	0	1	0	2	63.0	69.5
1500	195	0	0	126	55	4	1	1	0	0	1	0	7	61.4	67.3
1600	206	0	0	134	63	3	0	0	0	0	0	0	6	62.0	70.9
1700	198	0	1	138	51	3	1	0	0	0	0	0	4	60.9	69.5
1800	169	1	0	114	45	4	1	0	0	0	0	0	4	61.3	68.4
1900	140	0	0	104	31	3	1	0	0	0	0	0	1	64.2	70.9
2000	99	0	0	67	30	0	1	0	0	0	0	0	1	65.0	72.4
2100	92	0	0	70	20	0	0	0	0	0	0	0	2	66.3	74.9
2200	70	0	0	56	12	0	0	0	0	0	0	0	2	65.5	72.0
2300	45	0	0	23	20	0	2	0	0	0	0	0	0	67.3	72.7
07-19	2133	4	5	1368	622	57	14	1	5	1	6	4	46	63.1	70.9
06-22	2598	5	5	1694	731	61	23	1	6	1	6	5	60	63.6	71.3
06-00	2713	5	5	1773	763	61	25	1	6	1	6	5	62	63.7	71.6
00-00	2795	5	5	1823	787	65	29	1	6	1	6	5	62	63.8	71.6

* 21 November 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	12	0	0	8	3	0	1	0	0	0	0	0	0	66.7	73.1
0100	3	0	0	2	0	1	0	0	0	0	0	0	0	65.1	-
0200	4	0	0	3	1	0	0	0	0	0	0	0	0	69.0	-
0300	4	0	0	4	0	0	0	0	0	0	0	0	0	78.1	-
0400	8	0	0	4	3	0	0	0	0	0	0	0	1	66.3	-
0500	43	0	0	32	8	2	1	0	0	0	0	0	0	69.9	82.8
0600	131	2	0	84	31	1	4	0	0	0	0	0	9	65.7	74.5
0700	180	0	1	121	48	2	4	0	1	0	0	1	2	67.6	74.9
0800	193	2	0	125	51	5	1	1	1	0	1	1	5	63.8	72.7
0900	160	0	0	107	43	6	0	1	0	0	0	2	1	63.3	71.3
1000	160	0	0	91	56	7	0	0	0	0	1	0	5	61.7	67.3
1100	153	0	0	104	40	3	2	0	1	0	0	0	3	62.0	67.7
1200	171	0	2	105	55	3	1	0	1	0	0	0	4	62.7	69.8
1300	182	0	0	120	50	4	0	0	0	0	0	0	8	62.8	69.8
1400	176	0	1	106	58	6	0	0	1	0	1	0	3	63.0	70.2
1500	191	0	0	110	72	4	2	0	0	0	0	0	3	63.0	71.3
1600	199	0	1	134	53	3	0	0	1	0	2	0	5	61.5	69.5
1700	193	0	0	137	49	2	2	0	1	0	0	0	2	60.5	67.0
1800	174	0	0	116	52	3	0	0	0	0	0	0	3	62.2	69.8
1900	146	0	0	96	45	1	0	0	0	0	0	0	4	61.7	69.1
2000	95	0	0	62	31	0	0	0	0	0	0	0	2	63.8	70.2
2100	88	0	0	62	21	1	0	0	0	0	0	0	4	63.5	72.7
2200	76	1	0	49	24	1	0	0	0	0	0	1	0	61.3	69.5
2300	54	0	0	36	14	2	0	0	0	0	0	0	2	64.4	69.5
07-19	2132	2	5	1376	627	48	12	2	7	0	5	4	44	62.8	70.6
06-22	2592	4	5	1680	755	51	16	2	7	0	5	4	63	63.0	70.9
06-00	2722	5	5	1765	793	54	16	2	7	0	5	5	65	63.0	70.9
00-00	2796	5	5	1818	808	57	18	2	7	0	5	5	66	63.1	70.9

* 22 November 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	24	0	0	13	10	1	0	0	0	0	0	0	0	66.8	73.8
0100	14	0	0	11	3	0	0	0	0	0	0	0	0	63.8	69.5
0200	21	0	0	12	9	0	0	0	0	0	0	0	0	70.9	83.2
0300	11	0	0	6	4	1	0	0	0	0	0	0	0	70.4	78.1
0400	11	0	0	8	3	0	0	0	0	0	0	0	0	67.1	76.7
0500	25	0	0	17	7	0	1	0	0	0	0	0	0	64.6	71.6
0600	44	1	0	31	7	2	0	0	0	0	0	1	2	62.4	68.0
0700	106	1	1	73	24	3	1	0	0	0	0	0	3	66.5	73.8
0800	120	0	0	75	40	2	0	0	0	0	0	1	2	65.6	73.1
0900	168	3	0	102	53	3	0	0	0	0	0	1	6	63.5	70.6
1000	181	0	0	107	67	4	1	0	0	0	0	0	2	63.8	71.6
1100	184	0	0	112	62	7	1	0	0	0	0	0	2	63.7	72.0
1200	186	0	0	121	63	2	0	0	0	0	0	0	0	63.3	71.6
1300	194	0	0	118	72	3	0	0	0	0	0	1	0	64.2	71.6
1400	179	0	1	107	67	2	0	0	1	0	1	0	0	61.7	69.5
1500	174	0	1	113	56	2	0	0	1	0	0	0	1	62.3	69.5
1600	183	0	0	120	58	1	0	0	1	0	0	0	3	61.0	67.0
1700	157	0	2	101	50	3	0	0	0	0	0	1	0	60.9	70.9
1800	136	0	0	101	29	3	0	0	0	0	0	0	3	62.5	70.6
1900	100	0	0	59	38	1	0	0	0	0	0	0	2	63.0	68.8
2000	88	0	0	55	28	1	1	0	1	0	0	0	2	63.7	70.2
2100	67	0	0	41	24	1	0	0	0	0	0	0	1	65.4	74.2
2200	84	0	0	52	23	3	1	0	0	0	0	0	5	61.4	69.5
2300	74	0	0	55	18	1	0	0	0	0	0	0	0	65.8	71.6
07-19	1968	4	5	1250	641	35	3	0	3	0	1	4	22	63.1	70.9
06-22	2267	5	5	1436	738	40	4	0	4	0	1	5	29	63.2	70.9
06-00	2425	5	5	1543	779	44	5	0	4	0	1	5	34	63.2	70.9
00-00	2531	5	5	1610	815	46	6	0	4	0	1	5	34	63.4	71.3

* 23 November 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	35	0	0	22	10	3	0	0	0	0	0	0	0	65.0	70.6
0100	22	0	0	12	10	0	0	0	0	0	0	0	0	66.5	79.6
0200	16	0	0	13	2	0	0	0	0	0	0	0	0	64.7	72.4
0300	6	0	0	3	3	0	0	0	0	0	0	0	0	66.3	-
0400	13	0	0	4	9	0	0	0	0	0	0	0	0	66.6	76.7
0500	8	0	0	3	4	0	0	0	0	0	0	0	0	62.7	-
0600	29	0	0	15	7	1	1	0	0	0	1	0	4	65.0	73.8
0700	62	0	0	45	14	2	0	0	0	0	0	0	1	65.7	71.6
0800	66	0	0	43	18	1	1	0	0	0	1	0	2	63.7	69.5
0900	133	0	1	97	31	1	0	0	0	0	0	0	3	66.8	74.5
1000	147	1	0	101	38	3	2	0	0	0	0	0	2	63.3	71.3
1100	181	0	0	117	54	4	0	0	0	0	0	0	6	63.4	69.8
1200	163	0	0	109	47	1	0	0	0	0	0	1	5	61.9	68.0
1300	149	0	1	102	37	2	0	0	0	0	0	0	7	62.8	70.9
1400	181	0	0	128	46	2	0	0	0	0	0	0	5	62.7	69.1
1500	159	1	0	120	34	0	0	0	0	0	0	0	4	62.2	67.7
1600	165	0	1	115	41	2	1	0	0	0	0	0	5	62.9	68.4
1700	143	0	1	96	41	0	2	0	0	0	0	0	3	63.4	73.4
1800	92	0	0	62	24	2	2	0	0	0	0	0	2	64.6	72.7
1900	90	0	1	56	26	1	5	0	1	0	0	0	0	66.1	73.4
2000	61	0	0	43	13	0	2	0	0	0	0	0	3	65.0	74.2
2100	35	0	0	16	15	1	2	0	0	0	0	0	1	62.5	69.5
2200	34	0	0	20	12	0	1	0	0	0	0	1	0	64.8	74.5
2300	29	0	0	20	8	0	0	0	1	0	0	0	0	66.4	74.2
07-19	1641	2	4	1135	425	20	8	0	0	0	1	1	45	63.4	70.6
06-22	1856	2	5	1265	486	23	18	0	1	0	2	1	53	63.6	71.3
06-00	1919	2	5	1305	506	23	19	0	2	0	2	2	53	63.6	71.3
00-00	2019	2	5	1362	544	26	19	0	2	0	2	2	55	63.7	71.3

* Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	17	0	0	11	5	1	0	0	0	0	0	0	0	67.2	74.2
0100	9	0	0	6	3	0	0	0	0	0	0	0	0	65.2	-
0200	10	0	0	6	3	0	0	0	0	0	0	0	0	67.0	74.2
0300	7	0	0	3	3	0	0	0	0	0	0	0	0	68.2	-
0400	12	0	0	6	5	1	1	0	0	0	0	0	0	67.0	76.3
0500	35	0	0	24	10	1	1	0	0	0	0	0	0	69.6	78.8
0600	106	1	0	65	29	2	3	0	0	0	0	0	5	65.9	73.8
0700	156	0	1	103	44	3	2	0	1	0	0	0	3	66.2	73.8
0800	161	1	0	105	46	3	1	0	1	0	0	1	4	65.1	72.7
0900	160	1	0	103	46	5	1	0	0	0	0	1	3	64.0	71.6
1000	157	0	0	97	51	5	1	0	0	0	0	0	3	63.2	71.3
1100	166	0	0	101	53	6	1	0	0	0	0	0	3	63.1	69.8
1200	173	0	1	105	57	5	0	0	1	0	0	0	3	63.0	70.2
1300	169	0	0	104	55	5	0	0	0	0	1	1	4	63.5	71.3
1400	174	0	0	104	60	6	1	0	0	0	1	0	3	62.8	70.2
1500	187	0	1	119	58	5	1	0	0	0	0	0	3	59.8	68.8
1600	190	0	1	125	55	2	0	0	0	0	0	1	5	58.0	68.0
1700	177	0	1	121	50	2	1	0	0	0	1	0	2	60.4	68.4
1800	158	1	0	105	46	3	1	0	0	0	0	0	3	62.6	70.2
1900	123	0	0	82	36	2	1	0	0	0	0	0	2	64.3	72.0
2000	95	0	0	61	30	0	1	0	0	0	0	0	2	65.1	73.1
2100	83	0	0	55	24	0	0	0	0	0	0	0	2	65.4	73.4
2200	68	0	0	45	20	1	0	0	0	0	0	0	2	63.7	71.6
2300	41	0	0	26	13	1	0	0	0	0	0	0	0	65.6	71.6
07-19	2028	3	5	1291	621	49	9	1	4	0	4	3	39	62.5	70.9
06-22	2435	4	5	1555	740	53	13	1	4	0	5	3	50	63.0	71.3
06-00	2544	4	5	1626	773	55	14	1	5	0	5	4	52	63.0	71.3
00-00	2634	4	5	1682	801	58	16	2	5	0	5	4	53	63.2	71.6

* Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
Mon	2672	1	5	1677	842	55	13	2	5	0	6	3	63	63.3	71.3
Tue	2831	7	4	1788	888	77	14	4	4	0	4	3	38	64.0	72.0
Wed	2797	4	9	1699	921	78	12	2	4	0	9	5	54	61.1	71.6
Thu	2795	5	5	1823	787	65	29	1	6	1	6	5	62	63.8	71.6
Fri	2796	5	5	1818	808	57	18	2	7	0	5	5	66	63.1	70.9
Sat	2531	5	5	1610	815	46	6	0	4	0	1	5	34	63.4	71.3
Sun	2019	2	5	1362	544	26	19	0	2	0	2	2	55	63.7	71.3
--	18441	29	38	11777	5605	404	111	11	32	1	33	28	372	63.2	71.6

In profile: Vehicles = 18441 / 77071 (23.93%)

2

1



**FOREVER LIVING PRODUCTS UK
LIMITED
NOISE ASSESSMENT REVIEW –
STRATFORD ROAD, WARWICK**

DECEMBER 2014

**FOREVER LIVING PRODUCTS UK
LIMITED
NOISE ASSESSMENT REVIEW –
STRATFORD ROAD, WARWICK**

DECEMBER 2014

Project Code:	GFPSTRATFORDROAD(N).9
Prepared by:	David Sutton
Approved by:	Stuart Aldridge
Issue Date:	DECEMBER 2014
Status:	FINAL

1 NOISE ASSESSMENT REPORT REVIEW

- 1.1 As requested, please find detailed below a review of the report: Environmental Noise Assessment at 5 Sites within Warwick District, dated July/August 2014, by Roger Braithwaite. It is understood that the report was commissioned at short notice and the timing and extent of analysis undertaken was therefore limited by time.
- 1.2 The report and associated surveys appear to have been carried out in a generally professional and competent manner. The few inconsistencies or omissions found are highlighted in the commentary below, with paragraph identification numbering taken directly from the report reviewed.
- 1.3 Paragraph 1.5
e) LAND TO THE EAST OF STRATFORD ROAD WARWICK AREA 2.
The monitoring locations are all at least 100km from the M40. Traffic noise exposure will undoubtedly be greater closer to the M40. It may be that this area has already been discounted as it is understood that the monitoring location was requested, but it should be noted that the data gathered is not necessarily representative of the whole site and development plans should be made accordingly.
- 1.4 Paragraphs 1.6 – 1.7
The surveys were all undertaken during the school holidays and may therefore have generated atypical noise data.
- 1.5 Paragraphs 4.12
- 1.6 This section discussed noise and Statutory Nuisance but as road traffic is not covered within the statutory nuisance legislation it is unclear what this is trying to do.
- 1.7 Paragraphs 4.19 – 4.24
PPG24 is no longer applicable, as noted by the report Author but still used as the primary criteria.
- 1.8 Paragraph 4.25
NOISE INSULATION REGULATIONS 1975, we do not think that these regulations apply to mobile/lightweight dwellings, and if they have been used there is no explanation as to how this has been addressed?

1.9 Paragraph 4.26

BS8233: 1999 was superseded by BS8233: 2014, which was published in February 2014. Although internal noise level limits from BS8233: 1999 were quoted in the report there was no assessment given as to the likely internal noise levels achievable within the dwellings at the proposed sites. This was probably outside the scope of the commission but needs to be considered. The particular ambient noise limits stated in the reviewed report have changed to:

Activity	Location	07:00 to 23:00	23:00 to 07:00
Resting	Living Room	35 dB LAeq,16hour	-
Dining	Dining Room/Area	40 dB LAeq,16hour	-
Sleeping (daytime resting)	Bedroom	35 dB LAeq,16hour	30 dB LAeq,8hour

1.10 The above limits are derived from the World Health Organisation (WHO) guidelines for community noise and are more stringent than the "BS8233: 1999 Reasonable" limits given in the report, but no worse than the "BS8233: 1999 Good" limits given.

1.11 Further to the above, section 7.7.3.2 of BS8233: 2014 gives a design criteria for continuous external noise of 50 dB LAeq,T (as the lower limit of moderate annoyance) with an upper limit of 55 dB LAeq,T (as the lower limit for serious annoyance) to be achieved in residential amenity areas i.e gardens, patios etc. It is noted that at the survey measurement locations these external levels were not achieved.

1.12 Although the BS8233: 2014 internal and external levels given above are guidelines, which should be considered along with other factors, they are generally referred to and often adopted by many Local Authorities as a benchmark, and even required by condition. Where noise is a concern planning applications sometimes hinge on the mitigation proposals for the dwelling construction(s). However, the potential sound insulation properties of typical mobile/lightweight dwellings would be expected to be considerably less than that of conventional dwelling constructions, a point also noted by the report Author at 5.32

1.13 Paragraphs 4.8 – 4.11

The current PPG action levels NOAEL, LOAEL and SOAEL are detailed. However, the allocation of these terms to specific quantifiable levels (such

as with the old PPG24 Categories A,B,C and D) is not clear. The PPG action levels are designed to be used with the BS:8233, WHO and DMRB assessment. The report Author has put forward, in para 5.31, that the old PPG24 category B areas of the site(s) monitored do not fall into SOAEL (Significant Observed Adverse Effect Level) but goes into no more detail as to why they have independently taken use PPG levels and not the BS8322, WHO and DMRB levels.

- 1.14 Paragraph 5.8
- 1.15 Incomplete data due to battery failure. However, the daytime data gathered does not indicate excessive noise is likely for the night-time period that is missing, again as noted by the Author.
- 1.16 Instrument verification is generally required / recommended not less than every 2 years (e.g. in BS4142: 2014). The calibration certificates included with the report indicate that one of the two meters used was just outside of its two yearly manufacturer's calibration for the survey undertaken early August 2014.
- 1.17 As noted in 4.7 to comply with the NPPF, LPA's should consider if an adverse effect is likely to occur due to the development. With regard to the effect of existing ambient noise on the potential Gypsy/Traveller residents, WHO and BS8233: 2014 suggest that acceptable conditions should be achieved by the provision of internal ambient noise levels commensurate with the recommended design limits (and given in the Table above) As noted in 4.7 to comply with the NPPF, LPA's should consider if a good standard of amenity can be achieved. With regard to the effect of existing ambient noise on the potential Gypsy/Traveller residents, WHO and BS8233: 2014 suggest that this should be achieved by the provision of external amenity areas commensurate with the external noise levels given i.e. 50 dB $L_{Aeq,T}$ with an upper limit of 55 dB $L_{Aeq,T}$.
- 1.18 Paragraph 5.29 - 5.31
- 1.19 This section seems to draw conclusions based on the author's interpretation of the NPPG categories combined with the superseded PPG24.

- 1.20 Again the report mentions nuisance and it is thought that this is in relation to potential noise nuisance from the proposed site upon existing residential property.
- 1.21 The report suggests the need for the consideration of noise in the design of any development proposal, but does not state appropriate design limits or how they might be achieved.
- 1.22 The report (Paragraph 5.31) states that the assessment assumes that none of these sites will be located close to the motorway but the application itself does not provide anything to support this assumption.
- 1.23 Conclusion
- 1.24 It is our view that the assessment has not provided enough information to demonstrate that the development of the Stratford Road site for residential use is appropriate.
- 1.25 Further than this the data provided in paragraph 5.16 would indicate that in its current form the application site does not meet the current appropriate noise guidance levels.
- 1.26 It is our opinion that the assessment should consider the potential impact of the development based upon the BS:8233 and WHO criteria.
- 1.27 The assessment





Severn Trent Water

Appendix 1
Letter from Severn Trent Water

01 September 2014

Mr Pat Burrows
Gause Meadows Resident

Severn Trent Water
Head Office
Lichfield
B74 2JH
Tel: 01827 750000
www.severntrent.com
www.stwater.co.uk

Dear Mr Burrows

RE Proposed Traveller Site at Stratford Road, Warwick

Thank you for your letter dated **04th September 2014** addressed to Corporate Responsibility Severn Trent making tax which has been passed to me for my attention

To give you a bit of background as to how STW has become involved in this issue it may be helpful for you to know that originally our consultants advocated when Warwick's draft Local Plan was issued that we should consider promoting our land for future employment use. Warwick District Council subsequently agreed the sites suitability and encouraged us to promote the land through the Local Plan process. As owners of land at Stratford Road themselves, the Council and another local land owner included their land as part of our promotion process.

However, to our complete surprise WDC have subsequently informed us that they wish to see part of the future employment development set aside to accommodate a Traveller site.

I can confirm that STW has not agreed with the Council to provide any land to facilitate such a use and furthermore we have not committed to making the Gordon Sa site available to enable the Council to use their own land for such a use.

We will in fact be making formal representations to the Council at the appropriate time stating that we believe this to be a wholly inappropriate use to have alongside a high quality employment development and that only uses consistent with a high quality office environment should be considered.

I trust that the above is helpful to you

Yours faithfully

Ted Peatros
Director of Property Services
ted.peatros@severntrent.co.uk

