

**Stratford-on-Avon District  
Local Development Framework**

# **Harbury Cement Works Masterplan**

Supplementary Planning Document



**DECEMBER 2007**



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Please note that not all the photographs in the Masterplan are specifically cross-referenced to the text. However, they all reflect the character and features of the site. Also note that many of the diagrams are indicative at this stage. Accurate design / alignments will be determined at the detailed planning application stage.





## 1.0 VISION STATEMENT

1.1 To deliver a high quality development that:

- is sustainable, balances the aims of maintaining local character, distinctiveness and purposeful innovation;
- is well integrated with its surroundings;
- meets the needs of local people;
- protects and enhances the environmental and natural assets of the locality.

See Fig 1 for definition of site.

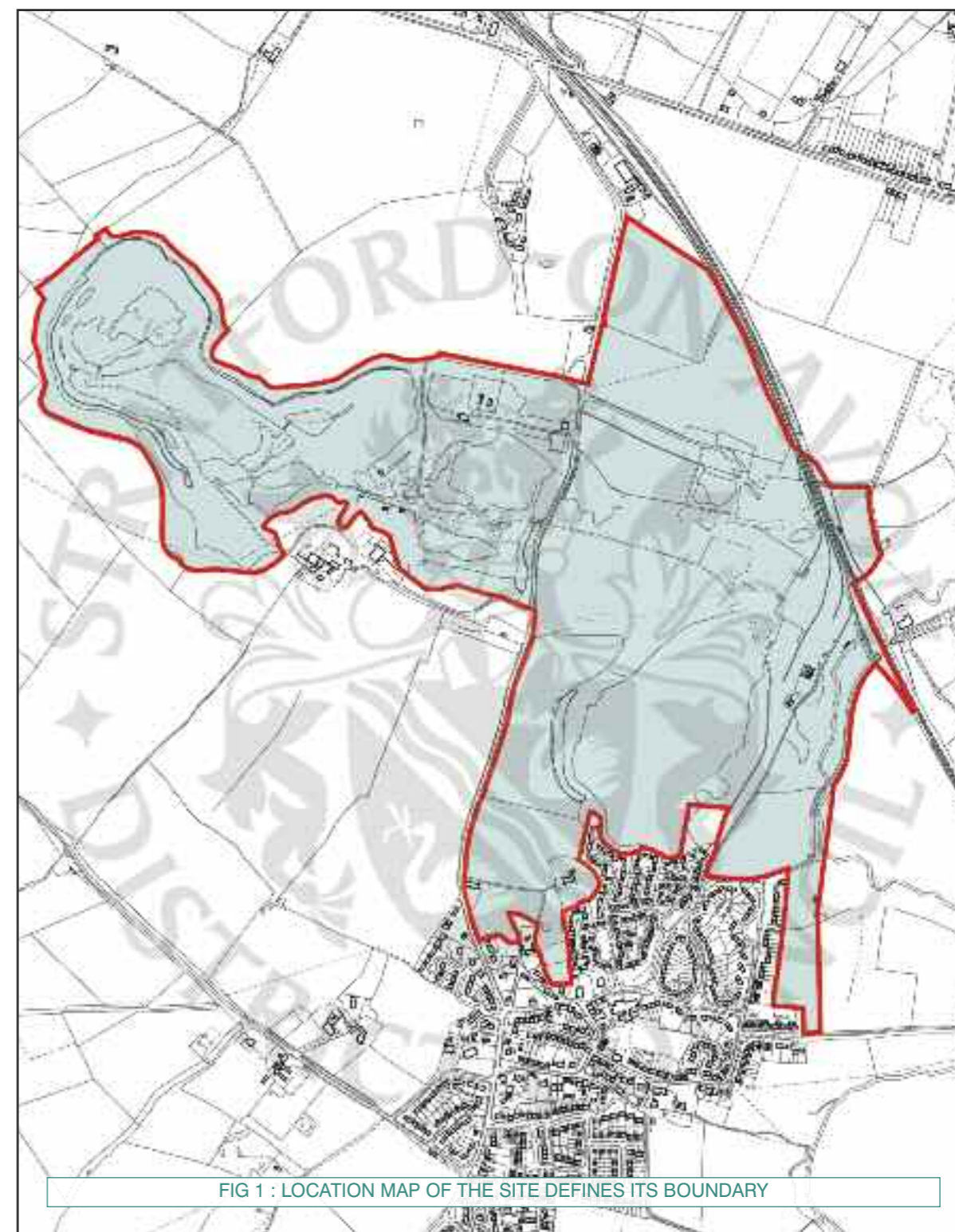


FIG 1 : LOCATION MAP OF THE SITE DEFINES ITS BOUNDARY

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FIG 2 : VIEW FROM THE SITE



FIG 3 : THE PROXIMITY OF THE SITE TO A MAIN RAILWAY LINE IS A POSITIVE FEATURE FOR INDUSTRIAL DEVELOPMENT OF THE SITE

## 2.0 ACKNOWLEDGEMENTS

2.1 Stratford-on-Avon District Council would like to thank representatives of the following groups and organisations who contributed to the Masterplan process.

Bishops Itchington Memorial Hall Management Committee  
Bishops Itchington Parish Council  
Butchers Arms, Bishops Itchington  
Butterfly Conservation  
Campaign to Protect Rural England  
Coventry and Warwickshire Chamber of Commerce  
English Nature / Natural England  
Follett Property Limited  
Greenhill Residents Company  
Grosvenor Catering  
Harbury Parish Council  
Harbury Parish Paths Partnership  
Harbury News  
Harbury Society  
Harbury Village Hall Committee  
Highways Agency  
Ladbroke Parish Council  
RPS  
Ufton Parish Council  
Warwickshire County Council  
Warwickshire Geological Conservation Group  
Warwickshire Museum's Geologist  
Warwickshire Rural Community Council  
Warwickshire Wildlife Trust

2.2 The Masterplan is only the beginning of the process. It is hoped that all interested parties will continue to be involved with the same dynamism to ensure that the implementation of any development scheme that comes forward reflects its vision and expectations.



### 3.0 STATUS OF MASTERPLAN

- 3.1 The Masterplan will have the status of a Supplementary Planning Document under the provisions of the Planning and Compulsory Purchase Act 2004. It presents the principles that the District Planning Authority will apply in considering proposals for the development of the site. Accordingly, significant weight will be given to it in making planning decisions.
- 3.2 To ensure that this objective is achieved, the District Council has been keen to ensure that the preparation of the Masterplan meets the requirements of Planning Policy Statement 12 (PPS12). In particular, it has undergone an extensive consultation exercise to meet the requirements set out in the Town and Country Planning (Local Development) (England) Regulations 2004.
- 3.3 Some of the requirements of the Masterplan will be delivered through legal agreements under Section 106 of the Planning Act or by means of conditions placed on any eventual planning permission, or by other powers available to the District Council and other agencies. In accordance with the Planning Act, a Sustainability Appraisal (SA) has been carried out as an integral part of this Masterplan. Details of the SA is included in Appendix 1.

### 4.0 CONSULTATION

- 4.1 An important and integral part of the process of preparing a Supplementary Planning Document is public consultation. The District Council is therefore concerned to ensure that the public is given the opportunity and adequate time to comment on the provisions of the Draft Masterplan. This Consultation Statement sets out how the Council intends to carry out the consultation stage.
- 4.2 In the first place, the Masterplan is informed by a large body of stakeholders including local Parish Councils and community groups, the landowner and its group of consultants, statutory organisations, environmental groups, the County Council and other interested parties through the production of technical papers and a series of stakeholder workshops. The principle of this stakeholder approach to developing the Masterplan is that their early involvement will help enrich the evidence base for the Masterplan and create a shared sense of ownership.
- 4.3 The Planning Development Section of the District Council which will be responsible for applying the principles of the SPD when any planning application comes forward for development of the site has fully been involved throughout the process in order to identify any concerns in applying the requirements of the Masterplan.
- 4.4 Various groups and organisations representing a wide range of interested parties such as developers, housing associations, consultants and resident groups have been directly consulted. In addition, all Parish Councils, all District Councillors and various officers of the District and County Councils have been consulted. Letters have been sent to over 1000 consultees on the District Council's community consultation database inviting comments on the Draft SPD. The consultation period covers a six week period.
- 4.5 A full list of the organisations and individuals contacted during the consultation exercise will be published. A list of Agents consulted will also be published.



FIG 4 : BANDS OF PALE LIMESTONE SET IN GREY LIAS ARE THE ORIGINS OF THE QUARRIES



FIG 5 : DRAMATIC LIMESTONE CLIFFS SURROUNDING BISHOPS BOWL LAKES ARE A PRIME LANDSCAPE FEATURE





FIG 6 : THE FENCED AREAS OF BISHOPS HILL WERE TO TEST THE IMPACT OF GRAZING AFTER THE MOUND WAS RESTORED TO GRASSLAND



FIG 7 : THE AREAS OF CONCRETE AND WILDFLOWERS ON OLD FACTORY SITE ARE IMPORTANT FOR INSECTS BASKING AND FEEDING

- 4.6 The publication of the Draft Masterplan has been advertised in local newspapers inviting comments from the general public.
- 4.7 The Draft Masterplan has been placed on the Council's website [www.stratford.gov.uk](http://www.stratford.gov.uk) on the Planning & Building page.
- Copies of the document have been placed on deposit at the various Council offices and libraries across the District.
- 4.8 Comments received on the Draft Masterplan, and the Council's response to them, will be in the public domain for general information and will be included in a Statement of Consultation that will be published as part of the adopted Masterplan.

## 5.0 OBJECTIVES OF THE MASTERPLAN

- 5.1 The explanation to Policy CTY.20 in the District Local Plan which relates to Harbury Cement Works, states that a Masterplan will be required to reconcile all the issues raised by the prospective redevelopment of the site. It also seeks to provide a framework for determining the suitability of development proposals and activities.
- 5.2 The Masterplan seeks to achieve the following key objectives:
- To deliver the requirements of Policy CTY.20
  - to enable development proposals for the site to be assessed in a comprehensive manner;
  - to promote a built form that has a close relationship to the history, culture, local character and landscape of the area;
  - to bring uses and buildings together to create a unique sense of place for people to live, work and visit whilst enhancing and appreciating the ecological value of the site.
  - to provide an opportunity for the local community to be involved in the development process of this sensitive site;
  - to create a form of development that responds to local economic, environmental and social dynamics in a holistic manner; and
  - to provide clear guidance for determining planning applications.
- 5.3 It is critical that all the factors involved are assessed in a comprehensive manner in order to gain:
- a full understanding of development impacts
  - the appropriateness of any mitigation measures, and
  - the benefits of the development to the local community.

An unplanned and piecemeal approach to development would not allow this to be achieved.

- 5.4 The re-use and redevelopment of the site presents a difficult challenge to all the interested parties. A large part of the site is brownfield in nature but in an unsustainable location in the context of the Regional Spatial Strategy, Warwickshire Structure Plan and District Local Plan. However, it is recognised that with careful planning and appropriate uses and design, there is significant scope to redevelop the site in a sustainable manner.



- 5.5 This Masterplan provides guidance as to 'what' should take place on the site, as well as dealing with the 'how' and 'when', all within the context of prevailing strategic and local planning policies.
- 5.6 The Masterplan takes into account the views expressed by the owners of the site, representatives of the local community, statutory organisations, environmental groups and other interested parties through the production of technical working papers and a series of stakeholder workshops (a list of the stakeholders is attached as Appendix 2). All the Working Papers and other background papers can be found on the Council's website ([www.stratford.gov.uk](http://www.stratford.gov.uk)).
- 5.7 The principle of the approach to producing the Masterplan is that the early involvement of stakeholders enriches the evidence base and also creates a shared sense of ownership necessary to develop the site without damaging conflict and time consuming resistance. The District Council appreciates that, given such a complex site with many sensitive issues to address, the outcome of the Masterplan may not meet the expectations of everyone. However, the Council had been concerned to ensure that the process for its preparation has been transparent, fair, well researched and sufficiently informed by the collective advice of all the stakeholders.



FIG 8 : THE SITE PROVIDES AN IMPORTANT AREA FOR INSECT BASKING AND FEEDING

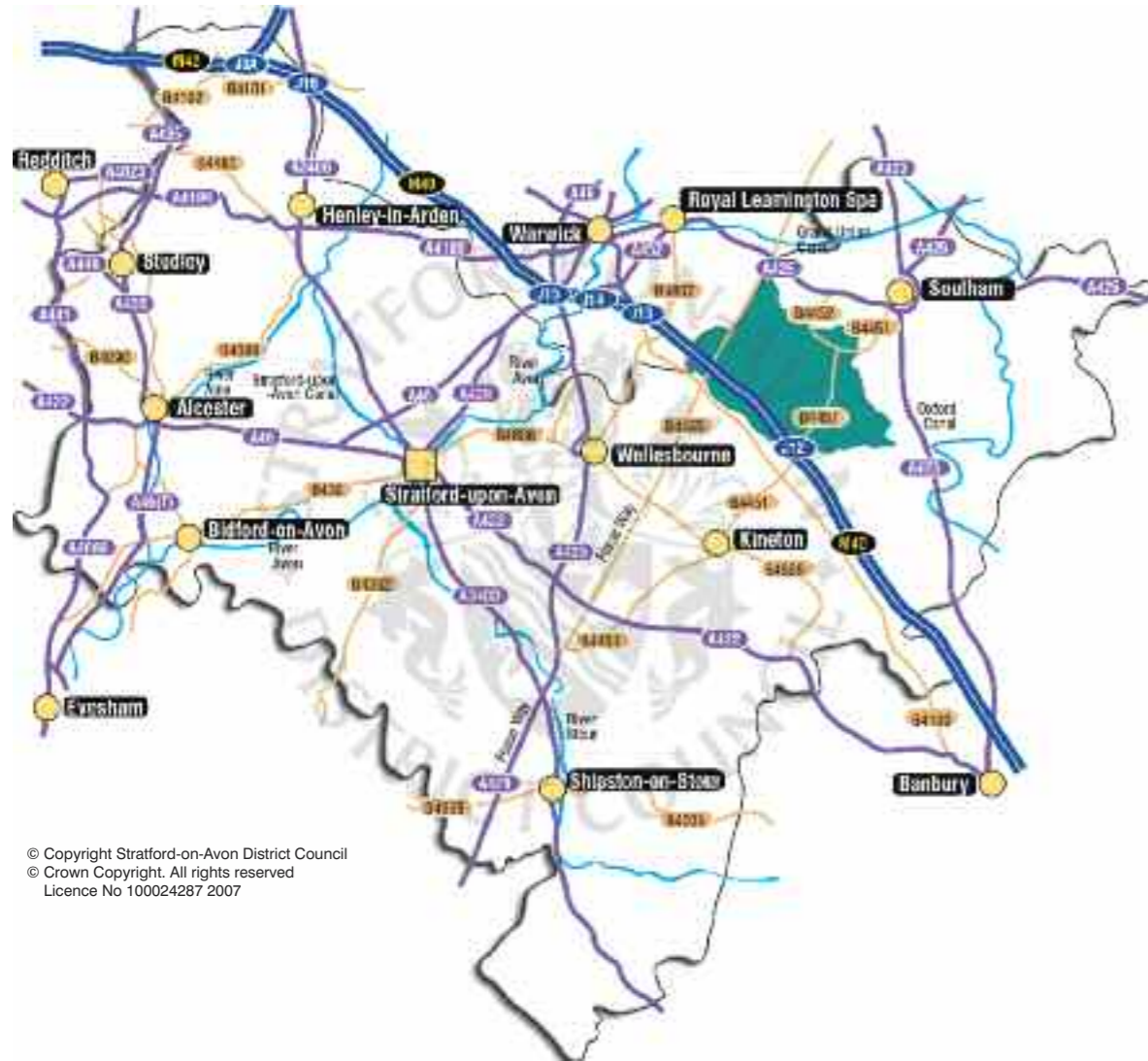


FIG 9 : DISUSED RAILWAY LINE SHOWS THE HISTORICAL RELATIONSHIP BETWEEN THE SITE AND THE MAIN RAILWAY LINE NEARBY



## 6.0 CONTEXT

FIG 10 : HARBURY WARD IN THE CONTEXT OF THE DISTRICT



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Harbury Ward

6.1 Stratford-on-Avon District faces a wide range of challenges. The following were identified by the District Council in the Issues and Options report that it published for consultation in May 2007. This formed the first stage in the preparation of the Local Development Framework Core Strategy.

- climate change
- flood risk
- biodiversity
- heritage
- design and distinctiveness
- landscape and countryside
- housing needs
- local services
- transport and accessibility
- public confidence and safety
- leisure and culture
- economic diversification
- economic investment
- retail and commerce
- tourism
- lifelong learning and skills

6.2 It is expected that any activity or development on the site will contribute towards addressing some or all of these issues. The extent to which this proves to be the case will be a key test of the success of the Masterplan.

6.3 Harbury Ward, in which the site is located, comprises the settlements of Bishops Itchington and Harbury, as well as Deppers Bridge and Chesterton. It has a total population of 4,617 people (2001 Census). See Fig 10 for location of Harbury Ward.

6.4 A significant proportion of the residents are highly educated, with 24.8% having a qualification at degree level or higher compared to the County figure of 20.7%. Average household income for the District as a whole is £29,600 compared with a national average of £26,200.

6.5 About 89% of households in the Ward have one or more cars and 72% of those employed drive a car/van to work. A high proportion of people, about 12.7%, work from home. Only 4.4% and 1.1% walk or cycle to work respectively.

6.6 About 72.1% of the Ward's population are in employment and the unemployment rate in the area is low, affecting only 2.6% of male and 2.1% of female economically active residents. This is higher than the Stratford District rate which stood at 1.2% overall in September 2006 but much lower than the 3.4% for the West Midlands Region.

6.7 In terms of occupation, 19.1% of Ward residents in employment are in managerial or senior official positions, significantly higher than the 16.7% for the County as a whole. Likewise, the proportion of residents in professions is much higher in the Ward at 15.0%, compared with 11.9% for the County.





- 6.8 There is a relatively high level of commuting to jobs outside the Ward. The 2001 Census revealed that nearly 26% of employed residents work within the Ward, around half of them based at home. Of those who commute out of the Ward, 34% travel to jobs in Warwick District and 21% to jobs elsewhere within Stratford District. Of the 1061 jobs within Harbury Ward at 2001, 58% of them were occupied by residents living in the Ward.
- 6.9 In locational terms, the site is situated to the north of Bishops Itchington. The village of Harbury lies to the north-west. The B4451 that runs between Southam and Kineton passes through the site and Junction 12 on the M40 is 5 kilometres to the south. The site is some distance from any main town; Leamington Spa being about 15 km to the north-west and Banbury about 20 km to the south-east. Furthermore, neither village is directly accessible by main roads or public transport routes.



FIG 11 : THE FORMER ARABLE FIELD BESIDE THE OLD WORKS ENTRANCE



FIG 12 : THE LAKES ARE IMPORTANT RECREATIONAL ASSETS OF THE SITE





FIG 13 : FISHING IS ONE OF THE CURRENT RECREATIONAL ACTIVITIES ON THE SITE



FIG 14 : REDEVELOPMENT OF THE BROWNFIELD ELEMENT OF THE SITE IS IN LINE WITH THE OBJECTIVES OF THE LOCAL PLAN REVIEW

## 7.0 OPPORTUNITIES

- Proximity of the main railway line with the scope to reinstate the rail connection to the site;
- Brownfield element of the site that could be used for appropriate development in accordance with national and local planning policies;
- Existing water resource is a significant leisure and recreation asset;
- Ecological and geological value of the site has great potential for educational and scientific purposes;
- Close proximity to the M40;
- Existing recreational uses of the site and potential for comprehensive interpretation of the site and its past;
- Internal landscape features are an asset for leisure and recreation.
- Scope of the site to meet the housing needs of Bishops Itchington.

## 8.0 CONSTRAINTS

- Location of the site in open countryside and some distance from large urban areas makes it unsustainable for certain types of uses in the context of the strategic policies of the development plan for the area;
- High ecological value and geological assets of the site will significantly influence the nature and form of development on the site;
- Lack of good public transport services in the area and limited scope to improve them significantly;
- Low unemployment rate amongst the existing population in the local area;
- Topography of the site will require careful design treatment to limit visual impact and detrimental effects on the landscape;
- Impact of development on M40 junction and volume of traffic in nearby villages;
- Uncertainty over the practical possibility of reinstating the railway line.



## 9.0 PLANNING POLICY

- 9.1 The Regional Spatial Strategy (RSS) and Warwickshire Structure Plan (WASP) provide the strategic policy context and, together with the Local Plan, they form the development plan for the area. Current planning policy for Stratford District requires most new development to be directed towards the main towns. Development elsewhere should be designed to meet an identified local need.
- 9.2 The Stratford-on-Avon District Local Plan Review seeks to concentrate most new development in Stratford-upon-Avon and the Main Rural Centres. Development in Local Centre Villages such as Harbury and Bishops Itchington, as defined in Policy STR.1 in the District Local Plan, must be designed to meet an identified local need in accordance with the provisions of Policy COM.1. The rationale behind this approach is that the larger settlements offer the best prospect of expanding public transport and providing a range of shops, services and job opportunities thereby reducing the need to travel.
- 9.3 However, Policy GD.7 of WASP provides specific guidance on the redevelopment of large areas of previously developed land such as the Harbury Estate. Policy GD.7 emphasises that the redevelopment of such sites for a strategically significant purpose will only be accepted where a number of criteria are met. In particular, development will only be accepted where it does provide for needs not accommodated elsewhere in the Plan. The need to ensure that the redevelopment of previously developed sites in rural areas does not undermine the general locational strategy of the development plan for the area is paramount.
- 9.4 Policy CTY.20 in the District Local Plan provides a specific local policy framework for the redevelopment of the site. The policy is in general conformity with current strategic guidance in the RSS and WASP. It states that:

**Land at the depot and former cement works at Bishops Itchington together with adjoining land to the west, as shown on the Proposal Map, is suitable for mixed use development in accordance with a Masterplan to be prepared by Stratford District Council in conjunction with the owners of the site, the County Council, the Parish Councils of Harbury, Bishops Itchington and Ladbroke, and other interested parties such as the Warwickshire Wildlife Trust.**

**The uses which will form part of that development will include light and general industry together with leisure and recreational uses. Other uses may be included where they would not conflict with the general locational strategy of the Plan and not be likely to cause material harm to the ecological value of the site or to the amenities of those living and working nearby. Any residential development will be strictly limited to that identified by the local community under Policy COM.1 to meet specific local needs, including for affordable housing.**



FIG 15 : PART OF THE BROWNFIELD ELEMENT OF THE SITE



FIG 16 : PART OF THE BROWNFIELD ELEMENT OF THE SITE





FIG 17 : THE SITE IS IN CLOSE PROXIMITY TO THE RAILWAY LINE



FIG 18 : THE SITE ADJOINING THE VILLAGE OF BISHOPS ITCHINGTON AT ITS SOUTHERN MOST EDGE

The following factors will need to be addressed in assessing the acceptability of a particular scheme:

- (a) the likelihood that a rail freight transshipment facility or a passenger railway station will be provided;
- (b) the provision of an effective public transport service linking the site with nearby settlements;
- (c) the conclusions of a comprehensive transport assessment which will be required to be submitted as part of any development proposal;
- (d) the expectation that new buildings should in general be restricted to the previously developed parts of the site;
- (e) the results of a comprehensive assessment of the ecological, geological, archaeological, arboricultural and landscape value of the site with appropriate provision through a Wildlife Management Plan to protect important habitats, species and features;
- (f) the need for comprehensive structural landscaping around and within the site to be implemented as an integral component of any development and arrangement for long term maintenance;
- (g) the impact of buildings, activities and associated features on views across the site, particularly from public viewpoints around the periphery of the site; and
- (h) the extent to which nearby settlements and land uses would be affected and the need for effective mitigation of any material adverse impacts. (See Appendix 4 for Policy and its explanatory text)

9.5 The importance of Policy COM.1 in defining the acceptable type and scale of uses on the site is clearly emphasised in Policy CTY.20. This gives scope for housing and employment development to be provided in Local Centre Villages, such as Bishops Itchington and Harbury, in order to meet a proven local need.

Policy COM.1 states:

**The views of the local community as expressed preferably in a Parish Plan (or equivalent), or in its absence an alternative source of reliable evidence, will be fully taken into account in the planning process. In particular, they will be used:**

- (a) to help assess the merits of schemes promoted by communities to meet needs which they have identified;
- (b) as a material consideration in the determination of planning applications and to assist in identifying the scope and nature of associated planning obligations which might be sought; and
- (c) to identify opportunities for environmental and other forms of enhancement.



In the case of Main Rural Centres and Local Centre Villages only, as defined in Policy STR.1, small scale schemes which meet housing (particularly affordable housing) and employment needs identified by a local community will be encouraged in this way. Such schemes will be considered against the following criteria:

- (a) the robustness of the justification made in support of the scale, location and type of housing and employment sought;
- (b) the maximisation of the use of previously developed land which is available; and
- (c) the need to ensure that other relevant policies of the Local Plan are not undermined due to its location and design.

- 9.6 A Supplementary Planning Document (SPD) on Local Choice has been adopted by the Council to provide detailed guidance about how Policy COM.1 is applied. This SPD can be found on the Council's website.
- 9.7 It is clear that the current strategic needs for employment and housing development in the District have been met. The Annual Monitoring Report produced by the District Council provides evidence to this effect, and can be found on the Council's website ([www.stratford.gov.uk](http://www.stratford.gov.uk)). For example, as at 31 October 2006, there was a surplus of 1756 dwellings against the current RSS housing provision for the period up to 2011 and that equates to a 9.2 years housing supply.
- 9.8 Similarly, as at July 2006, the total provision of employment land in the District was 130 hectares against the WASP requirement of 81 hectares.
- 9.9 The future provision of housing and employment land will be reviewed as part of the Local Development Framework in response to the review of the RSS. At the present time, the situation emphasises the need to ensure that development for housing and general industrial uses on the site is designed specifically to meet a locally identified need.
- 9.10 There is a wide range of other relevant policies in the District Local Plan and other adopted SPDs, strategies and standards that are likely to be applicable to the consideration of any proposals to redevelop the site.



FIG 19 : THE SITE PROVIDES HABITAT FOR A NUMBER OF SPECIES



FIG 20 : THE MOUND HAS DEVELOPED A DIVERSE WILDFLOWER COMMUNITY SINCE IT WAS RESTORED





FIG 21 : HISTORICAL RELATIONSHIP BETWEEN THE SITE AND THE RAILWAY LINE



FIG 22 : REMAINS OF AN ICHTHYOSAUR AND PLESIOSAUR DISCOVERED ON THE SITE IN 1927 AND 1928 ARE NOW IN THE NATURAL HISTORY MUSEUM IN LONDON

## 10.0 DESCRIPTION OF THE SITE

- 10.1 Much of the site as it appears today is the result of quarry working over the past 150 years. The distinctive Blue Lias Limestone, which is near the surface in this part of Warwickshire, has been quarried for cement and building stone since the middle of the 19th century. The proximity of the mainline railway enabled transport of quarried materials to nearby cement works at Southam and Rugby. See Fig 21.
- 10.2 The rock is a sequence of limestones and shales laid down in the Jurassic period and rich in fossils. In 1927 and 1928 the remains of an Ichthyosaur and Plesiosaur were discovered in the quarries and are now exhibited in the Natural History Museum. See Fig 22.
- 10.3 Bishops Itchington village expanded as a result of the jobs created by the quarry workings. The village church, built in 1872, is constructed of the distinctive blue grey limestone quarried from the site. In 1888–89 the village acquired a property of national significance - The Cottage, designed by CFA Voysey. The private residence, constructed in Voysey's simple Arts and Crafts style, was the architect's first major commission and is regarded as a fine example of his work. It stands on the southern edge of the site, overlooking the village. See Fig 23.
- 10.4 The quarry and associated works finally closed in 1994 and was acquired by Follett Property Holdings Ltd in 2001. The quarry workings, now partially flooded and surrounded by regenerating vegetation provide opportunities for leisure and recreation and there are current planning permissions to consolidate this use. The site is recognised by Natural England as having regional and even national importance for aspects of its ecology. Three parcels of land have been designated as Sites of Special Scientific Interest (SSSI) within the former quarry working area for their geological importance.
- 10.5 The site covered by the Masterplan is situated north of Bishops Itchington and occupies about 37.7 ha. The ground level rises from 85m AOD at the site boundary with the River Itchen in the east to 120m AOD in the southwest with its boundary along the B4451, Station Road. To the north at Station Road the site drops to 100m AOD. On its eastern edge the site is bounded by the Didcot - Chester line that separates the site from the rural landscape of the Itchen valley. To the north, west and south the site is edged by large open fields, which slope gently upwards towards Harbury 1km to the northwest. Walworth Farm is located on the southwest site boundary of the quarry area.



- 10.6 Along its southernmost edge, the site adjoins the village of Bishops Itchington on lower ground. The site is bisected by the B4451, which runs approximately north south on a ridge of unexcavated land and creates a significant line of separation between the western and eastern halves of the site.
- 10.7 For the purposes of describing the site in the Masterplan, it is subdivided into the following areas:
- Quarry and Lakes
  - Mound and Industrial Area
  - Farmland



FIG 23 : THE COTTAGE IS GRADE II\* LISTED BUILDING DESIGNED BY CFA VOYSEY. IT IS A BUILDING OF NATIONAL SIGNIFICANCE THAT NEEDS TO BE PROTECTED



FIG 24 : DIVERSE HABITAT FOR A VARIETY OF SPECIES





#### 10.7.1 Quarry and Lakes

The area extends to both sides of the B4451 although the larger part lies to the west of the road. This is the area of former quarry workings where the overburden of soil has been removed down to a layer of limestone, which has in turn been quarried out creating a series of water filled depressions with low cliff edges. The excavations have clearly defined edges with the surrounding open farmland, sometimes with tree planting along the upper cliff edges.

The quarry faces are distinctive, typically with a horizontal stratum of blue limestone exposed midway between an upper sloping soil face, and a lower scree slope of debris, which drops to the lakes edge. Vegetation has established in places on both the soil and scree slopes although in other areas erosion has prevented plant growth and the quarry face presents a raw appearance.

The water bodies are contained within the excavated quarry faces on their northern, eastern and western perimeters. Along their southern edge the lakes have a more varied margin created by plateaus and islands of unexcavated ground and spoil. The marginal areas include reed beds and marshy areas.

The lakes immediately west and east of the B4451 are surrounded by a more mature woodland structure mostly comprising self seeded species which creates a more intimate setting for the lakes. [See Fig 25.](#)

#### 10.7.2 Mound and Industrial Area

This area lies wholly within the eastern part of the site, between the B4451 and the railway line and is dominated by the mound, a clay spoil heap from the quarry workings. This is a prominent feature in the surrounding landscape and forms a smooth, grassland covered upland which blends into the surrounding landscape. [See Fig 26.](#)

Woodland around the base of the mound breaks up the bulk of the feature in near, middle and distant views. The grass cover is thin and eroding in places, particularly where damaged by unauthorised trail bike access. A public footpath runs along the base of the mound from Bishops Itchington northeastwards towards Deppers Bridge. This is the only official public access across the site.

The remains of the foundations of the industrial buildings and railway sidings occupy lower ground between the mound and the railway. Most of the structures have been removed but in near and middle distance views the concrete hardstanding and retaining walls are at present a significant scar in the landscape.



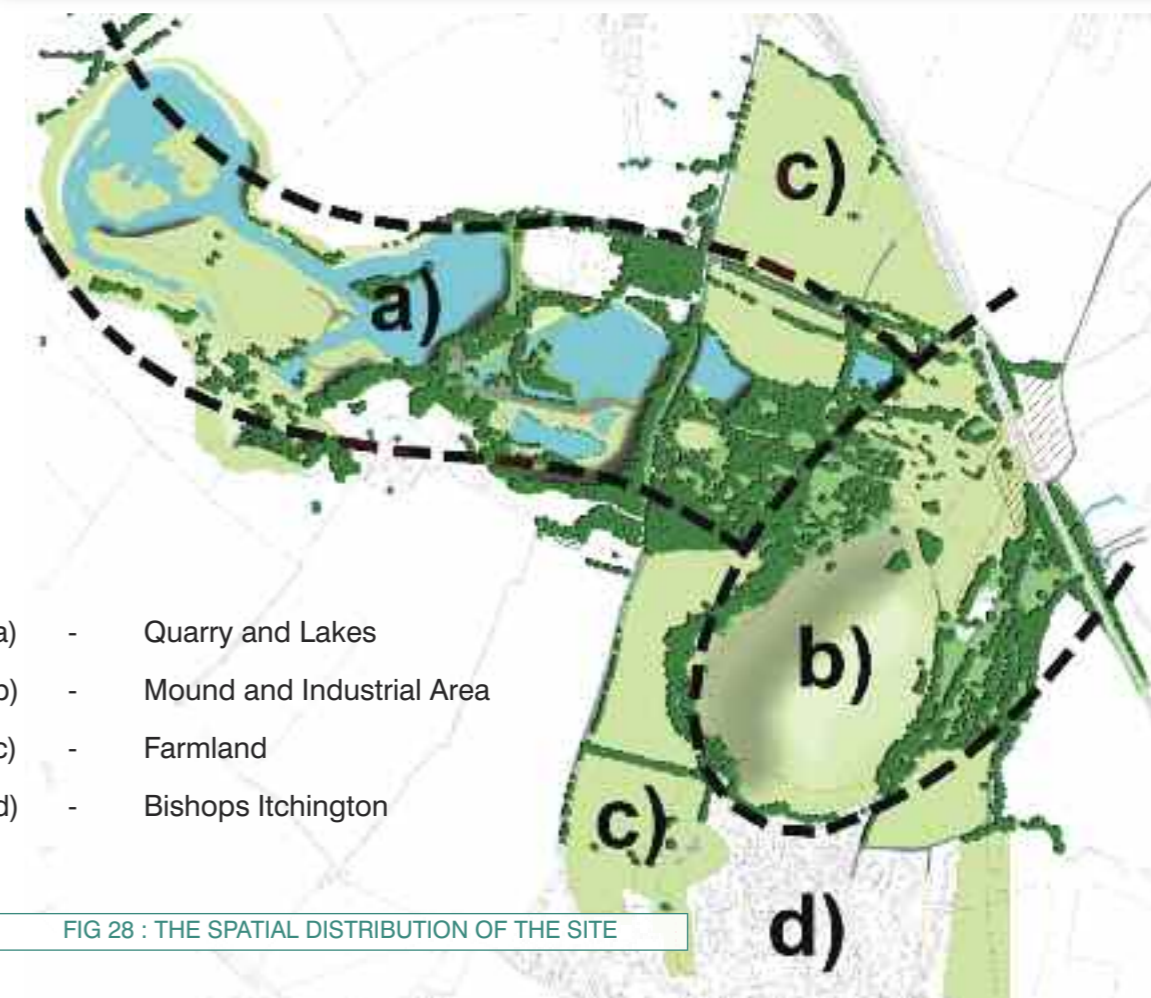


10.7.3 **Farmland**

The eastern part of the site includes areas of undisturbed farmland to the north and to the south between the mound and Bishops Itchington. These areas retain the topography and field pattern of the Lias Village Farmlands character area identified in the Warwickshire Landscape Guidelines. Modern suburban development in Bishops Itchington lies at the southern edge of the farmland area, on lower ground, and from within the site there is a view across the village roovescape. The Cottage, a Grade II\* listed building by CFA Voysey in the Arts and Crafts style (regarded by architectural historians as a classic example of the style and of the architects work), occupies land on the edge of the village. See Fig 27. Fig 28 shows the spatial distribution of the above description.



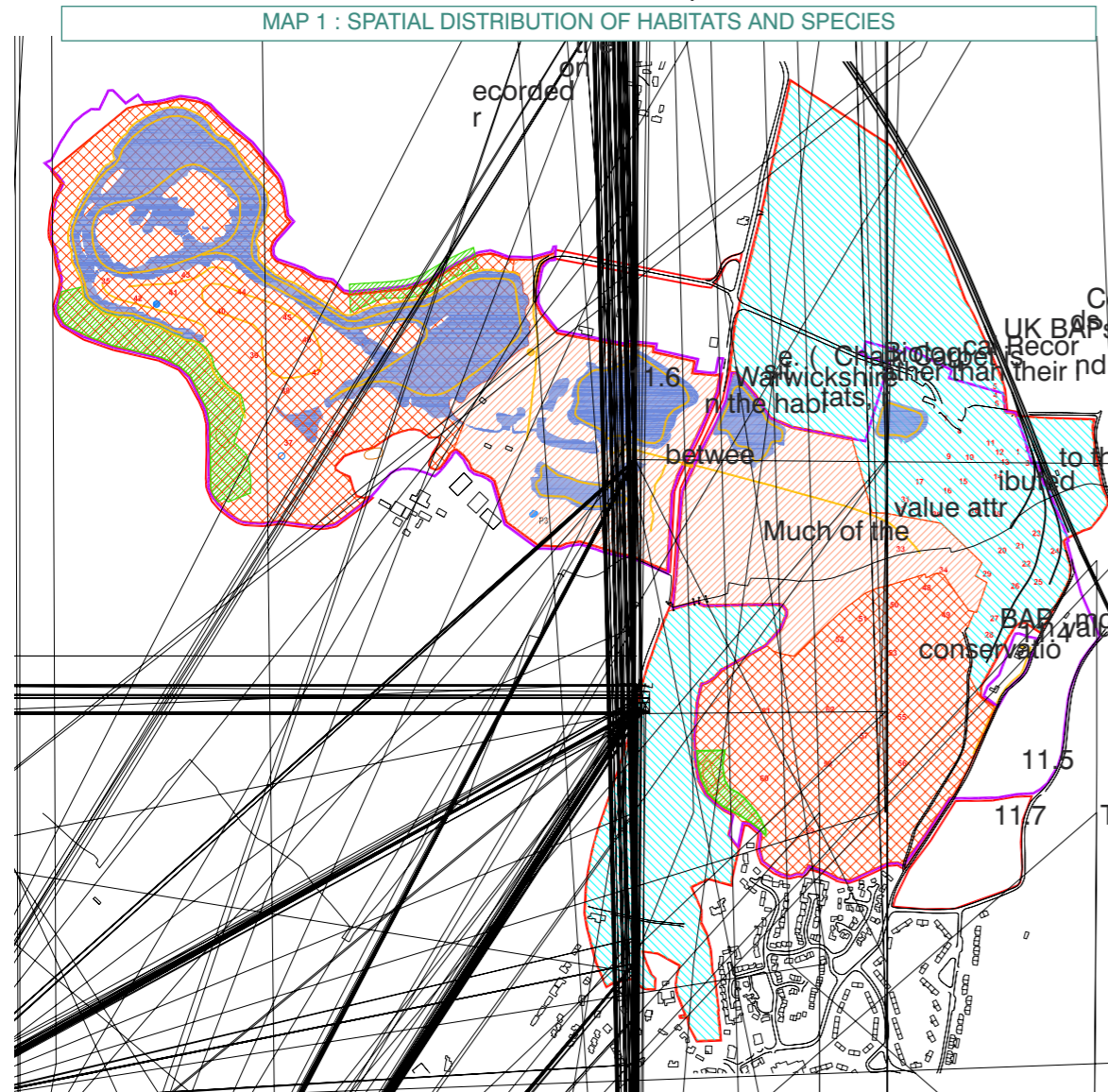
FIG 27 : SOME FARMLANDS WITHIN THE SITE



- a) - Quarry and Lakes
- b) - Mound and Industrial Area
- c) - Farmland
- d) - Bishops Itchington

FIG 28 : THE SPATIAL DISTRIBUTION OF THE SITE





### 11.0 ECOLOGY - EVALUATION

11.1 The ecological value of the site for a range of other faunal species is held (WBRC) Centre UK BAPs species) nsf value. Warwickshire their individual inf nsf value. results from the patchwork effect and interactions t of a key only two known in regional colonies in Wa ops epidoptera ste. Of the negligible. one scale of very high, high, moderate, low and als bases on been recorded. For example, the national ecological and nature t of very impor tant moths have been recorded. For example, the national ecological and nature classification of Bee), and Ph Beefly), about 198 species of fly, including (two and Grizzled Skipper (European BAP) and a rather coars ste. (Dingy Skipper) and

A good number of species of fly, including (two and Grizzled Skipper (European BAP) and a rather coars ste. (Dingy Skipper) and

Table 1 below provides the following species: Little Grebe, Reed and Sedge Warblers, Reed Bunting, Nightingale, Lapwing, Green Sandpiper, Conservation BAP species, 6 of the 10 Butterfly species recorded. Furthermore, the site. Rare butterflies such as the Small Blue, Dingy Skipper, and others have been recorded on the site. 28 species of butterfly have been recorded on the site.

- Areas of High Value for Invertebrates (terrestrial)
- Areas of Moderate Value for Invertebrates (terrestrial)
- Areas of Lower Value for Invertebrates (terrestrial)
- SSSI
- Water Bodies

RPS

**Project**  
Harbury Estate

**Title**  
Constraints Plan

<b>Project Number</b> 5388	<b>Figure Number</b> 1
<b>Scale</b> NTS	<b>Date</b> Mar 2006



TABLE 1

Species	Description	Value
Bats	Site is used by at least four species of bats. The diversity of habitats provides a good supply of invertebrate food	Moderate
Badgers	Badgers utilise the site. The presence of one active main sett and two active outlier setts were identified on site.	Low - Moderate
Wintering Birds	Whole site is of some importance for wintering water birds which use the site to forage and shelter. 4 species found are listed as Priority on the National BAP.	Moderate
Breeding Birds	Whole site is of value to common breeding birds.	Moderate - High
Reptiles	Both Adder and Grass Snake use the site for foraging and basking. Other reptiles were identified in earlier surveys in 2004.	Moderate
Amphibians	A medium sized population of Great Crested Newts has been recorded on the site. Smooth Newts, common toads and common frog are also recorded on site.	Moderate
Aquatic Macro Invertebrates	The water bodies on the site supports aquatic macro invertebrate families that are not tolerant of pollution	Moderate - High
Terrestrial Invertebrates	Number of nationally notable species is very high. Site is of regional significance for invertebrate that is arguably of national interest.	Very High
Water Voles	No evidence of water voles on site	Negligible

MAP 1 shows the spatial distribution of some of these habitats/species.

11.8 A raft of national, strategic and local plan policies seeks to protect most of these species and habitats. The following management principles are established to ensure that development take careful account of the ecological value of the site and prevent any significant adverse impacts that could occur, whilst maximising opportunities for biodiversity enhancement, public access and education.



FIG 29 : THE MIX OF YOUNG SCRUB ON THE GRASSLAND SUPPORTS A NATIONALLY IMPORTANT INSECT COMMUNITY



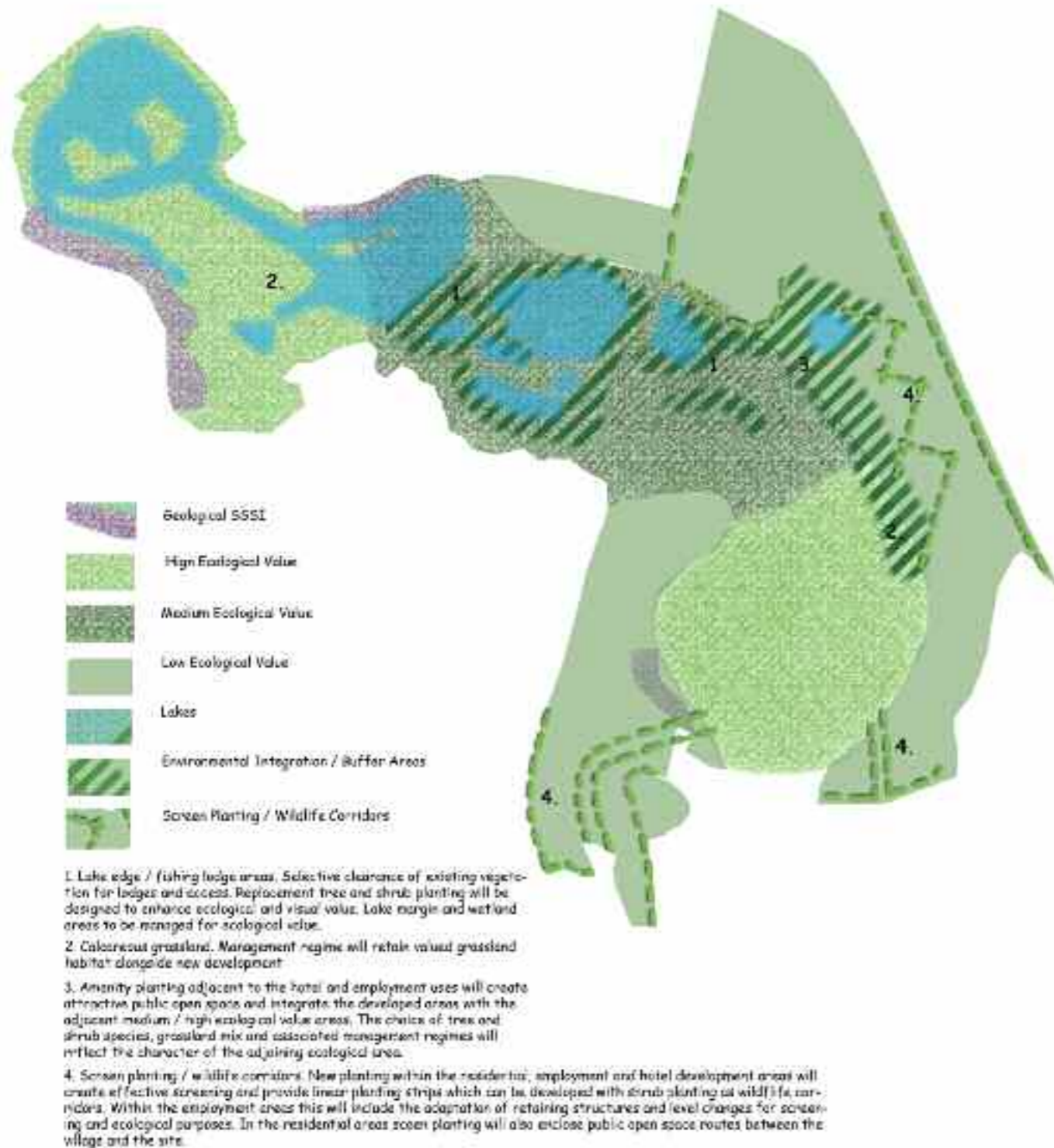
FIG 30 : THE LAKES AND THEIR REEDY MARGINS ARE IMPORTANT FOR INSECTS



## 12.0 ECOLOGY MITIGATION STRATEGY

12.1 Any proposal to redevelop the site must have as part of the submission an integrated ecology management plan. The management plan should be based upon the following key principles:  
See Fig 31.

FIG 31 : ECOLOGICAL MITIGATION STRATEGY



- Management should be holistic and integrated across the whole site, to include all areas of the Estate, on either side of the B4451.
- Management should recognise the need to protect habitats of value in the shorter term, with measures such as scrub clearance, but should also seek to emulate, in a controlled way, the processes which formed the site in the first place.
- In addition to activities aimed at maintaining and increasing the value of the site for invertebrates, management activities will consider the use of the site by other groups of protected species, such as bats, birds and herpetofauna.
- Management will also consider the presence of the existing geological SSSI's and will seek to improve access to these through suitable levels of clearance.
- The footprint of any proposed development or activity must not directly affect the most valuable invertebrate habitats upon the site. In exceptional circumstances, where it is necessary for this to be affected, there should be scope for their re-creation in areas containing currently lower value habitat. The new habitats will be recreated and established before development takes place.
- A full mitigation plan will need to be drawn up in conjunction with a licence application to DEFRA (or the licence-issuing authority at the time of the redevelopment), setting out how protected species are to be protected as a result of development on the site.
- The ecological assets of the site have significant educational and recreational value for students, bird watchers and butterfly observation. This should be promoted.



### 13.0 LANDSCAPE - EVALUATION

- 13.1 The landscape of the Harbury Cement Works complex contributes to the variety and form of the immediate environs and the landscape of the locality. Time has been kind to the reclaimed landscape where land cover on an altered landform has now developed into a positive and valuable contributor. The combination of water, vertical drop, varied topography and varied land cover is unique. Views from within the site at various points and to the site from the public footpath to the south-east of Harbury are quite stunning.
- 13.2 Harbury Cement Works sits centrally within a landscape bounded by the B4451 Harbury - Deppers Bridge Road, the Harbury road running N/S from the B4451 to Hurdiss Farm, the road running W/E from Hurdiss Farm to Cross Green, and the road running approximately N/S from Bishop's Itchington to Deppers Bridge Farm. There are views towards and into the site from all of these roads; they almost define the Zone of Visual Influence. But, more than that, they enclose a fascinating and unique landscape with a very important dominant central feature that is the lake/cliff/mound complex. While in the past this would have been a busy industrial area it is now a scene of rural tranquillity with few reminders of its former use.
- 13.3 The Warwickshire Landscape Guidelines, produced by Warwickshire County Council, identify within this area a zone of 'settled agricultural landscape chiefly associated with a belt of Blue and White Lias Limestones'. This area, the 'Lias Village Farmlands' includes the settlement of Bishops Itchington and the Harbury Cement Works complex.
- 13.4 The Guidelines describe the typical characteristics of the Lias Village Farmlands as:  
 'a varied undulating topography, dissected by the river valleys of the Dene and Itchen and their tributary streams. The farmed landscape is characterised by a geometric pattern of small to medium sized fields enclosed by thorn hedges. This complements the undulating nature of the topography creating a strong sense of scale and visual unity.'
- 13.5 Fig 32 shows that the largest feature, the mound, is potentially visible over a wide area, particularly from the higher ground to the south and east. Its scale and grassed form complement the surrounding topography however, reducing its visual impact. Similarly, although the lakes and quarry faces are visible at closer quarters, particularly from Harbury to the north-west, the naturalistic shape of the water bodies and some tree planting at the edge of the quarry site helps integrate them into the wider landscape.
- 13.6 Fig 33 illustrates the constraints and opportunities which exist within the site area

FIG 32 : VIEWS TO THE SITE FROM VARIOUS POINTS

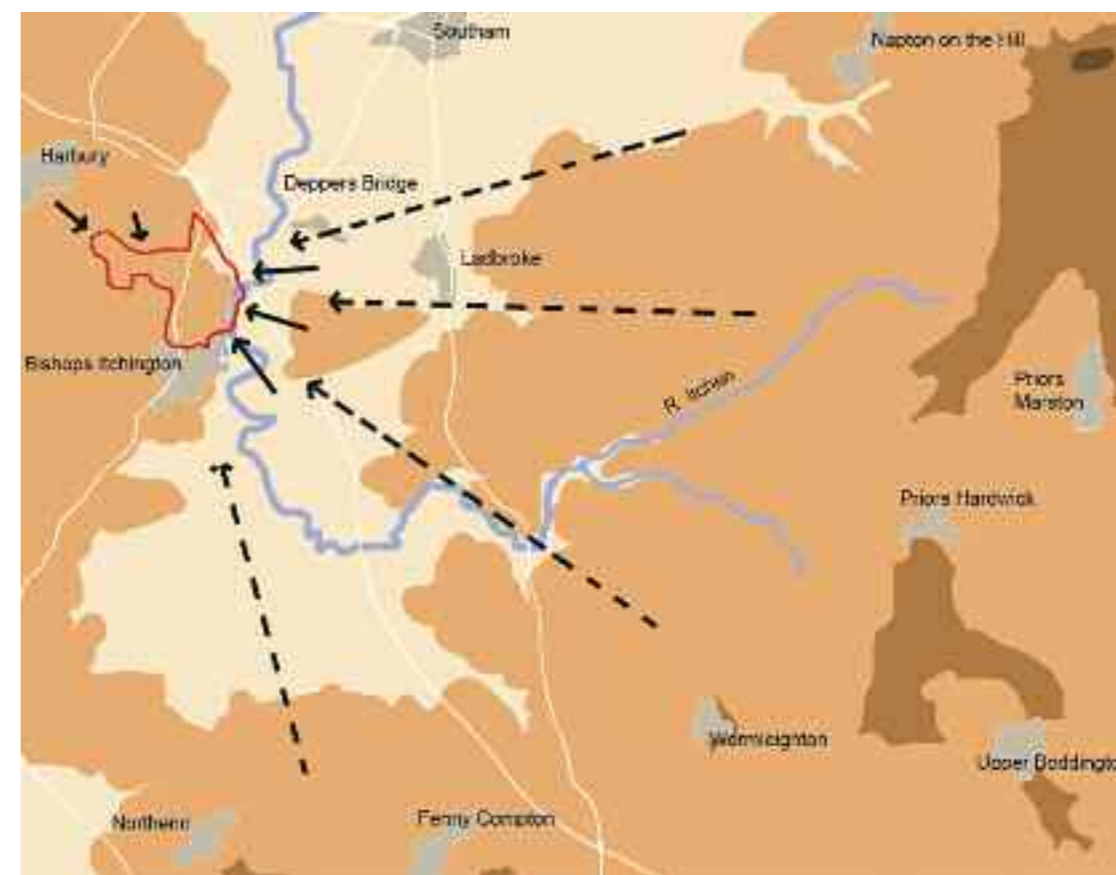


FIG 33 : LANDSCAPE ASSESSMENT OF THE SITE ILLUSTRATES THE CONSTRAINTS AND OPPORTUNITIES WHICH EXIST WITHIN THE SITE AREA



**Area A - Central Lakes and Woodland area**

The former quarry workings in this area are now embedded within a maturing woodland structure that creates screening and an attractive amenity setting. Much of the woodland is self seeded and there are areas of scrub (see area B) which require management and selective clearance to maximise environmental benefits and access.

**Area B - Quarry Interior**

The flat quarry floor is partly waterlogged and restricts both access and development. However, it is important to note that there is a newt pond in this area. New planting, drainage and creation of marginal habitats is needed here.

**Area C - Walworth Farm**

Walworth Farm sits on the southern skyline between 110 - 115m AOD. The building complex negatively dominates the view out from the site. The mass and height of the buildings together with their very elevated position on a steep slope will be difficult to screen effectively. However, reducing the impact of this view should be a major priority. The quarry sides are shallow and have a reasonable soil structure so a more managed woodland screen should help reduce the visual impact of the farm site.

**Area D - Electricity infrastructure**

The negative impact of the numerous pylons on the site is significant. It would be desirable to remove as many as possible. Full removal would be preferable to attempting to screen them with planting. Such is the scale of the structures that the success in ameliorating their impact is realistically negligible. Proof of investigation to secure removal in the first instance will be sought as part of planning application submission for the site. If removal is not feasible, careful screen planting should help minimise its impacts.

Regarding the substation itself, it would be most desirable to include significant measures to mitigate its negative visual impact.

**Area E - B4451**

The road runs along the top of a ridge of unexcavated ground with steep quarry cliffs to either side, particularly to the west. These slopes are, however, well vegetated and the site is fairly well screened from the traffic. Infill tree planting may be possible in places.

The former railway tunnel under the B4451 linking the two halves of the site is an underexploited feature that could be used positively for both pedestrian and vehicle access. Its full potential needs to be harnessed to provide a vital link for permeability and circulation between the two halves of the estate. Proposals should avoid creating a utilitarian feature and should concentrate on the gateway opportunity created by the tunnel access. See Fig 34.



FIG 34 : THE TUNNEL ACCESS LINKING EAST AND WEST OF THE SITE



#### **Area F - Site access off B4451**

The existing site entrances are functional and low key, complementing the rural setting. However, current planning approvals would introduce a significant urbanising element into the landscape at the site entrance off the B4451 in the form of a new, expanded traffic management scheme. This needs to be sympathetically landscaped to mitigate its negative impacts. An opportunity exists for a gateway feature with quality estate signage to be introduced but this would need careful treatment to minimise its impacts on the landscape.

#### **Area G - Quarry faces**

The exposed limestone quarry cliffs are the most distinctive feature in the western half of the site. The soft glacial material lying on top of the cliffs are designated as geological SSSI (see Fig 4) and should be retained, both within the designated areas and generally, in their present form with minimal management intervention.

#### **Area H - Quarry interior**

The areas of exposed subsoil create elevated viewpoints with views across the lakes and to the surrounding countryside which could be used sensitively for recreation and leisure development. The existing grassland with scattered scrub should be managed to retain about 10% cover of scrub of varying ages, along with improved marginal habitats such as reed beds at the lake edges.

#### **Area I - Marginal agricultural land**

There are opportunities here to extend the woodland structure described in Area A, particularly with a view to the setting of the Blue Pool, and also to create a gateway feature. Existing avenue tree planting could be enhanced and used to frame views of any development on this side of the site.

#### **Area J - Cement Works**

The extensive concrete hardstanding currently blights this part of the site. The area has good potential road and rail access, and attractive views over the Itchen valley that needs to be protected, as well as potential links to Bishops Itchington.

An adequate landscape screening strategy should enable appropriate new development to come forward with opportunities to connect to the existing and potential railway infrastructure (see Area K). Any development and its built form should be considered in relation to the visibility of the development in the wider landscape setting.

#### **Area K - Mainline railway**

Although it has visual and noise impacts, the railway provides a key asset to the site.



FIG 35 : THE SITE ADJOINS THE VILLAGE OF BISHOPS ITCHINGTON





FIG 36 : THE MOUND IS OF SIGNIFICANT GEOLOGICAL INTEREST

#### Area L - Mound

The former quarry spoil heap and woodland around its edges has potential primarily as a recreation and landscape asset. A public footpath route could be developed linked to the existing public access beyond the site, which allows the views across the surrounding countryside to be exploited.

Management of public access will also help protect the vulnerable mound surface from erosion. The mound has considerable public educational potential as a geological resource. This needs to be managed with full consideration to ecological interest. Any access proposal should take into account the geological and ecological interest of the site. [See Fig 36.](#)

#### Area M - Village edge

The present functional and visual relationship between Bishops Itchington to the south and the Cement Works site will need to be carefully managed. The interface between the two provides an opportunity to formalise access arrangements and open up leisure, recreational and potentially other opportunities. There are some important landscapes abutting the built edge (east of the public footpath from the village to the railway line for example) forming part of a very attractive rural scene that should be protected. Development that would detrimentally affect this important landscape will be resisted. [See Fig 37.](#)

## 14.0 LANDSCAPE - STRATEGY FOR PROTECTION AND ENHANCEMENT

### 14.1 The landscape strategy:

- takes full account of the landscape, ecological, arboricultural and amenity value of the site;
- takes full account of the setting of the site;
- takes full account of visual amenity by protecting important views and vistas both into and out from the site, enhancing and ameliorating where necessary;
- fully mitigates any landscape, ecological, arboricultural or visual impacts arising; and
- incorporates a full management plan of all green and water spaces within the site.



FIG 37 : DR JON RADLEY, KEEPER OF GEOLOGY AT THE WARWICKSHIRE MUSEUM, HOLDING A PLESIOSAUR BACKBONE COLLECTED FROM THE SPOIL TIP (THE MOUND) AT HARBURY QUARRY. 200 MILLION YEAR OLD JURASSIC FOSSILS SUCH AS THESE WERE FREQUENTLY ENCOUNTERED WHEN THE QUARRY WAS IN WORK.





- 14.2 Fig 38 opposite illustrates the landscape strategy for specific areas of the site. The recommendations for landscape and arboricultural works reflect the ecology and constraints analysis already described.

#### **Area 1 - Existing lodge site**

Level areas should be managed to maximise fishing and habitat potential at the edge of water bodies, for instance through the removal of existing scrub vegetation and replacement with native tree species tolerant of the wet soil conditions, for example Willow, Alder. Tree planting will also help screen the lodges. Consider ground modification at the edges of water bodies to encourage emergent species.

#### **Area 2 - Tree planting on the quarry bank slope to west of B4451**

Additional infill tree and understorey shrub planting may be needed here to close gaps.

#### **Area 3 - Mature tree growth on lake margins**

Minimal management needed. The mix of species and habitats is a good model for other parts of the site.

#### **Area 4 - Maturing woodland**

Manage the existing woodland to ensure continuing development of a native species mix with understorey species. Thin trees as appropriate, concentrating on the removal of non-native species, for example Sycamore.

#### **Area 5 - Walworth Farm quarry edge**

Improve screen planting structure on the uneven slopes here with new native species woodland planting.

#### **Area 6 - Quarry interior**

Large area of open uneven ground with water filled areas and significant lake frontage needs to be managed for access and amenity. Consider a well managed scrub and grass land mix in this area. Maintain and extend existing reed habitats through excavation and soil scrapes.

#### **Area 7 - Lake edge**

Enhance fishing and wildlife potential at the edge of the water body by creating a greater variety of edge conditions, for instance localised excavation to create emergent habitats.

FIG 38 : LANDSCAPE STRATEGY FOR SPECIFIC AREAS OF THE SITE





FIG 39 : THE LAKES ARE AN IMPORTANT RECREATIONAL AND ECOLOGICAL RESOURCE



FIG 40 : THE LAKES ARE AN IMPORTANT RECREATIONAL AND ECOLOGICAL RESOURCE

#### **Area 8 - Lake islands**

The existing grassland with scattered scrub should be managed to retain about 10% cover of scrub of varying ages, along with improved water margin tree species, for example willow, that will overhang the water's edge and reduce the apparent scale of the water body.

#### **Area 9 - Quarry faces**

These features, which are partly protected by geological SSSI designations, require minimal management. The natural process of erosion and colonisation by vegetation should be allowed to continue. Occasional management to reduce the growth of scrub may be required. The soft glacial material in the SSSI above the limestone cliffs needs to be colonised by grassland. It is important to control tree growth in the SSSI areas as colonisation by woody plants has severely impeded access.

#### **Area 10 - Screen planting**

Woodland tree planting to screen the site from Harbury and the surrounding countryside.

#### **Area 11 - Maturing woodland**

Manage existing native species woodland for access, habitat and to create a setting for site assets such as the Blue Pool. Use woodland management techniques such as thinning, removal of non-native species, and creation of small clearances. Leave some felled trees in situ after thinning for habitat creation. Potential for enhanced leisure/recreational use.

#### **Area 12 - Maturing woodland**

As Area 11

#### **Area 13 - Woodland structure around mound**

Enhance and extend the existing woodland structure to create a more naturalistic setting for the mound and adding to the crown of mature tree growth visible on the mound skyline.

#### **Area 14 - Mound**

Use the poor soil conditions to encourage wildflower meadow growth. Potential to establish a footpath route and prevent vehicle and other access, which damages the grass cover and causes soil erosion. Invertebrate interest in the area would benefit from a proportion of scrub to provide shelter and basking areas.

#### **Area 15 - Cement Works**

Develop a screening strategy as part of the overall site layout and design. Consider a layered approach to screening that will address the variable visual impact of development (for example views from near, middle and distant viewpoints). Use native deciduous trees, but the planting arrangement can be in a more formalised style, for example rows as well as naturalistic groups. The terraced arrangement of the site may require a variable building and open space design treatment (possibly influencing the distribution of uses within the area) depending upon the visibility of the development in the wider landscape.



**Area 16 - Site entrance and B4451 screen planting**

Use mixed native species tree planting in group and linear arrangements to screen the access road from the surrounding countryside.

**Area 17 - Blue pool**

New tree and shrub planting needed to the north side of the pool to enhance its setting.

The key strategic principles for the Management Plan for the protection of the Ecological, Geology and landscape assets of the site is included in Section 32.



FIG 41 : THE LAKES ARE USED FOR WATERSPORT ACTIVITIES



FIG 42 : THE LAKES ARE USED FOR WATERSPORT ACTIVITIES



FIG 43 : THE LOCATION OF THE SSSIs ON THE SITE



## 15.0 GEOLOGY - OVERVIEW OF GEOLOGICAL INTEREST

- 15.1 The large disused cement quarries were excavated in grey-coloured mudstones and limestones of the Blue Lias Formation; specifically the subdivision of the formation known as the Rugby Limestone Member. These rock strata account for the banded appearance of the remaining cliffs at Harbury, typical of Warwickshire cement quarries.
- 15.2 When in work the quarry yielded numerous fossils, representing the inhabitants of the Jurassic sea. These included remains of marine reptiles (ichthyosaurs and plesiosaurs), coiled ammonite shells, and more familiar shellfish resembling cockles and clams. These remains and the rocks in which they are found provide important insight into the nature, climate and environmental conditions of what is now central England during the Jurassic Period.
- 15.3 Significantly, in parts of the quarry the eroded surface of Blue Lias strata represents a land surface dating back to the Middle Pleistocene and therefore at least several hundreds of thousands of years in age. The surface is overlain by sands, gravels and clays that represent part of a complex of glacial lakes that has been widely recognised in the English Midlands. Accordingly, these younger geological features are afforded SSSI status. Figure 43 shows the location of the SSSIs.

## 16.0 GEOLOGY - MANAGEMENT AND PROTECTION

- 16.1 A range of national, strategic and local plan policies afford protection to geological SSSIs and non-statutory Regionally Important Geological Sites (RIGS). The following management principles are established to ensure any development at the site takes account of existing geological features and protects and enhances them where possible:
- Any redevelopment of the site, with respect to the Blue Lias exposures, should permit retention of representative rock faces and accessible rock exposures and fossil-collecting areas if available.
  - These should then be considered as a candidate for non-statutory Regionally Important Geological Site (RIGS).
  - Warwickshire Museum's geologists should be allowed access to the site during any engineering works that might involve rock excavation and reasonable public access to geological exposures should be allowed following development.
  - Any development of the site should be sympathetic to the Blue Lias exposures of the spoil tip with full consideration given to ecological interest.
- 16.2 Redevelopment of the site would provide an opportunity to enhance its geological interest for public interpretation. Inclusion of geological interpretation boards and trail guides should be considered for inclusion in any development package. This work can be done in partnership with the Warwickshire Museum, the Warwickshire Geological Conservation Group and Natural England.
- 16.3 The geological interest of the site and its industrial past should be promoted for its educational value. This could include organised school trips.
- 16.4 The soft glacial sediments in the SSSI above the limestone cliffs needs to be colonised by grassland, but not scrub or trees which would prevent hand excavation of the features. The need for some limited tree removal on the SSSI eastern exposure, to allow access for research should be considered.



## 17.0 EXISTING USES AND EXTANT PLANNING PERMISSIONS

17.1 Part of the old cement works side of the Harbury Estate has a lawful use for Class B8 open storage. This use was confirmed by an appeal decision on 4 June 2007. The area which this use refers to is shown on Figure 44.

The Bishops Bowl area has the following existing lawful use:

- watersport activities (including jet and water skiing, canoeing, diving, fishing etc.)

It also has extant planning approval for the following:

- 21 fisherman's lodges
- a fisherman's clubhouse (outline permission)
- a dwelling house for the site manager

These uses and their impacts will be taken into account in formulating specific proposals for the site.

## 18.0 ASSESSING ACCEPTABLE USES ON THE SITE

18.1 Given the significance of the ecological and other environmental issues associated with the redevelopment of the site, it is necessary and important to define in detail what the acceptable uses of the site should be.

18.2 As a matter of principle, Policy CTY.20 limits acceptable uses to those that cannot be accommodated in more sustainable locations elsewhere in the District Local Plan or would not prejudice the overall strategy of the plan. Consequently, employment uses related to the reinstatement of the railway and with active use and direct connection, such as a rail transshipment facility, could be justified in principle. Similarly, open recreational use of the site, particularly the Bishops Bowl area, could be supported in principle.

18.3 The District Council maintains that any residential development on the site, or general employment development that is over and above that which is related to the effective and active use of the railway, can only be justified under the provisions of Policy COM.1.

## 19.0 HOUSING

19.1 The following data has informed the definition of the scale of appropriate residential development on the site:

- Housing needs survey carried out by Warwickshire Rural Community Council (WRCC) in partnership with Harbury Parish Council (July 2004)
- Housing needs survey carried out by Warwickshire Rural Community Council in partnership with Bishops Itchington Parish Council (July 2003)
- Local Housing Assessment for Harbury, Ladbroke and Bishops Itchington carried out by David Couttie Associates (DCA) on behalf of Follett Property Limited (March 2006)

FIG 44 : AREA COVERED BY LAWFUL USE FOR CLASS B8 OPEN STORAGE



FIG 45 : EXAMPLE OF FISHING ACTIVITIES ON THE SITE





FIG 46 : SOME SERVICES IN BISHOPS ITCHINGTON



FIG 47 : SOME SERVICES IN BISHOPS ITCHINGTON

- Harbury, Ladbroke and Bishops Itchington - Local Housing Assessment - Critique by Fordham Research (January 2007)
- Housing needs survey carried out by Warwickshire Rural Community Council in partnership with Bishops Itchington Parish Council (July 2007)

The basis for any residential development relates to how it would satisfy the provisions of the policies in the District Local Plan and other SPDs such as Meeting Housing Needs that regulate housing development.

#### 19.1.1 Bishops Itchington

According to Policy STR.1 in the District Local Plan, Bishops Itchington is a Local Centre Village where the provisions of Policy COM.1 would apply. The Housing Needs Survey carried out in July 2003 revealed a need for 14 social housing dwellings.

The survey carried out by DCA in March 2007 identified a much larger level of need; in the region of 300 dwellings of mixed size and tenure.

As a result of this wide variation in findings, a fresh study has been undertaken by Warwickshire Rural Community Council working in partnership with the Parish Council. The outcome of this study has been adopted by the Bishops Itchington Parish Council and is included in Appendix 3.

There would not be an in-principle objection to meeting an identified need for housing on the site if it was supported by the local community and proven to be in compliance with the requirements on Policy COM.1. However, there may be other potential sites within and on the edge of the village that could be appropriate and preferred by the local community.

#### 19.1.2 Harbury

Harbury is also a Local Centre Village where the provisions of Policy COM.1 would apply. The survey of housing needs carried out in 2004 identified a need for 51 dwellings across a range of tenures. The local community, working in partnership with WRCC and the District Council, have selected a site at Bush Heath Lane to meet this need and have started the process of implementing a scheme in phases to meet the need.

The DCA housing assessment also covered housing needs of Harbury. However, this study did not take into account progress being made to meet the housing needs of the village. Furthermore, there is no strong physical relationship to justify its needs being met on the Harbury Cement Works site. Consequently, it is concluded that the housing needs of Harbury should not be met at this location.

#### 19.1.3 Ladbroke

Policy STR.1 in the Local Plan places Ladbroke within the 'all other settlements' category. There is a general policy of restraint on residential development in this category that comprises small settlements with limited facilities. An exception might be if development can be justified to meet a specific local housing need in the context of Policy CTY.5 (rural 'exception' schemes).

There is no evidence to demonstrate that the Housing Assessment carried out by DCA is designed to meet the provisions of Policy CTY.5. Also, there is no strong physical relationship between Ladbroke and the site to justify its needs (if any) being met on the Harbury Cement Works site. Overall, it is concluded that the housing needs of Ladbroke should not be met at this location.



## 20.0 LEISURE AND RECREATION

- 20.1 Open recreational and leisure uses on the site are acceptable in principle. There are existing lawful recreational uses on the site and others with the benefit of planning approval. The Masterplan takes account of this situation. Any further proposals for open recreational and leisure uses will be considered in the context of Policy CTY.20 and other policies of the Plan, such as COM.22 (Visitor Attractions), COM.23 (Water-Based Recreation) and CTY.10 (Rural Recreation).

The existing and potential use of the site for water sports activities should be promoted for its recreational value. Ancillary service facilities such as dining areas, toilet facilities, demonstration areas and seminar areas may be provided to support recreational uses on the site. These facilities should be built to carbon neutral standards where possible, incorporating latest renewable energy technologies. (Also see section on ecology and geology for further recreational uses).

## 21.0 HOTEL / LODGES

- 21.1 For a hotel use on the site to be acceptable, it would have to meet the requirements of Policy COM.21. This states that visitor accommodation may be acceptable outside the main settlements in the District where they are directly associated with an existing tourism, conference, or recreational complex of a scale where overnight accommodation can be justified.
- 21.2 While planning permission exists for a number of recreational uses, there is no evidence that the site is being actively used for purposes other than fishing. At this time, the current uses of the site do not justify the provision of a hotel on this site. If at some time in the future it was proven that the recreational uses have developed to a scale and nature where overnight accommodation can be justified, then the principle of locating a hotel facility on the site can be considered.
- 21.3 A reverse scenario where the hotel is built first before the recreational and leisure activities are developed would be contrary to the approach taken in Policy COM.21 and will therefore not be acceptable.
- 21.4 Similarly, any proposal for further lodges over and above what is granted planning permission will need to be justified in accordance with the relevant policies of the Local Plan review.

## 22.0 RAIL RELATED INDUSTRIAL USES

- 22.1 It is the proximity of the railway that is the main positive feature as far as industrial development on the site is concerned. Industrial development directly related to the reinstatement of the railway and its active use would be acceptable in principle on the site. A rail transshipment facility is considered to be an appropriate use that could be justified in this way. [See Figs 48 and 49.](#)
- 22.2 At this stage, there is insufficient evidence to establish that a rail connection to the site can be reinstated, either in operational or financial terms. This information is yet to be provided by the promoters of the site. The Masterplan therefore sets a number of conditions to be satisfied before this form of development would be supported on the site.



FIG 48 : THE RELATIONSHIP OF THE SITE TO THE RAILWAY LINE



FIG 49 : DISUSED RAILWAY LINE ON THE SITE





FIG 50 : BROWNFIELD ELEMENT OF THE SITE  
WHERE INDUSTRIAL DEVELOPMENT IS TO BE ACCOMMODATED



FIG 51 : BROWNFIELD ELEMENT OF THE SITE  
WHERE INDUSTRIAL DEVELOPMENT IS TO BE ACCOMMODATED

22.3 A number of conditions have been identified below that would be required as part of the development process. They are structured according to those that will be required as part of a planning application and those that will need to be implemented before development commence on the site. These conditions are set out in Section 27.5.

## 23.0 GENERAL INDUSTRIAL USES TO MEET IDENTIFIED LOCAL NEED

23.1 At present, bearing in mind the current strategic employment framework which seeks to direct most employment to the main urban areas, the Council consider that the provision of any amount of general industrial employment on the site should be limited by the policy tests set out in Policy COM.1 re local needs.

Policy COM.1 in the District Local Plan allows scope for small scale industrial development in Local Centre Villages to meet an identified local need. As with housing development, any provision of land for general industrial uses on the Harbury Cement Works site should be based on the amount and nature of local need, in this case for additional jobs and business floorspace.

23.2 According to the 2001 Census, about 26% of Harbury Ward residents in employment also worked in the ward. This level of self-containment is not untypical of modest-sized rural villages that are located relatively close to large centres of employment. In comparison, for Southam which is the nearest large rural centre, 34% of its employed residents work in the town. To date, there is no evidence to justify a local need for general industrial development. An employment needs survey has been carried out by RPS on behalf of the site owners. However, the assumptions and methodology used to underpin the study were inconsistent with the provisions of Policy COM.1 because it was a demand led approach rather than a need based approach promoted by the Plan. For that reason, the outcome of the study does not provide appropriate justification for providing general industrial development on the site.

23.3 It is possible that a case could be made, based on evidence of local circumstances, for some provision to be made to meet the needs of local residents and companies. However, this has to be considered in the context set for Policy COM.1 that any such provision should be small-scale and not undermine the strategic approach to employment land provision in the District.

23.4 Any assessment of how much general industrial floorspace could be justified on the site would have to cover local employment and unemployment characteristics, the skills base of local residents and the needs of existing businesses in the area. It should also consider whether or not the needs of such businesses could be met in other ways, including alternative sites within the local area and an expansion of existing firms at their present locations. It is a matter of fact that a plentiful supply of jobs does not guarantee employment for local people. Given the low unemployment rate in the area, it is highly likely that any benefits that would be gained through some local people choosing to work on the site would be far outweighed by the negative impacts of a high level of in-commuting that would occur if too many jobs were created. This would be contrary to the strategic aims of the development plan for the area.





23.5 It is not possible or appropriate at this stage to give a precise figure on the scale of general industrial development that might be provided on the site. It can usefully be pointed out that an additional 95 jobs would need to be created and taken by residents of Harbury Ward in order to achieve for example a 30% level of self-containment which could be a reasonable expectation for that category of settlement types. Applying an average worker density of 1 job per 35 square metres for general industrial uses (in accordance with figures produced by ODPM), about 3,300 square metres (gross) floorspace would be needed to accommodate that range of jobs. Given a 30% site coverage typical of rural employment sites in Stratford District, about 1.0 hectare of land might be appropriate. It must be stressed that the above methodology provides only one input to any assessment of local need for general industrial floorspace in the area. Furthermore, it should be recognised that other sites might be available and suitable for such purposes. As such, it cannot be assumed that the Harbury Cement Works site will be the preferred location for this form of development.

## 24.0 SPATIAL DISTRIBUTION OF USES

24.1 The acceptable uses on the site are defined in Section 19. The spatial distribution of these uses on the site is influenced by the following factors:

- the ecology of the site
- landscape quality
- the geology of the site
- the extent of previously developed land
- nature and character of the site
- design and access arrangements

24.2 The ecological, landscape and geological assets of the site provide an important underlay upon which the spatial distribution of uses is based. The spatial disposition of uses on the site and the interrelationships between them seeks to exploit and explore the distinctive character and features on the site and the manner in which the whole of the site relates to its surroundings. Connectivity of uses, key feature and the site's surroundings by all relevant modes is critical to the effective functioning of uses on the site.

24.3 The mosaic of ecological and landscape features on the site are an asset which will need to be protected and enhanced through careful redevelopment and management. The following key presumptions will apply to any proposed development that comes forward:

- Development that causes unnecessary and significant damage or unacceptable harm to the ecological value, geological interests and landscape character of the site will be resisted.
- The specific characteristics of areas of ecological and landscape interest affected by development should have comprehensive and adequate mitigation measures applied to minimise the impacts.
- Where development adjoins areas of medium or high ecological and landscape interest, appropriate mitigation measures such as screening and buffer planting will be created to ensure an environmentally and visually acceptable transition.
- Opportunities will be exploited to create habitats and habitat corridors within the development to protect and enhance the ecological assets of the site.

FIG 52 : SPATIAL DISTRIBUTION OF ACCEPTABLE USES ON THE SITE

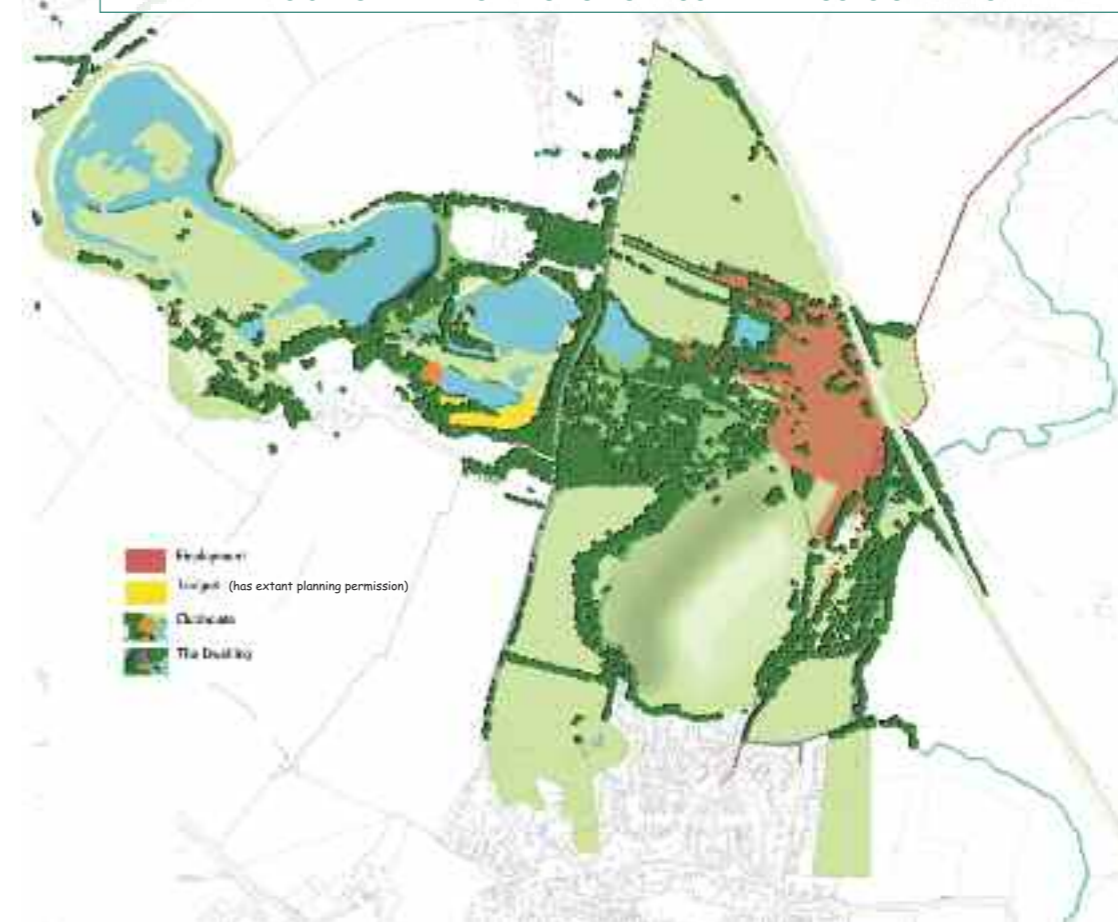


FIG 53 : SPATIAL DISTRIBUTION OF POTENTIAL USES OF THE SITE (SUBJECT TO SECTION 21 OF MASTERPLAN)

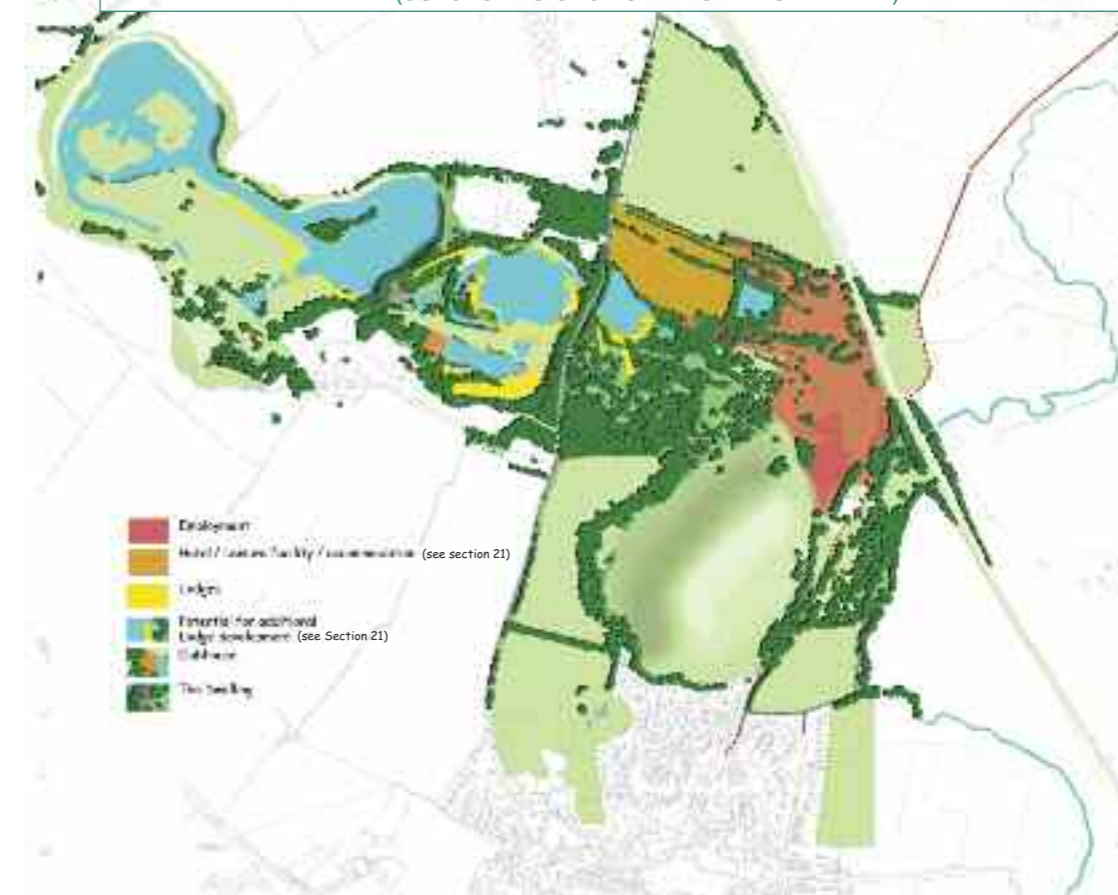
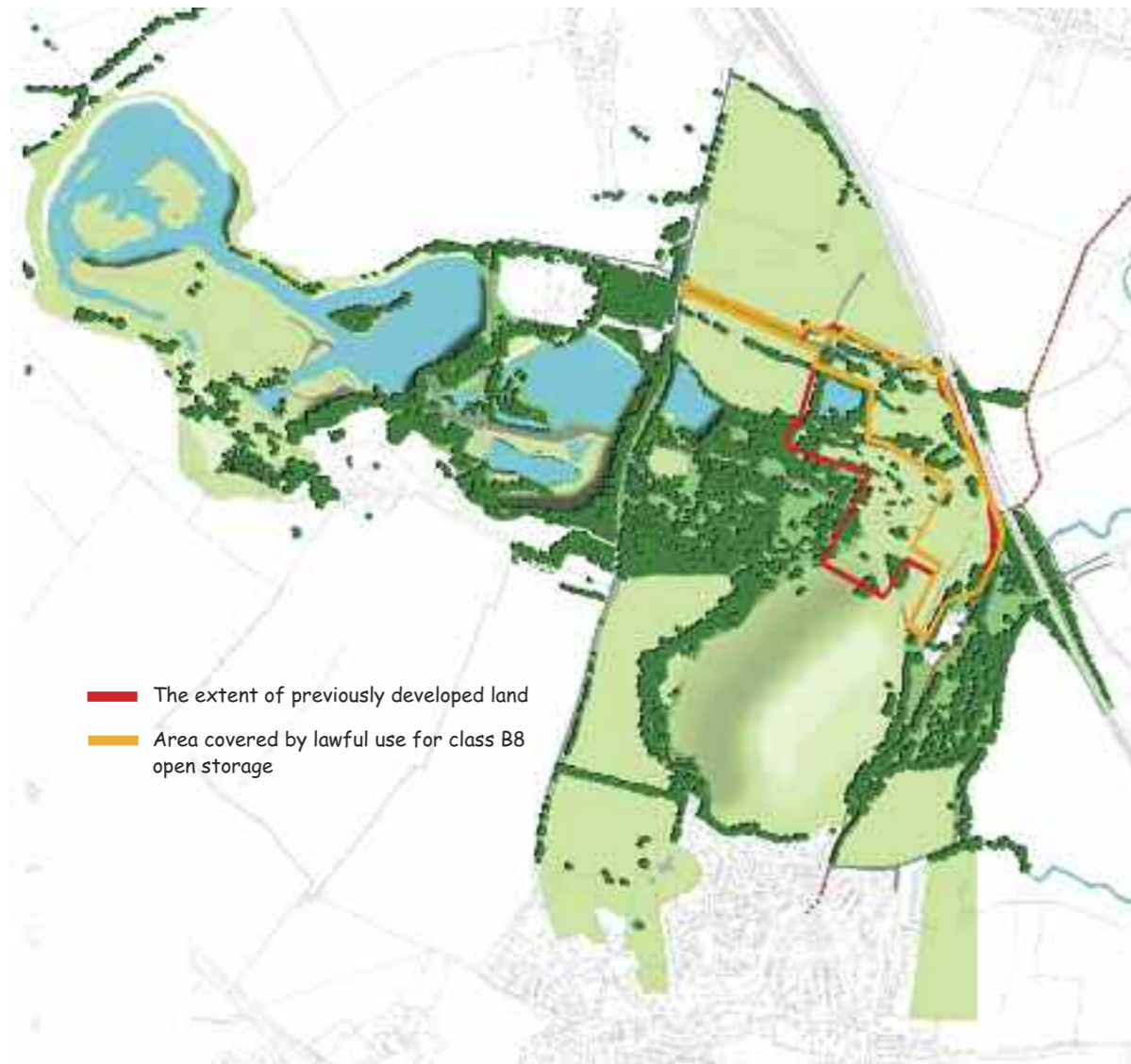


FIG 54 : DEFINITION OF PREVIOUSLY DEVELOPED LAND



24.4 The spatial distribution of uses on the site is also constrained by the presumption that industrial development should be restricted to the previously developed element of the site (old Cement Works depot).

Fig 52 shows the spatial distribution of uses that can presently be justified on the site.

Fig 53 shows the potential uses on the site if justified. Hotel use of the site will have to meet the requirements of Section 21 of the Masterplan. Similarly, proposals for further lodges will need to be justified.

Fig 54 shows the definition of the previously developed area of the site.

## 25.0 CONTEXTUAL DEVELOPMENT FRAMEWORK

25.1 The District Design Guide for Stratford-on-Avon provides useful advice on the key principles that should guide the design of development on the site. The following key objectives will be applied:

- to provide, extend and/or enhance accessibility, permeability of the site and its various uses for an appropriate range of different kinds of movement but particularly for pedestrians, cyclists and the mobility impaired;
- to create buildings and open spaces of the highest architectural quality, balancing the aims of maintaining local character and distinctiveness and purposeful innovation;
- to create a form of development that has sustainability at its core with respect to energy efficiency and supply, efficient and sustainable transport systems, sustainable management of resources including water, and proper use of local materials where available;
- to create a form of development that deters crime and instils emotional security;
- to create a form of development that emphasises the attractive features of the site and protects/enhances its valuable assets;
- to create a form of development that incorporates open space as an important and integral part of its layout; and
- to create a form of development that achieves an effective balance in the disposition of uses and how they interact with each other.



## 26.0 DETAILED DEVELOPMENT PRINCIPLES

### 26.1 The Public Realm and Open Space

- 26.1.1 The site offers tremendous potential for effective utilisation of both formal and informal areas of open space. Potential areas of open space provision are around the Mound, the Greenhill Lake area and the area of woodland and lakes in the central part of the site. The connectivity strategy seeks to provide effective and appropriate access to these open spaces for recreational and educational uses.
- 26.1.2 The use of the open spaces and the access arrangements to them takes into account the ecological, landscape and geological interests of the site.
- 26.1.3 It is also expected that the design of buildings on the site will incorporate public realm as an integral part of the development. In some areas a more formal landscape treatment (including paving) may be appropriate.
- 26.1.4 In all cases the layout of public access will seek to create a permeable, visually and physically accessible layout appropriate to the rural setting. The design of the public realm will reflect the following principles:
- Pedestrian access will be a priority throughout the site including the employment areas where there may be significant levels of vehicular access and the recreation areas which may attract large numbers of visitors.
  - Public realm objectives will complement ecological and landscape objectives for the site.
  - A hierarchy of surfacing and planting types will be used, from naturalistic landscaping to formal paved spaces.
  - The employment and leisure areas will maximise the creation of public realm, including streetscape and the creation of focal and courtyard spaces.
  - Lodges and associated leisure facilities will be designed with a minimal footprint in a naturalistic landscape setting with effective interaction with surrounding open spaces. See [Figs 55 and 56](#) for examples of how open space and the public realm can be integrated into a development scheme.



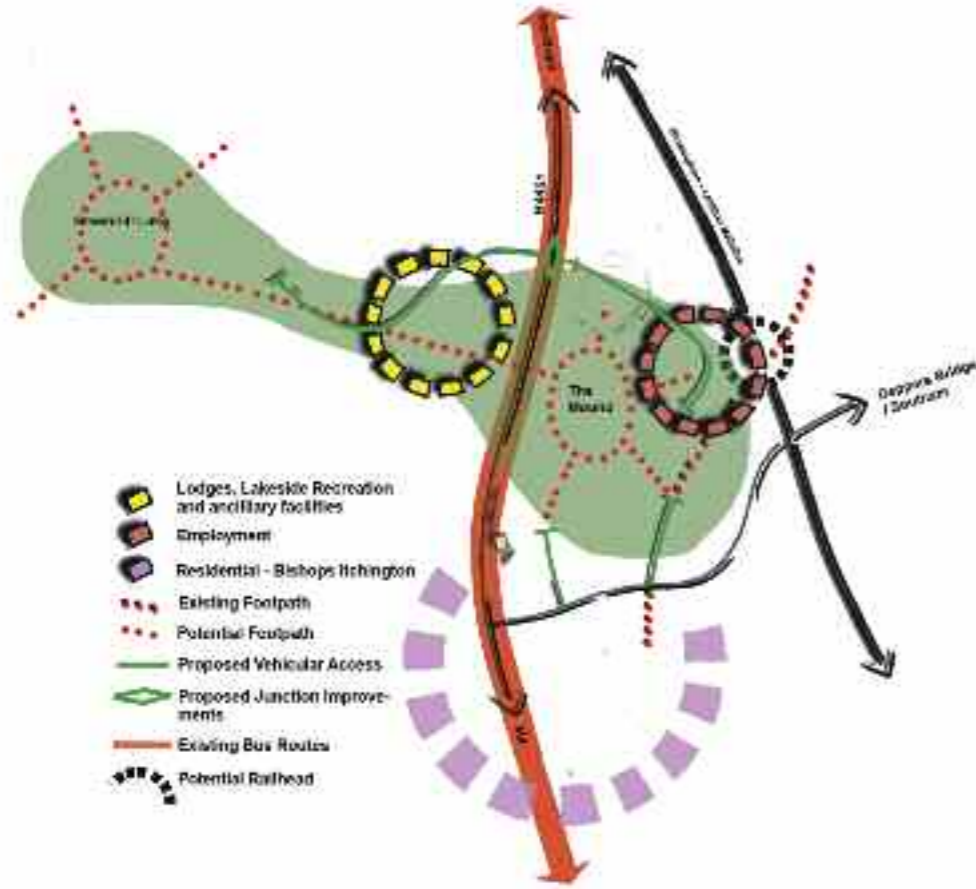
FIG 55 : DEVELOPMENT SHOULD HAVE WELL INTEGRATED PUBLIC REALM AND OPEN SPACES



FIG 56 : DEVELOPMENT SHOULD HAVE WELL INTEGRATED PUBLIC REALM AND OPEN SPACES



FIG 57 : A DIAGRAMATIC EXPRESSION OF HOW USES SHOULD BE CONNECTED ON THE SITE



## 26.2 Connectivity and Integration

26.2.1 Connectivity is about the manner in which uses on the site interact with each other and the site as a whole interacts with its external surroundings such as nearby villages, the railway line, the B4451 and the M40 motorway. This involves effective, inclusive and sustainable access between uses and to and from the site by all relevant modes. It also covers the form of appropriate mitigation measures that would need to be introduced to minimise development traffic impacts to enable effective accessibility to be achieved. The design and implementation of the interconnectivity described above should take into account such matters as the ecology, geology and landscape value of the site.

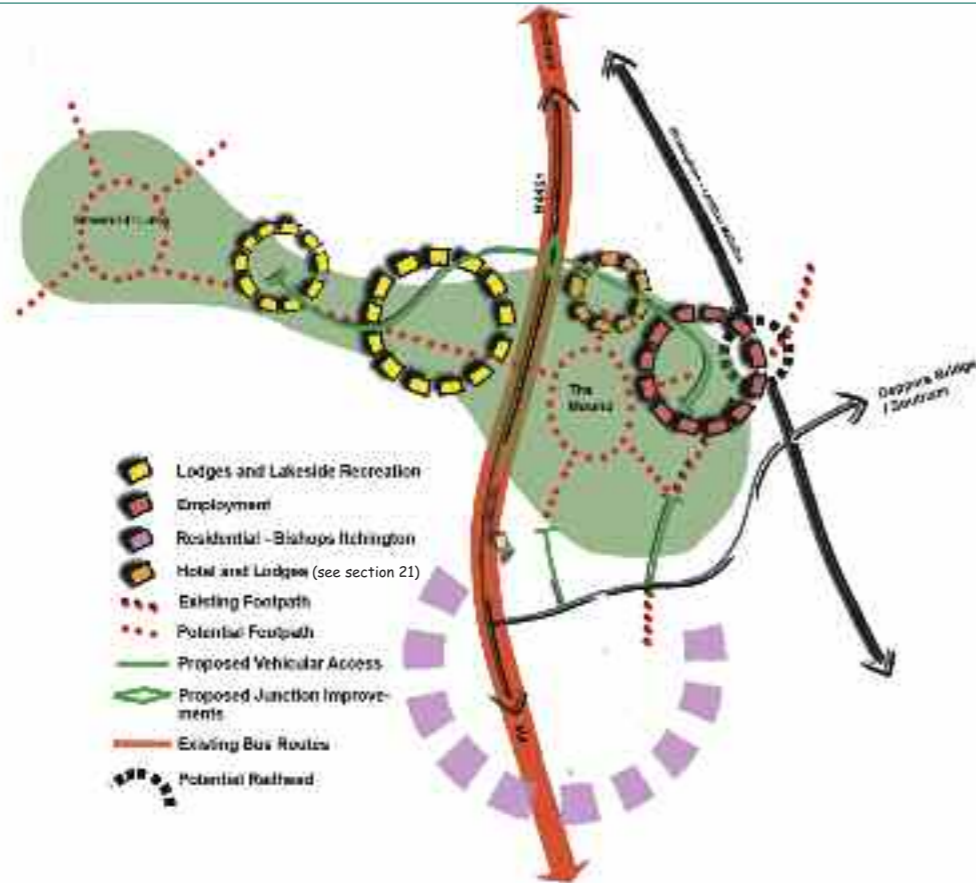
26.2.2 A key principle of this Masterplan, which is also in line with the transport strategy of the Warwickshire Local Transport Plan (LTP) and Government guidance in Planning Policy Guidance 13, is to prioritise non-car modes such as pedestrian and cycle routes over vehicular movement as the key unifying elements of the component parts of the site. It is equally critical that accessibility to the site is effective.

26.2.3 It is vital that the development of the site does not exacerbate existing traffic problems in the locality. Fig 57 is a conceptual diagram depicting how uses on the site should be connected. Specific details on pedestrian, cycle and highway routes are set out below. Fig 58 shows the connectivity of potential uses on the site.

26.2.4 Fig 59 is a map showing the strategic highway connections between various uses of the site.

26.2.5 The importance of proposed roads and railway line as potential wildlife corridors should be acknowledged.

FIG 58 : A DIAGRAMATIC EXPRESSION OF HOW USES SHOULD BE CONNECTED ON THE SITE





### 26.3 Highway Management and Parking

26.3.1 The main highway requirements that will be needed as part of the submission of a planning application will be:

- The production of an agreed Transport Assessment prior to submission of an initial planning application; to be completed in accordance with current DfT Guidance.
- An agreed Travel Plan/travel plan framework document in accordance with the County Council's adopted practice to be secured by means of a S106 Agreement.
- A study of the impact of HGV movements in the wider area (i.e within and beyond Harbury and Bishops Itchington) including a qualitative analysis of suitability of B4451 and B4452 and other alternative traffic routes in the vicinity to cater for the potential increase in HGVs.
- A feasibility design of agreed mitigation measures including improvements to public transport services and infrastructure.
- Highway improvements and alterations should be supported by satisfactory Road Safety Audits.

26.3.2 It is possible that the nature and scale of development proposed on the site will have a material impact on both parts of the B4451/M40 junction. Given the current situation with the junction, it is considered that any development will be required to provide an assessment of impact on its capacity and function. The current queuing and accident rates in the vicinity of these junctions are recognised. Remedial measures will be required to mitigate any material impact. The nature and extent of mitigation will depend on the outcome of an agreed Transport Assessment prior to submission of an initial planning application.

26.3.3 Additional traffic is likely to increase the existing levels of verge over running, persistent damage to traffic cylinders delineating the two carriageways and 'crossover accidents' between the two carriageways of the slip roads due to the narrowness and curvature of the slip roads. Development that will exacerbate these problems without adequate mitigation will be resisted.

26.3.4 A package of highway and transport improvements will be introduced in Bishops Itchington and nearby routes to reduce traffic volume and speed. This will need to be agreed with the Highways Agency and the District and County Councils. The local communities of Bishops Itchington, Harbury, Ufton and Ladbroke will have to be consulted on these proposals before a planning application is submitted. The nature and extent of these proposals will depend on the outcome of an agreed Transport Assessment. The set of proposals will be covered by Sections 106 and 278 Agreements as appropriate.

26.3.5 Parking on the site will be provided to comply with the adopted car and cycle parking standards set by the District Council. Parking areas will be designed in relation to the overall Masterplan for the area and will incorporate tree planting at the perimeter and within the car parking areas. Detailed design will make use of permeable surfaces and sustainable urban drainage (SUDS) systems to minimise rainwater runoff into nearby watercourses and the drainage system.

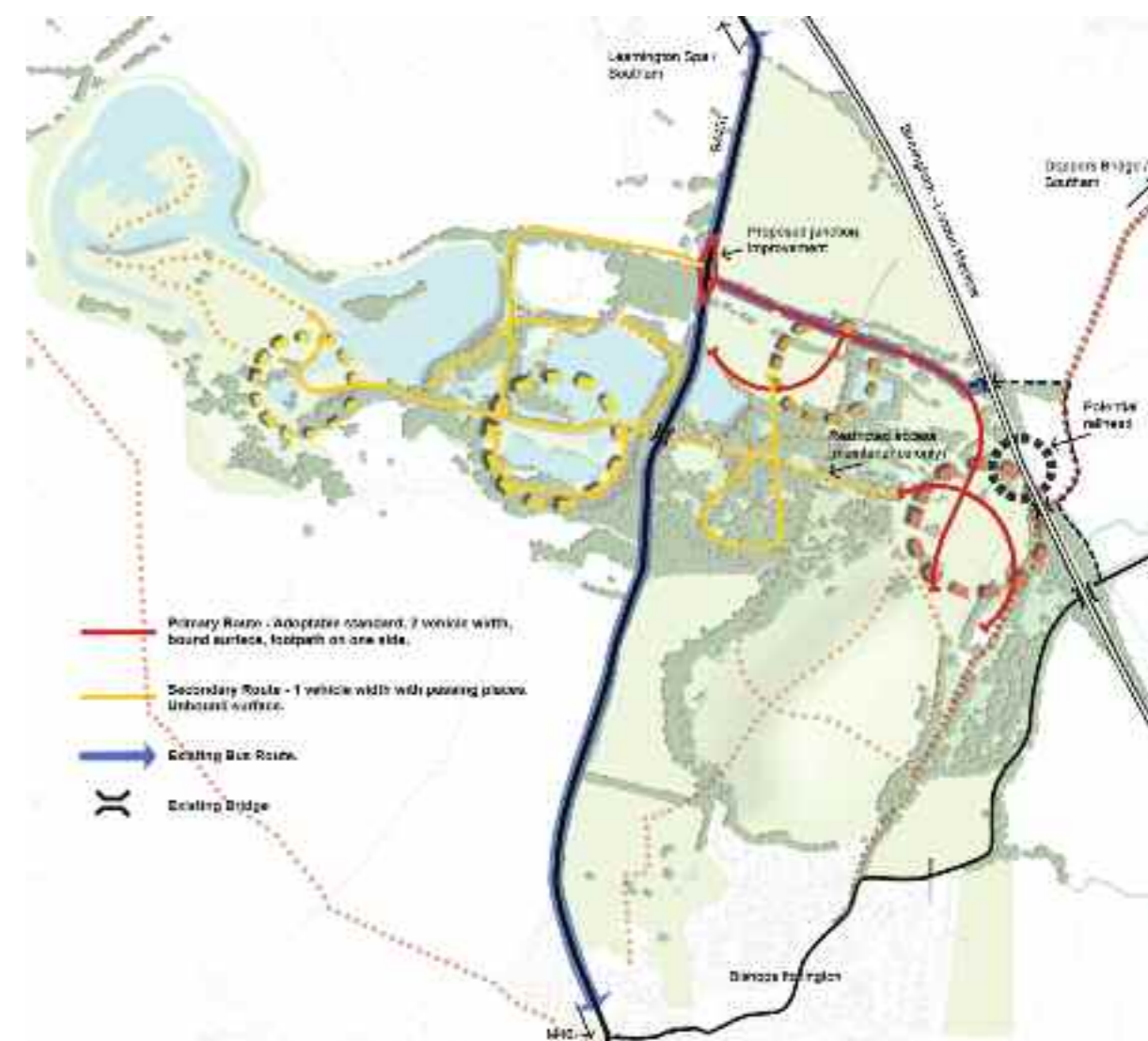


FIG 59 : STRATEGIC HIGHWAY CONNECTIONS BETWEEN USES ON THE SITE



## 26.4 Secondary Routes within the site

- 26.4.1 Secondary routes will be predominantly within the site and will serve to facilitate integration and connectivity between uses on the site and the site and its surroundings. Fig 60 provides an indicative layout of such secondary routes and service routes. Care will be taken to ensure that routes do not extend beyond the watersports centre into the important grassland habitat.
- 26.4.2 Much of the amenity provision within the site is in the semi natural setting of the lakes and woodland areas, in particular the fishing lodges. Single lane secondary routes with permeable unbound surfaces and passing places will provide this access with the finishing details (i.e. the wearing course and edge detail) chosen to reflect the rural setting. The secondary routes will not be suitable for adoption as the proposed surfacing is not designed to adaptable standards. If crushed limestone from the site is available and possesses the necessary load bearing qualities, this could be appropriate as the wearing course material. Parking details to the individual lodges could use the same specification or possibly a 'grasscrete' type green surfacing.

FIG 60 : INDICATIVE LAYOUT OF PROPOSED SECONDARY AND SERVICE ROUTES





## 26.5 Railhead

- 26.5.1 Policy CTY.20 requires the reinstatement of the railway infrastructure of the site and its active use as an important consideration before any industrial development would be allowed on the site. The District Council will resist industrial development on the site without the reinstatement of the railway infrastructure.
- 26.5.2 The site is located adjacent to the Banbury - Leamington Section of the main line railway from Reading and Oxford to Birmingham. There were formally rail sidings at the site to allow receipt and despatch of freight traffic by rail to and from the cement works. As such, subject to the operational standards for rail sidings, the requirements of the particular traffic to be handled and any constraints set by the national rail network, a new freight connection and sidings at the site is likely to be technically feasible. Fig 61 shows the spatial location of the railhead on the site. Fig 62 shows options for connecting the railway infrastructure to the site. Fig 63 shows the remains of redundant rail lines.
- 26.5.3 The implementation of rail infrastructure requires a set of complex processes and procedures to be completed. The District Council will require evidence to be provided as part of any relevant planning application submission to demonstrate that the rail infrastructure can be delivered, secured and actively operated to realise the full potential of the site without significant environmental consequences.
- 26.5.4 This section sets out the main approvals and documentation that will be required before a planning application for industrial development is considered and/or those that would be made conditions of an outline and full planning permission.
- 26.5.4 It is possible that the parties to the agreements required for construction and operation of the rail connection will not want to finalise these until they have the comfort of the associated planning permissions. In such circumstances, letters of intent, heads of agreement and other appropriate assurances may have to be accepted at the relevant stages in the development of the scheme.

### Statutory Requirements

- 26.5.5 New rail construction normally requires authority from the Secretary of State for Transport, through an Order under the Transport and Works Act 1992. However, this might not be necessary since the development would be entirely on land under the control of the owner and an approval could be given via the planning application process.

### Network Rail

- 26.5.6 Network Rail is responsible for managing the national rail network and any connection to the network must be approved by them. Their approval of the proposals and agreement to trains using the connection and to pathways for the trains on the network are therefore vital elements of developing a scheme.

This will be required to cover:

- Agreement that a railfreight connection can be constructed and operated at this location, including configuration, track and signalling requirements, who is to undertake the work, how approvals are to be obtained and how the work is to be paid for.
- Approval of the connection and siding scheme.

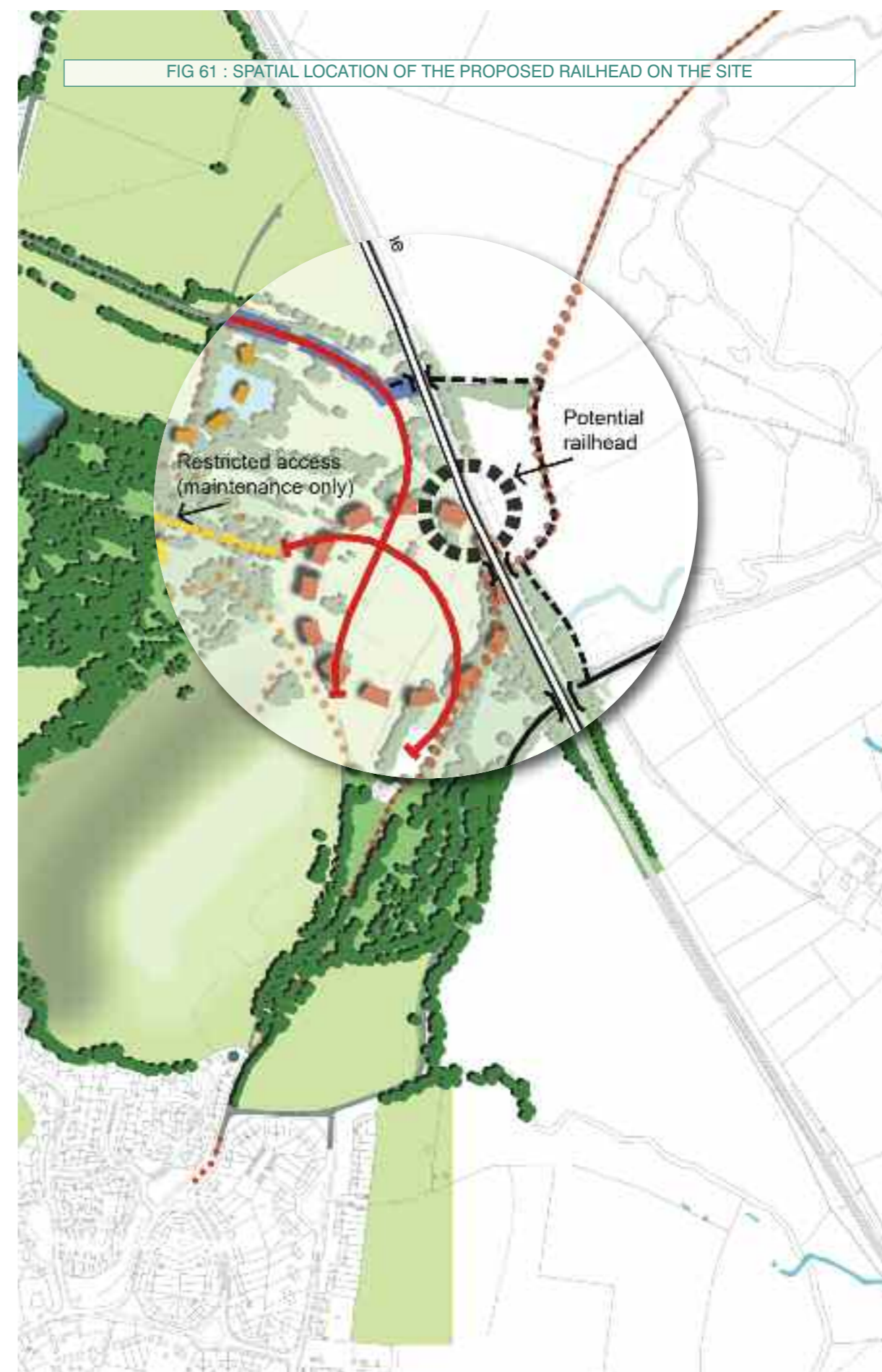


FIG 61 : SPATIAL LOCATION OF THE PROPOSED RAILHEAD ON THE SITE



FIG 62 : OPTION FOR CONNECTING THE RAILWAY INFRASTRUCTURE TO THE SITE

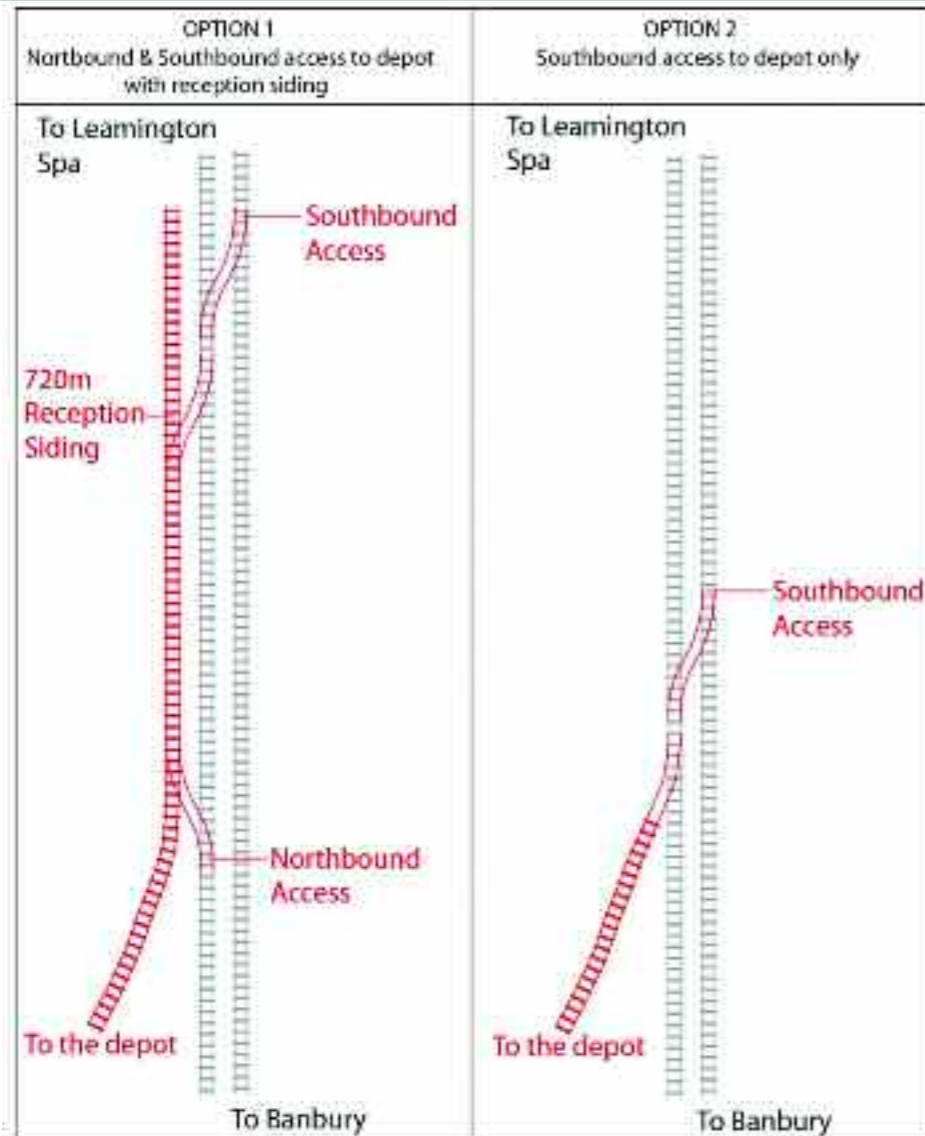


FIG 63 : DISUSED RAILWAY CONNECTION TO THE SITE

- Agreement that paths (capacity) exist for the trains that are proposed to serve the terminal, in relation to origin and destination, times of day and any restrictions on use.
- A connection agreement, approving the connection to the national rail network and permitting its provision.
- A Private Siding Agreement between the owner/user and Network Rail, covering the ongoing use and maintenance of the private sidings and works.
- Confirmation that the necessary network change processes have been undertaken.

26.5.7 The District and County Councils will require evidence of all the above matters to be submitted with any planning application for industrial development on the site, other than that which is intended to meet local employment needs.

**Office of Rail Regulation**

26.5.8 The ORR is responsible for ensuring that the statutory requirements relating to a new connection to the rail network are satisfied. This includes:

- ORR approval of the Connection Agreement
- ORR approval of the Private Siding Agreement
- Licence (or Licence exemption) for the operation of the freight terminal

26.5.9 These Approvals are required under the Railways and other Guided Transport Systems Regulations 2006.

26.5.10 These are critical as once in place they give the user rights for the continued use of the facility and of network capacity.

26.5.11 The District and County Councils will also require evidence of all the above matters to be submitted with any planning application for industrial development on the site, other than that which is intended to meet local employment needs.

**Rail Freight Company**

26.5.12 The following will need to be put in place with the intended freight carrier:

- Contract for the haulage and handling of the freight between the site and the origin/destination of the goods.
- Contract/agreement covering the rail operations of the rail facility at the site, covering all operational, statutory and safety requirements.

26.5.13 The District and County Councils will require evidence of contract with Rail Freight Company before first occupation of any part of the industrial buildings on the site, other than those which are intended to meet local employment needs.

**Site Owner**

26.5.14 It is necessary for the owner/intended occupier of the freight facility to demonstrate, preferably through a business case, that they are committed to the use of the railway in undertaking their operations.





## 26.6 Pedestrian and Cycle Routes

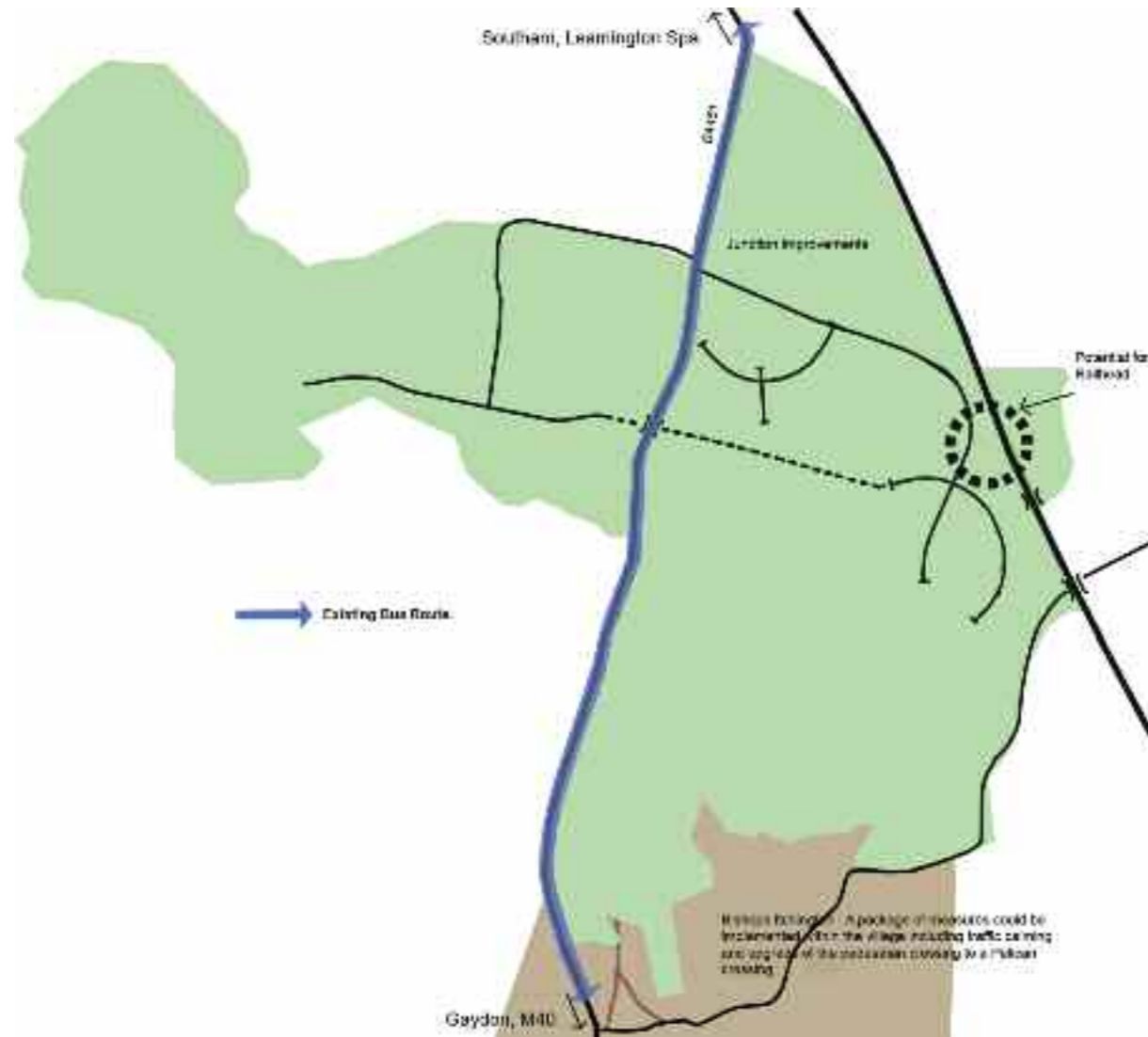
- 26.6.1 A key objective of national and local transport policy is to achieve a shift in the mode of travel from car based to environmentally sustainable alternatives, such as walking and cycling. The Masterplan seeks to respond to this challenge. In this regard, the most comprehensive route network within the site will be provided by a network of proposed foot and cycle paths. Fig 64 indicates the existing network and provides an indication of future possible links and routes.
- 26.6.2 The intention will be for site users to be able to access the main site at a minimum of five places (compared with one access point for vehicle traffic). Internal vehicle routes and those linking nearby villages will also be accessible by cyclists and pedestrians.
- 26.6.3 The pedestrian/cycle routes will provide both practical and amenity access. In particular the development of the existing Bishops Itchington/Deppers Bridge right of way will reconnect the village with the site along the original works route.
- 26.6.4 Managed pedestrian links will be introduced to provide access to areas of historic and ecological interest for the benefit of local people and for educational purposes.
- 26.6.5 Unbound surfacing and simple edging details such as pegged timber boards are proposed for both footpaths and cycleways. Where routes cross environmentally sensitive areas this treatment may need to be modified, for instance the Mound which has a surface vulnerable to soil erosion. Timber boardwalks may be needed to elevate the path surface in places, for instance areas of marshland with protected flora/fauna or the geological SSSIs.
- 26.6.6 The provision of pedestrian and cycle routes should take account of the environmental assets of the site.
- 26.6.7 The County Council's Countryside Access and Rights of Way improvement Plan seeks improvement to the existing path network within new development sites and in the surrounding area. In this regard, the potential for improvements to the existing footpath to Harbury and a link between the existing paths to the east and west of the site will be examined.

A number of footpaths within the site are also claimed to have become public through long usage. An application has been made to the County Council asking that they be formally recognised and development of the site should take into account this application.

FIG 64 : PEDESTRIAN AND CYCLE ROUTES



FIG 65 : EXISTING BUS ROUTE IN THE LOCALITY OF THE SITE



## 26.7 Bus Service and Infrastructure

- 26.7.1 The District and County Councils seek to ensure that new development incorporates measures which offer a genuine choice in the mode of travel for potential workers, residents and visitors. This should include associated traffic management and highway measures that may be necessary to serve the site.
- 26.7.2 The Councils will also seek the production of an agreed Transport Assessment prior to submission of an initial planning application, to be completed in accordance with current DfT Guidance.
- 26.7.3 The mitigation measures should include improvements to the accessibility of bus services within Bishops Itchington village itself, as far as that is practicable, and improvements to the junction of Station Road and Deppers Bridge. The frequency, reliability and journey speed of bus services to key service centres should also be improved.
- 26.7.4 Highways to accommodate buses should be of sufficient width to accommodate them without undue difficulty. Bus stops and bus lay-bys should be provided at locations to be agreed with the Parish, County and District Councils.
- 26.7.5 Where relevant, contributions will be sought towards the cost of implementing local schemes and packages which provide public transport facilities for local residents.
- 26.7.6 An agreed package of public transport measures will be covered by Section 106 and/or Section 278 Agreements. A Travel Plan/travel plan framework document should be produced in accordance with the County Council's adopted practice with specified targets for modal shift to be secured by means of legal agreements.
- 26.7.7 Depending on the outcome of a Transport Assessment the possibility of a bus route connecting the site to Bishops Itchington will be investigated.



## 27.0 ENERGY EFFICIENCY

- 27.1 Climate change is now recognised by the UK government as the most fundamental threat to our future. The recent Stern Review on the Economics of Climate Change makes it clear that human activity is changing the world's climate, and these changes will result in profound and rising costs for global and national prosperity, people's health and the natural environment.
- 27.2 National policy expects spatial planning to play a pivotal role in achieving local, national and international targets for the reduction of carbon emissions. It requires us to prioritise the prevention of and preparation for climate change in our planning policies and control of development. The Stratford District Community Plan and the Local Plan both rightly seek to respond to this expectation.
- 27.3 Policy DEV.8 of the Local Plan deals with energy conservation in new development. It is expected that the layout and design of new buildings will seek to minimise the amount of energy resources consumed in its occupation and use by taking into account the scope for the following:
- orienting buildings to maximise the potential for natural daylight and passive solar heating and to minimise the impact of wind on heat loss;
  - incorporating features which utilise sources of renewable energy;
  - adaptability in the design of buildings so that alternative uses can be found for buildings over time;
  - using materials with reduced energy input such as recycled products;
  - utilising natural and built features which already exist on the site.
- 27.4 The design of any scheme that comes forward will be required to demonstrate that it has fully taken into account all the above factors. The Council will need to be satisfied during the planning application stage that all its requirements are met before any proposal will be supported.
- 27.5 The Council has an adopted SPD on 'Sustainable Low-Carbon Buildings'. The SPD requires new development to incorporate renewable energy features to reduce the overall predicted carbon dioxide emissions by at least 10%. Development on the site will be expected to meet this target. The details of the SPD will need to be considered at the early stages of the development process. The Council is concerned not to be prescriptive about the type of renewable energy systems to be used for this development. The appropriateness of any system to be used will depend on the nature, form and type of the development that comes forward. The Council will, however, not compromise on its objective of maximising energy efficiency in any development on the site. See Fig 66 for an example of energy efficiency features adjacent to the site.

FIG 66



FIG 66 : THE COUNCIL'S ADOPTED SPD FOR SUSTAINABLE LOW-CARBON BUILDINGS SEEKS TO ENSURE THAT AT LEAST 10% OF PREDICTED CARBON DIOXIDE EMISSIONS FROM ENERGY USE FOR DEVELOPMENTS OVER A SET THRESHOLD SHOULD BE REPLACED BY ON-SITE RENEWABLE ENERGY GENERATION





FIG 67 : THE COUNCIL EXPECTS DEVELOPMENT PROPOSALS TO INCORPORATE SUSTAINABLE DRAINAGE SYSTEMS WHICH PROVIDE FOR THE DISPOSAL OF SURFACE WATER. THIS IS AN EXAMPLE OF A WATER MANAGEMENT FEATURE

## 28.0 WATER MANAGEMENT

- 28.1 The sustainable management of water in development is an important objective of the Local Plan. Policy DEV.7 specifically deals with this issue. It expects development proposals to incorporate sustainable drainage systems which provide for the disposal of surface water. Where this is not possible, the Council will seek to ensure that an alternative system which is efficient and sustainable is provided.
- 28.2 The Council will also encourage the reuse of recycling of surface water and domestic waste water within any development schemes that comes forward on the site. A number of proven techniques that are cost effective are available to be applied. However, the Council is keen not to prescribe a specific technique at this stage. Any scheme will need as part of the planning application submission to clearly demonstrate how water management has been taken into account, in particular, the manner in which water is recycled on the site. Also, there will be the need to demonstrate that development on the site is not at risk of flooding and will not exacerbate the risk of flooding in the area. See Fig 67 for an example of a water management feature.

## 29.0 DETAILED DESIGN FOR SPECIFIC USES ON THE SITE

- 29.1 The layout and design of buildings on the site should follow the development principles set out above. The dimensions of buildings in plan and height should be limited by the aim of achieving daylighting and sunlighting of the majority of the floorspace, the topography of the site, the need to maximise energy efficiency and the Council's aim to prevent crime. Key focal point may be emphasised by a range of features such as feature planting. Key frontages of building will determine the development's character to those entering the site or seeing it from public vantage points and should therefore pay attention to the detail of design. Frontages, where possible will be encouraged to lie along the main routes into and within the site.
- 29.2 Density of development would reflect latest government guidance and the objectives of the LPR. Public open spaces and effective landscaping would be integral to any development schemes as detailed.
- 29.3 Specific design details of the specified uses on the site are set out below:



**Fishermen's Lodges**

- 29.4 Generally the lodge units should be arranged in linear groupings either around edge of the fishing and amenity lakes or within cleared woodland areas and serviced from a secondary access road that will also include parking places. Access between the lodges and fishing stations should be via unbound surface paths and raised timber decks where appropriate.
- 29.5 The units should be orientated towards the main amenity area and could be provided with a timber deck to the main frontage. The structures should be designed so that their footprint will have minimal direct impact on the ground, particularly in more sensitive locations e.g pad rather than strip foundations and raised slightly to provide a minimum of 150mm clearance under the units to allow the movement of lakeside fauna including amphibians, reptiles and invertebrates. The raised structure will enable units to be fixed either on land or at the edge of water bodies, with the frontage and decking foundation set within the water body.
- 29.6 Units should be scaled to fit the landscape setting. More than one design or variation of a single design should be considered to avoid uniformity of appearance. The form, mass, height and scale of any potential lodges should be in-keeping with the character of the area, taking into account the varying topography of the site. The design should be compact and appropriate to the rural surroundings. This does not need to be in an overtly traditional building style - a modern design approach that emphasises, for example lightness of construction and transparency may also be acceptable. Roofing design should consider appearance when seen at ground level and also from vantage points above the site area.
- 29.7 The cross section of the proposed design of the lodges is shown in Figs 68 and 69. They show how groups of both lodge types could be accommodated in the White Bishops Lake area. Existing landform and tree planting should be used to conceal the units from external views and planting between individual units will break up appearance of the grouping from within the site.

**Fisherman's Clubhouse**

- 29.8 The Clubhouse should be designed to complement the fisherman's lodges but should also form more of a landmark within the immediate site area. The site allows a generous lakeside frontage that should emphasised transparency and lightness. Proposals should consider how the larger part of the building can be integrated into the surrounding landform, for instance through the setting of the building into the slope and use of a green roof. Note that there is an extant planning permission for a Fisherman's Clubhouse.

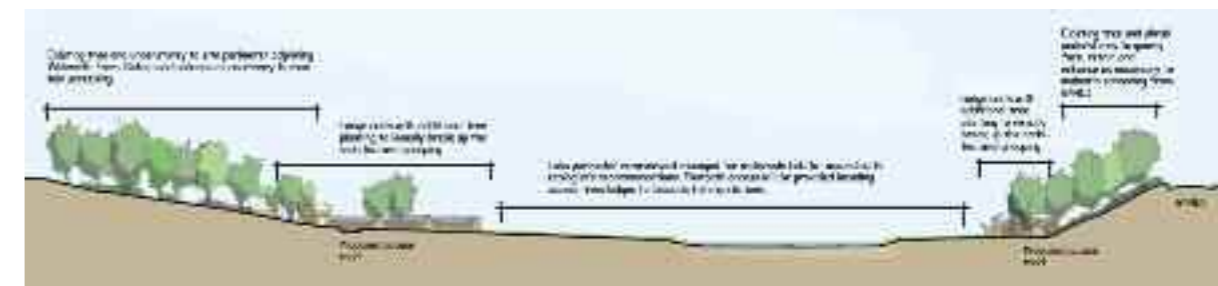


FIG 68 : CROSS SECTION OF PROPOSED DESIGN OF FISHERMAN'S LODGES

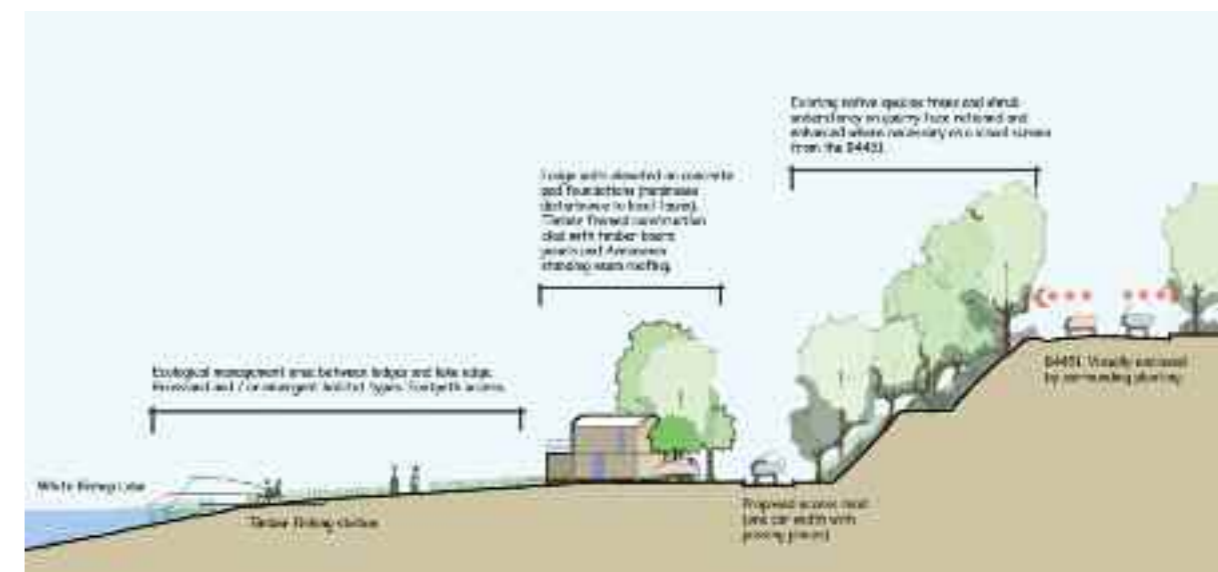


FIG 69 : CROSS SECTION OF PROPOSED DESIGN OF FISHERMAN'S CLUBHOUSE





**Employment**

29.9 The proposed employment area corresponds with previously developed area of the old cement works. The existing landform will be adapted to accommodate the employment uses and transport infrastructure. The employment activities will mostly be related to the reinstatement of the rail infrastructure, to facilitate the movement of goods to and from the site by rail. Level changes are significant and affect the visibility of different areas from outside the site. Design proposals need to take these into account and consider how the development can be terraced into the landform to create screening, an attractive site environment and a well managed interface with the surrounding site.

**Building Layout and Form of Employment Use**

29.10 Fig 70 shows in a simplified form the level changes across the site and a notional subdivision of the site based on these levels. It also indicates the layout of buffer planting along the western perimeter of the area (where the employment area adjoins areas of high ecological value) and of screen planting within the development.

29.11 Proposals should consider how these level changes could be used to organise the layout of area and groupings of buildings. The lower levels are generally better screened and so should be considered for the larger scale buildings such as those connected to the railhead. The upper levels should be considered for smaller building because they could be more visible in the wider landscape.

29.12 The cross section in Fig 71 illustrate the hierarchy of build forms that could be introduced into the layout, together with associated access and parking infrastructure

**Building Style and Materials of Employment Uses**

29.13 Proposals should consider how scale and form can be broken down and subdivided through asymmetry, irregularity of plan, and variation of height and depth in facades and the strategic placing of screen planting.

A traditional or modern architectural style can be used, the more important aspect of design will be its responsiveness to its setting.

29.14 A hierarchy of materials should be used, with the more utilitarian used at the lowest, most easily screened level. In the more visible areas a contextual choice of materials will be expected. This might include timber framing and cladding and brickwork. Large single expanses of any material should be avoided.

Buildings should incorporate energy efficiency measures and water management features in accordance with the District Council's proposed SPD on 'Achieving Sustainable Low-Carbon Buildings'. Buildings should be accessible by all relevant modes of travel including cycle and pedestrian routes.

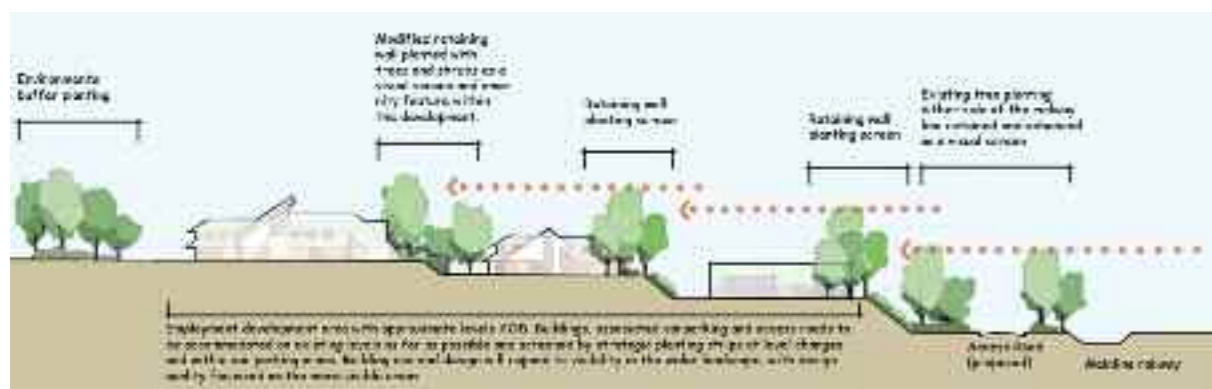


FIG 71 : CROSS SECTION OF THE HIERARCHY OF BUILD FORMS - EMPLOYMENT DEVELOPMENT



### Open Space Design and Soft Landscaping of Employment Area

- 29.15 The design of open spaces should be integral to the planning of build form and access. Whilst much of the layout will be functional, the master-planning process should consider hierarchy of spaces within the layout including a gateway area at the northern edge of the employment area. The design of individual building plots should also take into account the potential for the creation of public realm. The employment area has a long boundary with the open landscape and the possibility of useable public space should be developed in these areas. This might include a simple footpath where ecological planting is planned or could be developed into an ornamental, maintained landscape treatment.

## 30.0 ECOLOGY, LANDSCAPE AND GEOLOGY MANAGEMENT PLAN.

- 30.1 The Masterplan sets out a number of principles, mitigation measures and proposals for the protection, enhancement and conservation of the geological, landscape and ecological assets of the site. Given the scale of development on the site and its potential impacts, it is vital that the assets of the site are protected and enhanced. A Management Plan within the wider provisions of the Masterplan would provide the necessary opportunity to regularise and rationalise the management of the landscape, geological and ecological assets of the whole of the site in an integrated and comprehensive manner. The need for this approach to the management of the site's assets is emphasised in Policy CTY.20, in particular bullet point (e) of the policy.
- 30.2 It is expected that the Management Plan would be prescriptive in nature setting out a blueprint for action, identifying what needs to be done, when it would be done, how it would be done, who would do it and how much it would cost to carry it out. Its key objectives will include:
- securing the long term maintenance of the geological, landscape and ecological assets of the site;
  - protecting and enhancing important ecological, landscape and geological assets of the site;
  - providing attractive setting for any new development on the site;
  - providing a clear framework of responsibility and accountability for the management of the site's assets.
- 30.3 The specific package of proposals that comes forward for development may have an influence on the details of the Management Plan. The timing for the production of the Management Plan will be important. In this regard, it is proposed that a combined Ecology, Landscape and Geology Management Plan should be prepared and submitted with any further planning application for the development of the site. Such a Management Plan should be comprehensive and prescriptive in its scope and should cover the whole of the site. The Plan should specify how and when it will be monitored to assess the effectiveness of actions undertaken and any amendments that may be necessary to maximise the biodiversity and other assets of the site.
- 30.4 The provisions of the Management Plan will be delivered through Section 106 Agreements and/or conditions and it should enable appropriate funding to be secured for the proposed management.



FIG 72 : EXAMPLE OF EXISTING INFORMAL NETWORK ON THE SITE





FIG 73 : THE LAKES ARE AN INTEGRAL PART OF THE LANDSCAPE OF THE AREA

- 30.5 It is thought that scope for a stewardship scheme may exist within the Estate. In this regard, the possibility of putting some of the land into Environmental Stewardship, either Entry Level Scheme or Higher Level Scheme would be explored with the promoters of the site during pre-application stage of the development process.
- 30.6 Effective management of landscape, geological and ecological assets does not happen by accident. The Management Plan will ensure that the site's assets are protected, enhanced and maintained for the long term.

## 31.0 IMPLEMENTATION

- 31.1 This Masterplan will be incomplete if its path to implementation is unclear. The following points are therefore made to clarify the approach to the implementation of the key elements of the Masterplan.
- 31.2 The key proposals are legally, practically and technically feasible in the short, medium and long term. They are also in general conformity to the provisions of the Local Plan review. However, there are some proposals which, although non-controversial, may be very expensive to implement and at this stage there is no information about the timing and funding arrangements for their implementation. An example of such proposals is the reinstatement of the railway infrastructure.
- 31.3 There are other proposals whose implementation might be sensitive and for that matter might require consultation, marketing and education. An example of such initiatives are transport improvement measures in nearby villages, in particular Bishops Itchington
- 31.4 The implementation of some of the proposals could still take a considerable time with respect to consultation, licensing, legal orders and authorisations, although action would need to begin as soon as practicable. An example is the reinstatement of the railway line and its effective operation.
- 31.5 It is clear that many of the proposals link closely together. One-off actions that are out of context from the overall vision for the site could therefore be damaging, so careful integration is critical and a comprehensive approach to implementation will need to be adopted.
- 31.6 To provide certainty in the long term planning of investment decisions and the management of the environmental and natural assets of the site the main elements of the Masterplan will be covered by appropriate Section 106 Agreements, conditions, published standards and other regulations.

## 32.0 TIMING

- 32.1 Because of the complexity of the issues involved in the redevelopment of the site, it would be difficult to give a precise indication of the timing of when specific schemes will come forward for development. It would also be difficult to be precise about who will be doing what at where and at what cost. However, it is important to establish a clear relationship between the uses on the site and the manner in which they come forward for development. Table 2 below provides a broad indication of the sequence in which proposals could come forward.





Table 2

Proposal	Implementation
Proposals with the benefit of extant planning approval (see Section 18)	Can be implemented at any time in accordance with the detailed provisions of the permission
General industrial development in accordance with Policy COM.1	Can be promoted only after an employment needs survey has been carried out in accordance with the provisions of Policy COM.1 and a local need for jobs has been proven. Development should not conflict with the general locational strategy of the Local Plan Review or cause material harm to environmental and natural assets of the site or to the amenities of people living nearby. A Transport Assessment and a Landscape, Ecology and Geology Management Plan will be required as part of a planning application.
Housing Need for Bishops Itchington	Can be promoted only after a housing needs survey has been carried out in accordance with the provisions of Policy COM.1 and a local need has been proven. Development should not conflict with the general locational strategy of the Local Plan Review or cause material harm to environmental and natural assets of the site or to the amenities of people living nearby. A Transport Assessment and a Landscape, Ecology and Geology Management Plan will be required as part of a planning application.
Leisure and Recreation	Open recreation will be accepted in principle subject to other policies of the Local Plan Review. Other forms of leisure and recreational uses will need to be justified in accordance with the relevant policies of the Local Plan Review such as Policies COM.22, COM.23 and CTY.10. A Landscape, Ecology and Geology Management Plan will be required as part of a planning application.
Transport improvement proposals	To be confirmed after the completion of a Transport Assessment.
Hotel and further lodges on the site	They will have to be in accordance with the requirement of Policy COM.21.
Rail related industrial development	The reinstatement of the railway line and its active use will be a pre-requisite to the development coming forward. A Transport Assessment and a Landscape, Ecology and Geology Management Plan will be required as part of the planning application. These assessments should include appropriate mitigation.



FIG 74 : THE SITE INCLUDES AN ELEMENT OF FARMLAND





FIG 75 : THE LAKES ARE AN INTEGRAL PART OF THE LANDSCAPE OF THE AREA

### 33.0 CONCLUSION

- 33.1 There is no doubt that the Masterplan is an important step forward in providing a framework for guiding the sustainable development of the site. Its preparation has been novel in combining the collective knowledge and scrutiny of a wide range of stakeholders representing a variety of groups and organisations of various expertise and experience.
- 33.2 Given the complexity of the issues to be addressed, the outcome of the Masterplan may not meet the specific expectations of everyone. However, care had been taken to ensure that the process for its preparation has been fair, transparent, sufficiently researched and adequately informed by the collective input of all the stakeholders involved in its preparation.
- 33.3 An important part of the preparation of the Masterplan had been the extent of public involvement in the process right from the beginning to the end. It is also recognised that the Masterplan is only the start of the development process and people will be given further opportunity to comment on specific proposals as they come forward for development at the planning application stage.
- 33.4 The test for the success of the Masterplan will be measured by how well development on the ground truly reflects the provisions of the Masterplan and how the development of the site is sustainable within the wider locality. The achievement of this objective rests on the collective involvement of everybody, in particular all the key stakeholders who have worked so hard to prepare this Masterplan.



## APPENDIX 1

### SUSTAINABILITY APPRAISAL OF SUPPLEMENTARY PLANNING DOCUMENT THE MASTERPLAN FOR THE REDEVELOPMENT OF THE HARBURY CEMENT WORKS SITE

#### 1.0 Introduction

- 1.1 The purpose of carrying out a sustainability appraisal (SA) of Local Plan Documents (LPD) and Supplementary Planning Documents (SPD) is to facilitate the delivery of the government's planning policy objective of achieving sustainable development. There is no doubt that the nature, location, scale and form of development in a particular area could have a significant impact on its environmental quality and indeed the quality of life of people in the locality. However, in many instances communities are unable to defend themselves from the sustainability impacts of some of the planning decisions that affect them. Sustainable development, and the objectives it seeks to achieve, gives us the opportunity to change that and revisit some of the original principles of social equity, the management of economic impacts, and proper mitigation of the environmental consequences of development. The shift in ethos from land use planning to spatial planning provides a useful platform for the planning system to contribute significantly towards sustainable development. This SA seeks to ensure that the sustainability effects of development proposals at the Harbury Cement Works are fully assessed and adequate mitigation measures are put in place to address any adverse impacts.
- 1.2 It is often very difficult to balance the potential tensions that might exist between social, economic and environmental objectives. Sustainability Appraisals are a means of ensuring that a good balance is achieved between the three dimensions of sustainable development. It enables a critical assessment of each policy or proposal and the contribution makes towards sustainable development. It also enables weaknesses in plans and projects to be identified and mitigation measures introduced to make them as sustainable as they could possibly be. Furthermore, it enables these considerations to be taken into account at the early stages of the development plan process.
- 1.3 Sustainability Appraisal of Development Plan Documents and Supplementary Planning Documents is a statutory requirement of the Planning and Compulsory Purchase Act of 2004, designed to improve the contribution that plans make towards achieving sustainable development. This is separate from the European Union Directive 2001/42/EC (SEA Directive), which requires an assessment of the effects of certain plans and programmes on the environment. The key purpose of this European Directive is to provide adequate protection for the environment and to contribute to the integration of environmental considerations into the preparation of plans and programmes. SEA is a statutory requirement under the above EU Directive. This SA also covers the requirements of the SEA regulation.

- 1.4 The overall goal of the Stratford-on-Avon District Local Plan Review is "to make a significant contribution to the United Kingdom's (UK) sustainable development strategy by meeting the social and economic needs of communities throughout Stratford-on-Avon District whilst maintaining effective protection of the environment and ensuring the prudent use of resources". This goal acknowledges the important role that the Local Plan Review (LPR) can play in supporting the socio-economic needs of local communities and promoting sustainable development.
- 1.5 The LPR has already undergone a thorough Sustainability Appraisal as part of its preparation. The appraisal was independently verified to ensure its objectivity and the soundness of its approach. It was therefore an influential piece of work in defining the social, economic and environmental objectives of the plan. In preparing the Sustainability Appraisal, the Council was concerned to ensure that the provisions of the SEA Directive had been met. Although it was not a requirement at the time to carry out a sustainability appraisal of the LPR, the Council chose to undertake one. It did so because it had recognised that the concept of sustainable development encompasses a far broader agenda than just the consideration of environmental issues.
- 1.6 The methodology for carrying out sustainability appraisals and the evidence base required has moved on since and it is expected that the Local Development Framework process will take that on board.
- 1.7 Policy CTY.20 is a specific policy to provide a framework for the redevelopment of the Harbury Cement Works. This policy was an omission policy recommended by the Local Plan Inquiry Inspector to be included in the LPR. It was therefore not subject to the same type of SA process as the other policies of the Plan. Having said that, the merits of the policy was fully assessed by the Public Inquiry. In this regard the SA does not deal with the suitability of the location of the site for development. The first scoping exercise was to assess whether the site is in a sustainable location for all forms of development. A decision is made from the outset that the site is not in a sustainable location for all forms of development and that the SA should focus on putting together a development package whose form, type and nature is sustainable and with minimum adverse impacts.
- 1.8 In assessing the suitability for the redevelopment of the Harbury Cement Works for a variety of uses, the Council has prepared a Supplementary Planning Document - The Masterplan for the Redevelopment of the Harbury Cement Works. This Sustainability Appraisal Report is an integral part of this SPD.



**2.0 Summary and objectives of the Masterplan for the redevelopment of the Harbury Cement Works**

2.1 Policy CTY.20 requires the District Council to prepare a Masterplan for the redevelopment of the Harbury Cement Works. The adoption of the Masterplan will provide a framework for determining the suitability of development proposals on the site. It is considered a pre-requisite of any further development of the site because of its complex history, locational constraints and the multiplicity of issues involved with its redevelopment. It is deemed critical that all the issues involved with the redevelopment of the site are assessed fully and in a comprehensive manner to gain a full understanding of development impacts, the appropriateness of any mitigation measures and the benefits of the development to the local community. A piecemeal approach to development would not allow this to be achieved.

2.2 The Masterplan describes the site in its current form, its history and its surroundings. It sets out the policy framework for determining the suitability of any proposal that comes forward for development on the site. It defines what the acceptable uses on the site would be and where on the site they should be located. It evaluates the key environmental assets of the site and how they can be protected and enhanced. Furthermore, it sets out key development principles that would determine the design and form of development on the site. The Masterplan is informed by a Sustainability Appraisal which assesses the impact of the Masterplan on elements of sustainability that are critical to the wellbeing of the District.

- 2.3 The Masterplan seeks to achieve the following key objectives:
- To enable development proposals on the site to be assessed in a sufficiently comprehensive manner;
  - To promote a built form that has close relationship to the history, culture, local character and landscape of the area;
  - To provide adequate guidance for determining planning applications;
  - To bring uses and buildings together to create a unique sense of place for people to live, work and visit whilst enhancing and appreciating the ecological value of the site.
  - To provide opportunity for the local community to be involved in the development process of this sensitive site;
  - To create a form of development that responds to local economic, environmental and social dynamics in a holistic manner to achieve sustainable development.

2.4 These objectives have been assessed to see how well they assist in delivering the key objectives of the Local Plan Review and its overall aim of achieving sustainable development. Tables 1 show the outcome of this assessment.

**3.0 Baseline information and trends to justify this SPD**

3.1 Harbury Ward comprises the villages of Harbury, Bishops Itchington, Chesterton and Deppers Bridge with a total population of 4,617 people (2001 census). About 72.1% of the population are in employment. Unemployment rate in the area is low with about 2.6% of male and 2.1% of female economically active residents. A significant proportion of the residents are highly educated. 24.8% have a qualification of degree level or higher compared to the County figure of 20.7%.

3.2 Average household income of the District as a whole is £29,600 compared with a national average of £26,200. About 89% of households in the Ward have one or more cars. 72% of workers in the area drive a car/van to work. A high proportion of people, about 12.7% work from home. Only 4.4% and 1.1% walk or cycle to work respectively.

3.3 District has a high number of tourists visiting every year. It is estimated that about 5.5m people visited the District in 2001 spending about £238m. The tourism sector directly employs about 5,500 people. It is an objective of the District Council to spread the benefits of tourism throughout the District.

3.4 Employment land supply in the District to the period 2011 is 127 hectares compared to a requirement for 81 hectares specified in the Warwickshire Structure Plan (WASP). Similarly, there is a projected surplus of supply of housing against the Regional Spatial Strategy requirement of 14.2% (about 676 dwellings) up to 2011.



Map 1 below shows Harbury Ward in relation to the rest of the District.



**4.0 Key challenges facing the district.**

4.1 The District faces a number of challenges which every development should assist in addressing. The Masterplan is prepared with this in mind. These challenges have been compiled from various sources including the Community Plan, public consultations exercises, stakeholder workshops, Councillors and consultations with various groups and organisations.

4.2 It is expected that the redevelopment of the site should contribute towards addressing these issues. The extent to which the development on the site helps deliver relevant aspects of these challenges is a key test of the success of the Masterplan, mindful of the fact that the Masterplan has its own set of specific objectives. The key proposals on the site are assessed against these challenges to see how well they assist in meeting them (see Section 11).

4.3 It is recognised that the site comprises a significant amount of brownfield land. However, it is situated in a countryside location where public transport and other services and facilities are relatively limited. In this regard, its location is considered unsustainable in the context of the overall locational strategy of the LPR. However, it is a brownfield land in close proximity to the railway line with the potential to be connected to the site. The locational characteristics of the site require that the SA adequately informs the formulation of a development package that is sustainable with minimum adverse impacts, in particular the impact of development traffic.

4.4 The key challenges facing the District include:

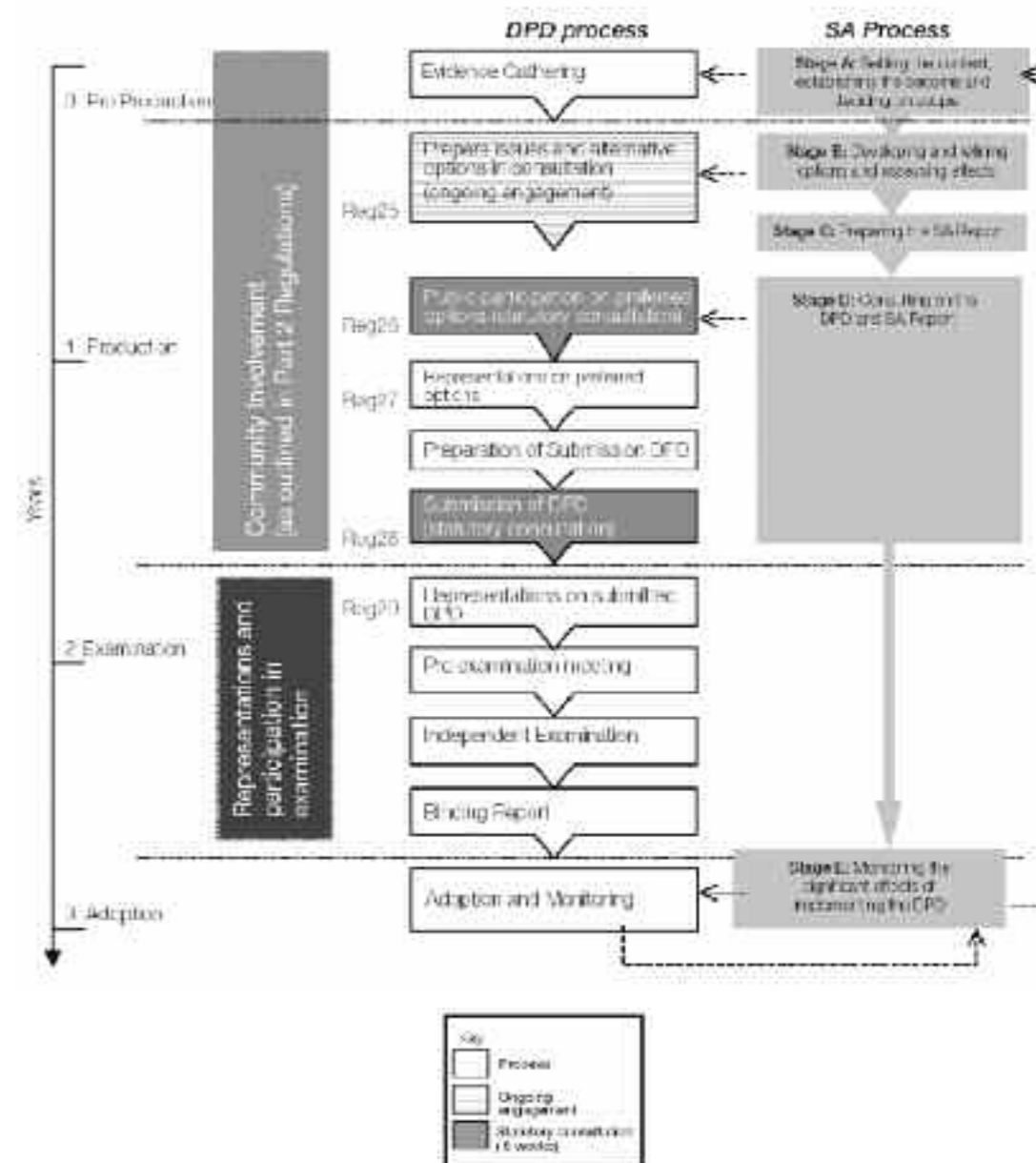
- Help reduce greenhouse gases;
- Need to avoid development in flood risk areas;
- Reverse the trend in the reduction of natural habitats and species;
- Protect/enhance our heritage;
- design and distinctiveness;
- protect our landscape and countryside;
- meet housing needs;
- provision and access to local services;
- transport and accessibility;
- public confidence and safety;
- leisure and culture;
- provide conditions for diversification and new employment opportunities;
- achieve investment;
- promote town centres for retail and commerce;
- adapt tourism activities to new challenges and spread its benefits to all parts of the District;
- improve upon lifelong learning and skills base of the District.

**5.0 Sustainability Appraisal Process**

5.1 The Office of the Deputy Prime Minister's (ODPM) guidance on sustainability Appraisal of Regional Spatial Strategies and Local Development Documents published in November 2005 sets out five key stages for the preparation of sustainability appraisals of SPDs. These are:

- setting the context and objectives, establishing the baseline and deciding on the scope;
  - developing and refining options and assessing effects;
  - preparing the sustainability appraisal report;
  - consulting on Draft SPD and Sustainability Appraisal Report;
  - monitoring the significant effects of implementing the SPD.
- 5.2 The interrelationship between the preparation of SPD and the SA process is set out in Figure 1 below. The Council has published its Scoping Report for the SA of its Development Plan Documents (DPD) and SPDs. This can be found on the Council's website ([www.stratford.gov.uk](http://www.stratford.gov.uk)). The provisions of the Scoping Report apply to this SA where relevant. In particular, the Scoping Report includes baseline data that are relevant to this SA.

FIGURE 1



5.3 However, the provisions of the ODPM guidance allow scope for specific exemptions to be made for sustainability appraisal of SPDs that have no significant effects. A key question is whether an exemption would apply to this particular SPD. The Screening Flowchart produced by the Department of Communities and Local Government to screen whether or not a plan or programme would require a sustainability appraisal has been applied to determine whether an exemption would apply to this SPD. It was concluded that a thorough sustainability appraisal would be needed in this particular instance by reason of the fact that Policy CTY.20 was not originally appraised as part of the SA of the LPR and that the development of the site could have significant social, economic and environmental effects in the locality.

5.4 It is important to acknowledge that the site was recommended to be included in the LPR by the Local Plan Inspector. In this regard, it can be argued that by definition a full SA as defined by the process in Figure 1 need not be carried out. However, the Council is concerned to ensure that the SA is sufficiently comprehensive to meet the requirements of the relevant stages of the SA process and the SEA Directive.

5.5 The Planning and Compulsory Purchase Act requires the Local Planning Authority to produce a Sustainability Appraisal Report for all DPDs, including SPDs, regardless of whether there are likely to be any significant effects. The SA process has been iterative with an inbuilt mechanism to feedback into the Masterplan the outcome of each stage of the process.

5.6 This Report assesses:

- how well the objectives of the Masterplan contribute towards the delivery of the objectives of the Local Plan Review;
- how well the implementation of the Masterplan would help deliver the challenges facing the District
- how compatible the objectives of the Masterplan are to the sustainability appraisal framework.

**6.0 Assessment of how well the objectives of the Masterplan contribute to the achievement of the Local Plan Review objectives**

6.1 An assessment is made of how the objectives of the Masterplan would assist in delivering the objectives of the Local Plan Review. This is essential to ensure that the objectives of the Masterplan have a significant role in assisting to deliver the Local Plan objectives, and where they are incompatible, to formulate appropriate mitigation measures to resolve them.

6.2 The manner in which the objectives of the Masterplan contribute to achieving the objectives of the Local Plan Review are measured as having one of the following effects:

- ++ Significant positive effect
- + Positive effect
- 0 No effect
- Negative effect
- Significant negative effect.

6.3 For the avoidance of doubt, the objectives of the Local Plan Review is set out below:

- satisfy housing need
- satisfy employment need;
- secure high quality design;
- protect landscape character;
- to foster biodiversity;
- to protect historic heritage;
- alternative modes of transport;
- facilitate energy conservation;
- sustain water resources;
- assist rural diversification;
- stimulate rural centres;
- promote Stratford Town Centre;
- support sustainable tourism; and
- provide leisure opportunities.

6.4 Table 1 below shows the extent to which the objectives of the Masterplan are compatible with the objectives of the Local Plan Review.

TABLE 1

	Comprehensive development	Built form with local history, culture, character and landscape	Guide development control	Sense of place	Appreciation of ecology and other assets	Effective participation	Local need
Satisfy housing need	+	0	0	0	0	+	++
Satisfy employment need	+	0	0	+	0	+	++
Secure high quality design	+	+	+	+	0	+	+
Protect landscape character	+	+	+	+	+	+	+
Foster biodiversity	+	+	+	+	++	+	+
Protect historic heritage	+	+	+	+	++	+	+
Promote alternative modes of transport	+	0	+	+	0	+	+
Facilitate energy conservation	+	0	+	0	0	+	+
Sustain water resources	+	0	+	0	+	+	+
Assist rural diversification	+	0	0	+	+	+	+
Stimulate rural centres	0	0	0	0	0	0	0
Promote Stratford town centre	0	0	0	0	0	0	0
Support sustainable tourism	+	+	0	+	0	+	+
Provide leisure opportunities	+	0	0	+	+	+	+



## 7.0 Key conclusions from analysis in Table 1

- 7.1 The following key message can be derived from the above assessment:  
Comprehensive redevelopment of the site, effective participation of local people in the development process and securing a form of development that meets local needs would make a significant contribution towards achieving the objectives of the LPR.
- 7.2 It is evident from Table 1 that the successful achievement of the objectives of the Masterplan will assist in delivering most of the objectives of the Local Plan. In particular, it will help enhance the ecological and geological assets of the site and better community appreciation of them than is the case at present. It will introduce more leisure, recreation and tourism facilities into this part of the District and away from Stratford-upon-Avon where most of the tourism activities are concentrated. This shift in emphasis is a key objective of the Tourism Strategy of the District.
- 7.3 It will facilitate the use of the rail network for freight and protect the landscape of the locality from development pressures. The comprehensive approach to assessing development impact will enable a full analysis of the nature and form of mitigation measures that would be required to deal with any adverse impacts. It is anticipated that development will be promoted on the site to meet local need. Finally, it will foster biodiversity and protect the historic heritage of the site, which are key objectives of the LPR.
- 7.4 An important message is clear from the assessment. A comprehensive approach to the redevelopment of the site is essential to realising its full potential.

## 8.0 Assessment of the contribution that the key proposals of the Masterplan would make towards achieving the Plan's overall goal of sustainable development

- 8.1 An SA Framework has been developed as part of the preparation of the Core Strategy of the Local Development Framework to serve as a template for assessing the sustainability of LPDs, including SPDs. The SA Framework is published as part of the Scoping Report for the SA of the Core Strategy of the Local Development Framework. This can be found on the Council's website ([www.stratford.gov.uk](http://www.stratford.gov.uk)).
- 8.2 The purpose of the SA Framework is to provide a consistent basis for describing, analysing and comparing the sustainability effects of the various DPDs and SPDs. The SA Framework also provides an indication of the objectives which each element of the framework is seeking to achieve through the provisions of the various DPDs and SPDs. This framework has been used to assess the contribution that the key proposals of the Masterplan would make towards achieving sustainable development in the District. For the purpose of this report the Sustainability Appraisal Framework and the objectives that it seeks to achieve are set out in Table 2 opposite

TABLE 2.

THEME	OBJECTIVES
<b>DEVELOPING THRIVING SUSTAINABLE COMMUNITIES</b>	
Participation	Provide opportunities for communities to participate in and contribute to the decisions that affect their neighbourhoods and quality of life
Crime	Reduce crime, fear of crime and antisocial behaviour
Health	Improve health and reduce health inequalities by encouraging and enabling healthy lifestyles as well as protecting health and providing health services
Poverty	Tackle poverty and disadvantage, taking into account the particular difficulties of those facing multiple disadvantage
Access	Promote and improve access to services and opportunity, including education and lifelong learning, leisure, employment, health; and ensure that access is equitable, regardless of location, income, lifestyle or background
Culture & recreation	Improve opportunities to participate in the cultural and recreational activities that the District can offer
Housing	Provide decent and affordable housing for all, of the right quantity, type, tenure and affordability for local needs, in clean, safe and pleasant local environments
Population	Balance the needs of local people and visitors, and establish the District as both a self-sufficient District for residents and a high quality place for visitors.
<b>ENHANCE AND PROTECT THE ENVIRONMENT</b>	
Historic Environment/Cultural Heritage	To enhance, preserve and protect sites, features and areas of archaeological, historic and cultural heritage importance, to protect, enhance and manage the rich diversity of cultural and built environment and archaeological assets, preserve, protect and enhance conservation areas, listed buildings, archaeological remains, historic parks and gardens and their settings and other features and areas of historic and cultural value, identify, assess and incorporate the physical, social, economic and environmental value of the historic environment in the regeneration of the district and to improve and broaden access to, and understanding of, local heritage, historic sites, areas and buildings



THEME	OBJECTIVES
Landscape	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place, to achieve high quality and sustainable design for buildings, spaces and public realm sensitive to the locality.
Environmental Assets	Value, enhance and protect the District's environmental assets, including the natural and built environment and environmental heritage
Biodiversity	Value, enhance and protect biodiversity
Land use	Encourage development that optimises the use of previously developed land and buildings and creates high quality built environments incorporating high quality green space, design and encouraging biodiversity
Urban Development	Encourage urban development that improves the quality of the urban environment as a whole in order to stem the unsustainable decentralisation of people, jobs and other activities away from urban areas
Stewardship	Encourage local stewardship of local environments
Pollution	Minimise/reduce air, water and soil pollution level and improve the quality of these features.
Flooding	Avoid, reduce and manage flood risk.
Climate change	Minimise and reduce the District's contribution to the causes of climate change while implementing a managed response to its unavoidable impacts
<b>ENSURE PRUDENT AND EFFICIENT USE OF NATURAL RESOURCES</b>	
Energy	Reduce overall energy use through increasing energy efficiency, and increase the proportion of energy generated from renewable sources
Conservation	Conserve use of natural resources such as water and minerals
Standards	Promote and ensure high standards of sustainable resource-efficient design, construction and maintenance of buildings

THEME	OBJECTIVES
Planning	Ensure the location of development makes efficient use of existing physical infrastructure and helps reduce need to travel, especially by private car, allocate land for development in sustainable locations, and enhance the character of the District.
Transport	Encourage modal shift away from private car use and reduce the production of pollutants and congestion from transport while creating good accessibility for all people in the District
Waste	Encourage and enable waste minimisation, reuse, recycling and recovery to divert resources away from the waste stream
Local Sourcing	Encourage local sourcing of goods and materials, and rural economic growth.
<b>DEVELOPING A FLOURISHING, DIVERSE AND STABLE ECONOMY</b>	
Growth	Achieve sustainable economic growth and prosperity for the benefit of all the District's inhabitants
Employment	Create high quality employment opportunities suited to the changing needs of the local workforce, whilst recognising the value and contribution of unpaid work
Investment	Promote investment in future prosperity
Skills	Encourage ongoing investment and engagement in learning and skills development
Innovation	Encourage a culture of enterprise and innovation
Technology	Promote and support the development of new technologies, especially those with high value and low impact
Responsibility	Encourage corporate social and environmental responsibility, with local organisations and agencies leading by example
Tourism	Enhance the visitor experience and ensure Stratford in particular and the District as a whole establishes itself as a World Class place for tourists
Heritage and Historic Environment	Preserve, protect and enhance sites, feature and areas of archaeological, historical and cultural heritage importance and to broaden access to and understanding of local heritage, historic sites and buildings.





8.3 Table 3 below shows how the implementation of the provisions of the Masterplan would help respond to a whole range of issues relating to sustainable development in the District:

TABLE 3

	Rail related employment	Crime, energy and water efficiency measures	Open recreation	Ecology/ SSSI management	Fisherman clubhouse, lodges	Potential housing to meet local need	Potential employment to meet local need	Cycle and walk routes	Bus routes
crime	0	+	0	0	0	0	0	0	0
health	0	0	+	0	0	+	0	+	0
poverty	+	0	0	0	0	+	+	0	0
access	+	0	+	+	0	0	+	+	+
Culture and recreation	0	0	++	+	+	0	0	+	0
housing	0	+	0	0	0	++	0	0	0
population	+	0	0	0	0	+	0	0	0
Environmental assets	+	+	+	+	0	0	0	0	0
biodiversity	+	0	+	+	0	0	0	0	0
Land use	+	0	+	+	0	0	0	+	0
stewardship	0	0	0	+	0	0	0	0	0
pollution	++	+	0	0	0	0	0	+	+
Climate change	++	+	0	0	0	0	+	+	+
energy	+	++	0	0	0	0	0	+	+
conservation	0	+	+	+	0	0	0	0	0
Planning	+	0	0	+	0	+	+	+	0
transport	+	0	-	0	-	0	+	+	+
waste	+	0	0	0	0	0	0	0	0
growth	+	0	0	0	0	0	0	0	0
employment	+	0	+	0	0	0	+	0	0
investment	+	0	+	0	0	0	+	0	0
skills	0	0	0	+	0	0	0	0	0
innovation	0	0	0	0	0	0	0	0	0
technology	0	0	0	0	0	0	0	0	0
responsibility	0	0	0	+	0	0	0	0	0
tourism	0	0	+	+	+	0	0	+	0
Landscape	0	0	+	+	0	0	0	0	0
Heritage and historic environment	0	0	+	+	0	0	0	0	0

## 9.0 Key Conclusions from analysis in Table 3

9.1 The purpose of the above analysis is to find out the extent to which the implementation of specific key elements on the site would contribute towards sustainable development in the District. It is evident from this that a comprehensive implementation of the provisions of the Masterplan would have a positive effect on each of the elements of the SA Framework. For example, the reinstatement of the railway connection will have a positive effect on 13 out of the 20 elements of the SA Framework. A rail related employment use would make a significant positive contribution towards sustainable development in the District.

9.2 It will also enhance the ecological and geological value of the site and make it accessible to local people both for recreational and educational uses. It would provide opportunity for the landscape of the site to be managed.

9.3 There are some elements in the SA Framework that appear to have no direct relationship with the development of the site. This includes technology and innovation. However, it is intended to introduce innovative design features to include energy efficiency measures, the management of water and for designing out crime.

9.4 It is also clear from the analysis that the implementation of the key proposals could have some demonstrable negative impacts on transport, in particular the movement of development traffic on various roads. It is expected that the movement of goods by rail would reduce the overall amount of traffic of heavy goods vehicles on the network. Similarly, the provision of employment to meet local need might help reduce the need to travel with positive effect on climate change. However, the volume of traffic that would service the site could have negative impacts on residential neighbourhoods and the network as a whole. Appropriate mitigation measures will need to be introduced to overcome any adverse impacts.

9.4 The full extent of the impacts will need to be fully assessed by a Transport Assessment to be carried out as part of any planning application to be agreed by the Highways Agency and the County Council and with appropriate local consultation.

9.5 The District Council will need to be satisfied that any adverse impacts can be mitigated before a proposal can be supported. Having said that, it should be emphasised that the Masterplan incorporates pedestrian, bus and cycle routes which will go a long way to minimise the use of the car and any consequent development traffic.

## 10.0 Assessment of the contribution that the development of the site would make to the challenges facing the District

10.1 An assessment of how the key proposals on the site contribute towards addressing the challenges facing the District has also been carried. This is set out in Table 4 below.



TABLE 4

	Rail related employment	Crime, water, energy efficiency measures	Open recreation	Ecology/ SSSI management	Fisherman clubhouse, lodges	Potential housing to meet local need	Potential employment to meet local need	Cycle and walk routes	Bus routes
Reduce greenhouse gases	+	+	0	0	0	0	+	+	+
Avoid flood risk areas	0	0	0	0	0	0	0	0	0
Promote habitats and species, biodiversity	0	0	+	+	0	0	0	0	0
Protect and enhance heritage	0	0	+	+	0	0	0	0	0
Meet housing need	0	0	0	0	0	+	0	0	0
Access to services	0	0	0	0	0	0	0	+	+
Transport and accessibility	+	0	-	0	-	0	0	+	+
Confidence and safety	0	0	0	0	0	0	0	0	0
Leisure and culture	0	0	+	+	+	0	0	+	+
diversification	+	0	0	0	0	0	+	0	0
investment	+	0	0	0	0	0	+	0	0
Promote town centre	0	0	0	0	0	0	0	0	0
Spread tourism	0	0	0	+	+	0	0	+	0
Lifelong learning	0	0	0	+	0	0	0	0	0

**11.0 Key Conclusions from analysis in Table 4**

11.1 The challenges that the District is likely to face in the years ahead are many. They represent the issues that the residents of the District wish to be addressed. There is a clear demonstration that the implementation of the provisions of the Masterplan will contribute towards meeting many of these challenges. In particular, it will contribute towards improving leisure and recreation in the District and promote diversification of the rural economy. However, it is likely that the proposals will exacerbate the traffic situation in the locality for which appropriate mitigation measures will be necessary. It needs to be stressed that the Masterplan incorporates a significant number of pedestrian and cycle routes which will go a long way to minimising the use of the car and consequent development traffic.

**12.0 Consultation on the Sustainability Appraisal**

12.1 This SA has been prepared as an integral part of the Masterplan. In this regard, most of the consultation processes set out in Section 4 of the Masterplan equally apply. Furthermore, the SA Framework has been subject to an extensive consultation process, particularly with the statutory consultees whose comments have been taken into account.

**13.0 Conclusion**

13.1 It is considered that the adoption of the SPD would be in the right direction towards achieving sustainable development. It is clear that the sustainability benefits of any development package need to be significant enough to outweigh the disadvantages of the strategic locational constraints of the site. The development package proposed seeks to facilitate this objective. Emphasis on pedestrian and cycle routes, the introduction of energy and water efficient features, the reinstatement of the railway infrastructure, and the protection of the ecological and geological assets of the site are all essential elements to be included in a development package.

13.2 Above all, because of the inter-linkages of uses on the site, an eventual comprehensive redevelopment is necessary to realise the full potential of the sustainability benefits of the site. Any development that does not demonstrate that its sustainability benefits are significant enough to outweigh the disadvantages of the strategic location of the site should be resisted. In particular, any proposal that comes forwards should be fully assessed for its transport implication and appropriate mitigation measures introduced to overcome any adverse impacts.



## APPENDIX 2

## LIST OF PARTICIPANTS

Name	Organisation
Adrian French	Harbury News
Alison Biddle	Bishops Itchington Parish Council
Anna Swift	Ecologist (Warwickshire County Council)
Brian Chilcott	RPS
Christopher Kettle	Bishops Itchington Parish Council
Colin Mercer	Highways Agency - Network Strategy Manager
Councillor Andrew Patrick	Stratford-on-Avon District Councillor
Councillor Bob Stevens	County/District Council Councillor
Councillor Eric Dally	Stratford-on-Avon District Council Councillor (Harbury)
Councillor Peter Barton	Stratford-on-Avon District Council Councillor (Harbury)
David Lowe	Senior Ecologist (Warwickshire County Council)
Dr. Andy Tasker	Warwickshire Wildlife Trust
Dutch Van Spall	Harbury Parish Council
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Jaime Hickman	Warwickshire County Council
James P Jasdon	Folletts
Jane Ellis	Butterfly Conservation
Janice Berry	Ladbroke Parish Council
Jasbir Kaur	Warwickshire County Council
Jenny Patrick	Harbury Parish Council (Chairman)

Name	Organisation
John Howell	Follett
John Ridgley	Harbury Parish Paths Partnership
Jon Radley	Warwickshire Museum's Geologist
Adrian French	Harbury News
Kevin Hicks	Warwickshire County Council
Laura Buxton	Follett
Linda Ridgley	Warwickshire Rural Community Council
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Stephen Docherty	Coventry & Warwickshire Chamber of Commerce
Steve Bromley	Stratford-on-Avon District Council
Stuart MaCaulay	Bishops Itchington Parish Council
Tim Lockley	Harbury Parish Council
Toni Heatley	Bishops Itchington Parish Council
Tony Lyons	Warwickshire County Council
Val Key	Bishops Itchington Village News







## APPENDIX 3

## BISHOPS ITCHINGTON HOUSING NEEDS SURVEY

# BISHOPS ITCHINGTON HOUSING NEEDS SURVEY

**Commissioned by Bishops Itchington  
Parish Council in partnership with  
Warwickshire Rural Community Council**

**Analysis by Charles Barlow  
Rural Housing Enabler for  
Warwickshire Rural Community Council**

**October 2007**

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  9. **Acknowledgements**
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## 1. Summary of results

Approximately 765 housing needs survey forms were distributed and 166 forms were returned. This equates to a response rate of 22% which is considered reasonable for a survey of this type.

26 respondents expressed a need for alternative housing, although one of these was subsequently discounted. The remaining 25 housing needs are for:

### Owner-occupier

1 x 2 bedroom bungalow

### Rented

5 x 2 bedroom bungalows  
11 x 2 bedroom flats or houses  
3 x 2 bedroom houses  
2 x 3 bedroom houses

### Shared ownership

2 x 2 bedroom flats or houses  
1 x 3 bedroom house

## 2. Introduction

Bishops Itchington Parish Council commissioned a local housing needs survey in September 2007.

The aim of the survey was to collect accurate housing needs information for Bishops Itchington Parish. This information can be used in a number of ways, but perhaps the most important is to help justify a small scheme of new homes for people with a local connection.

A survey form was designed with input from Bishops Itchington Parish Council and the Rural Housing Enabler for Warwickshire Rural Community Council.

A copy of the survey form was delivered to every home in the parish. Additional copies of the form were available for people not currently living in Bishops Itchington. A copy of the survey form can be seen as Appendix A to this report.

All households were requested to fill out Part 1 of the survey form. The first segment in Part 1 was designed to collect information on household composition and property tenure, type and size. The second segment was an opportunity for residents to comment on specific issues, in order to build up a profile of positive and negative aspects to life in the parish. The final segment asked whether any member of the household had left the parish to find affordable or suitable accommodation and whether or not they would be in favour of a small scheme of new homes to meet locally identified housing needs.

Only households with or containing a specific housing need were asked to complete Part 2 of the survey form. This asked for respondents' names and addresses and other sensitive information, e.g. financial details. Respondents were assured that any information they disclosed would be treated in the strictest confidence.

Completed survey forms were posted via a 'Freepost' envelope to the Rural Housing Enabler. Analysis of all the information provided took place in early October 2007.

## 3. Planning context

Planning policy at all levels {national, regional and local} imposes considerable restraint on the development of new homes in rural areas. There is, however, capacity for this restraint to be relaxed, but only where new homes are intended to meet locally identified needs.

Policy COM.1 of the Stratford on Avon District Local Plan 1996-2011 provides the policy mechanism to deliver new 'local needs' housing in Local Centre Villages and Main Rural Centres. Bishops Itchington is classified as a Local Centre Village.

Policy COM.1 is a tool for use by rural communities to deliver new homes and other facilities. The rationale of the policy is to give rural communities the opportunity to address their own local needs, as opposed to the traditional 'top-down' approach to planning.

Policy COM.1 describes the circumstances in which a small scheme of new homes might achieve planning consent. Such schemes are referred to as 'Local Choice' schemes and can include both affordable housing and market housing.

There are a number of useful definitions in this context:

1. **'Local need'** refers to need originating or relating to the settlement in question, i.e. Bishops Itchington.



2. A household is considered to have a local connection if it meets one or more of the following ‘**Local connection criteria**’:

- An individual who was born in the parish
- An individual who currently lives in the parish and has done so for at least 12 months
- An individual who was resident in the parish for at least 3 continuous years but has left in order to find suitable accommodation
- An individual who works full time in the parish and has done so for at least 12 months
- An individual with a close family member resident in the parish for at least 3 continuous years

3. ‘**Affordable housing**’ is defined as homes available to rent through a housing association at a low (subsidised) rent or homes available on a shared ownership basis. Shared ownership (also known as ‘HomeBuy’) is a middle ground between renting a property and full ownership. A ‘shared owner’ buys a share of the property, typically 50% initially, and pays rent to a housing provider, usually a housing association, on the remaining share. A ‘shared owner’ can usually increase their share of the property up to a certain limit, but they are not able to buy the property outright (under current legislation).

4. ‘**Market housing**’ or ‘**Owner-occupier housing**’ is defined as homes available to buy outright.

5. All new homes provided under Policy COM.1 would be subject to a planning obligation, referred to as a ‘**Section 106 Agreement**’. This would limit occupation of the homes, including any owner-occupier homes, to people with a local connection, at least in the first instance. It would also seek to ensure than any affordable homes remained affordable in perpetuity.

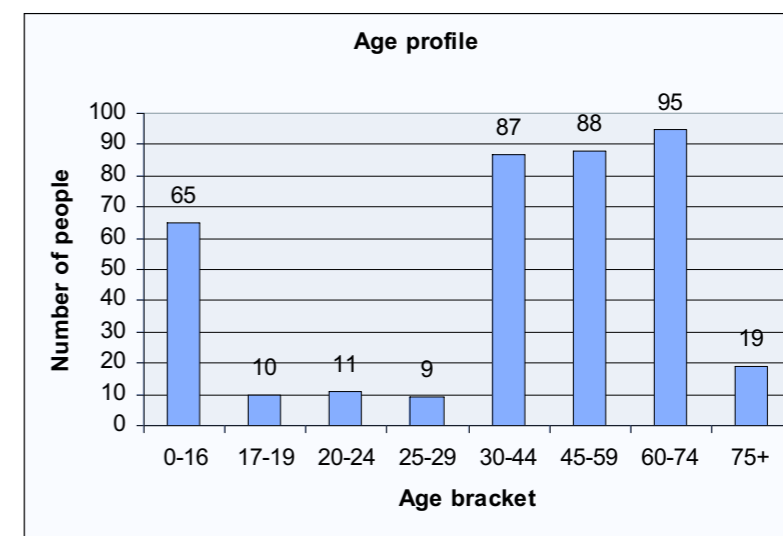
**4. Results – Contextual information**

A total of 166 survey forms were returned equating to a response rate of 22%. This level of response is considered to be a reasonable achievement for a survey of this type because people generally respond for one of three main reasons:

1. To express a housing need.
2. To offer support in principle to the idea of a small housing scheme to meet local needs.
3. To state opposition to the idea of a housing scheme.

**i) Age profile (166 responses, 384 people)**

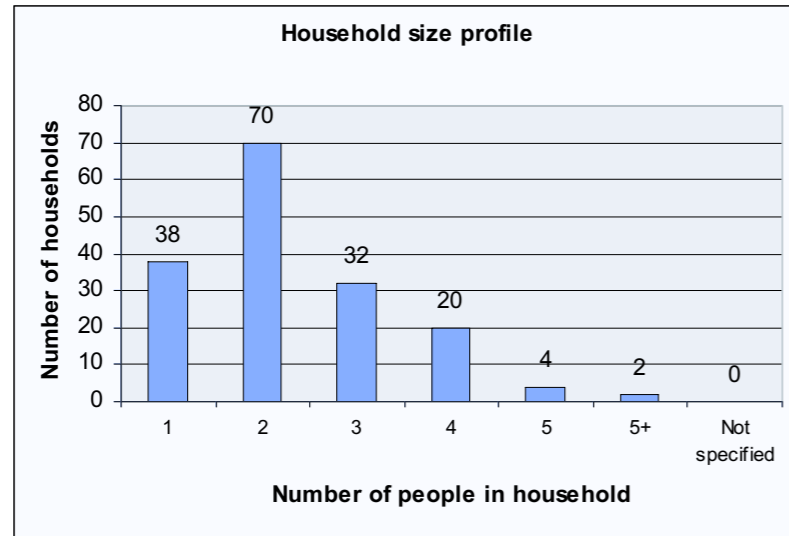
The following chart shows the age profile captured by the survey returns. In common with many Warwickshire parishes, the chart shows an ageing population, with 53% of people aged 45 years or over. Encouragingly though, the number of children in the age bracket 0–16 years and adults in the age bracket 30–44 years indicates a relatively high number of young families. In terms of the future sustainability of the village, this is a healthy sign.



**ii) Household size profile (166 responses)**

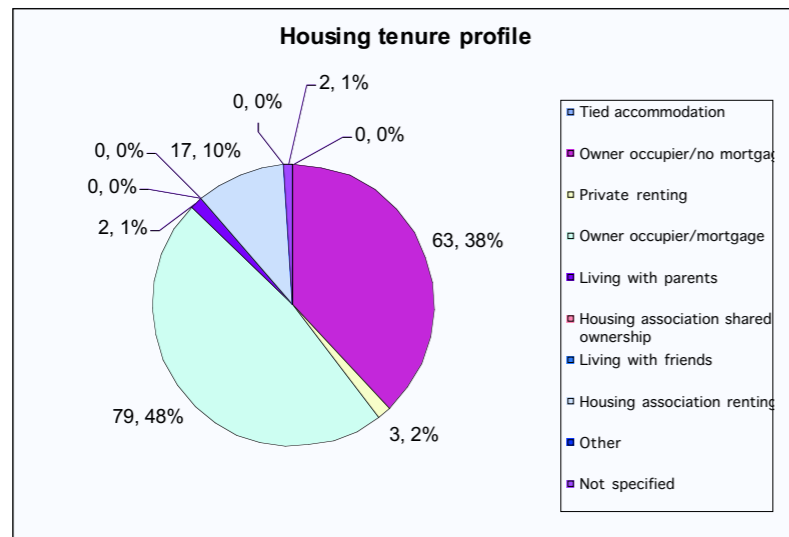
The information collected from the age profile can also be used to create a profile of household size, as shown in the following chart. The chart shows a dominance of 1 and 2 person households as indeed do the majority of parish housing needs surveys. The mean average household size is 2.31 people; slightly less than the Census 2001 figure for Bishops Itchington Parish of 2.64 people.





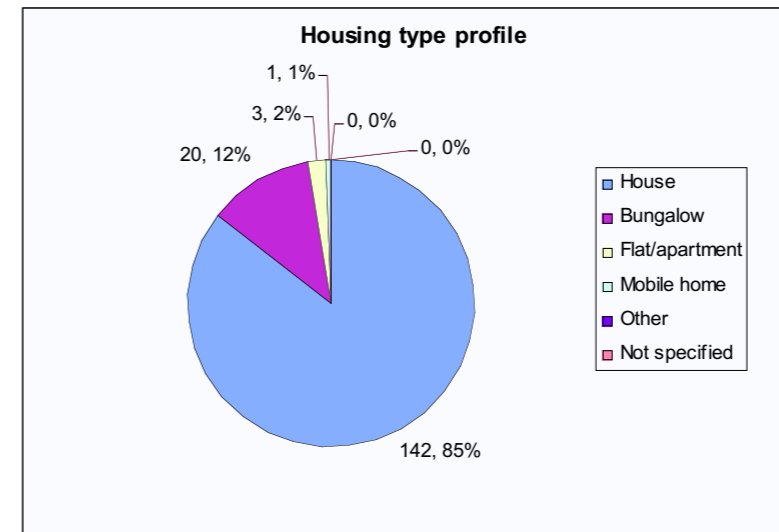
iii) Housing tenure profile (166 responses)

The following chart shows the housing tenure profile for the survey respondents. In a pattern typical for villages in south Warwickshire, owner-occupiers represent 86% of the total. Tenures traditionally considered within the 'social sector' represent just 10% of the total.



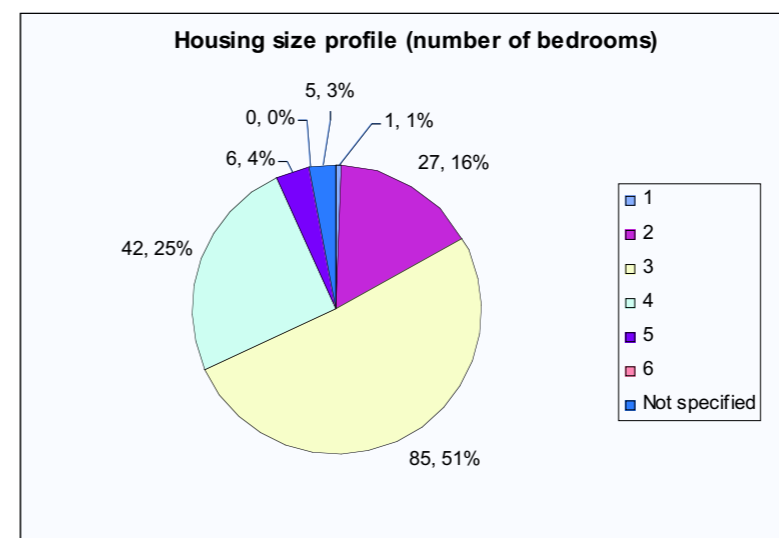
iv) Housing type profile (166 responses)

The chart below shows the types of homes that the survey respondents live in. Perhaps unsurprisingly the majority live in houses.



v) Housing size profile (166 responses)

The following chart shows the sizes of homes that respondents live in. 3 bedroom homes represent over 50% of the total.

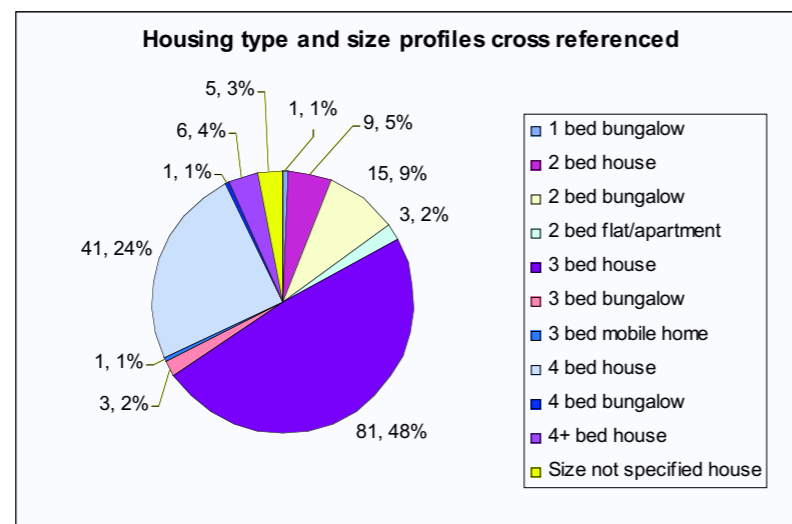






vi) **Housing type and size profiles cross referenced (166 responses)**

Cross-referencing the data from 4.iv and 4.v provides a combined profile of type and size. 3 bedroom houses emerge as the largest single factor.

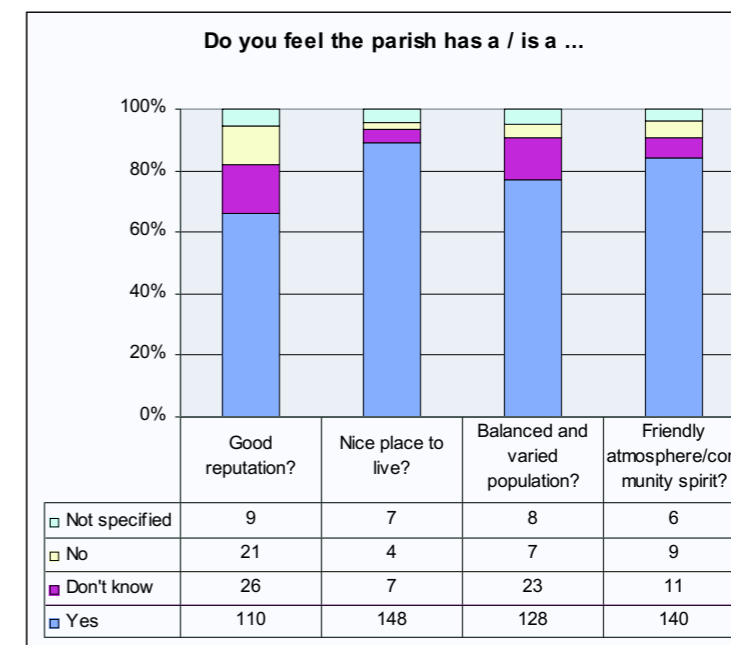


vii) **Life in the parish: positive and negative aspects (166 responses)**

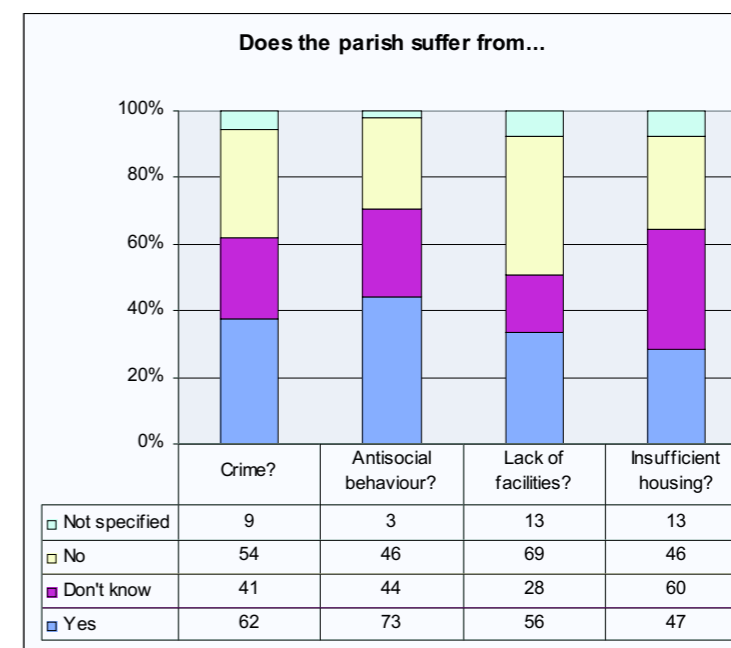
Respondents were asked a series of questions in respect of the perceived positive and negative aspects to life in Bishops Itchington Parish.

Information relating to the sustainability of a village is important to assess whether any affordable homes that are subsequently provided will be 'sustainable'. Ensuring that people will take up tenancies is a crucial consideration when proposing new affordable homes.

The first chart shows respondents' views on the benefits to living in Bishops Itchington. The majority of respondents thought the parish had a good reputation, was a nice place to live, had a balanced and varied population and a friendly spirit.



The second chart shows respondents' views on negative issues that might exist in the parish. A significant minority of people perceive there to be an issue with crime and antisocial behaviour. A lesser number of people felt there was a lack of facilities and/or insufficient housing.



Respondents were asked to elaborate on their views regarding a lack of facilities and insufficient housing. Certain key issues emerged, as described in the following tables:

**Lack of facilities (59 comments)**

Key issue	Number of respondents' comments
Activities for youths/teenagers	37

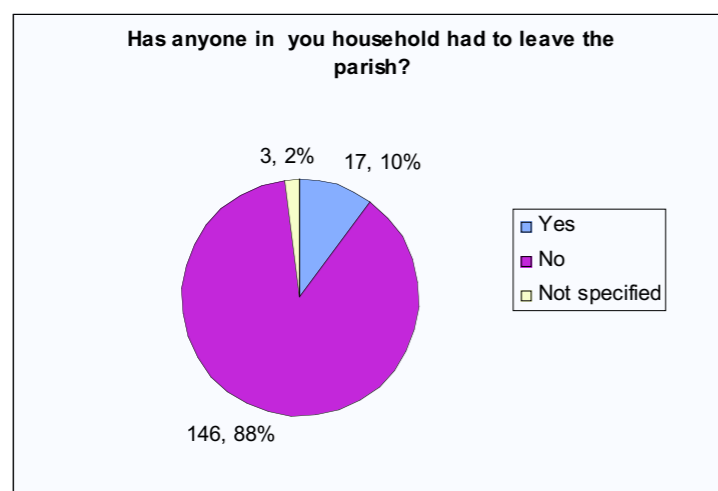
**Insufficient housing (44 comments)**

Key issue	Number of respondents' comments
Need for more affordable housing	27
Need for starter homes	16
Need for older persons housing	11

N.B. - Some of the respondents who made reference to 'starter homes' may actually have been referring to housing association rented and shared ownership homes. Although starter homes have traditionally been considered to be owner-occupied housing, this perception is now changing.

**viii) Outward migration from the parish (166 responses)**

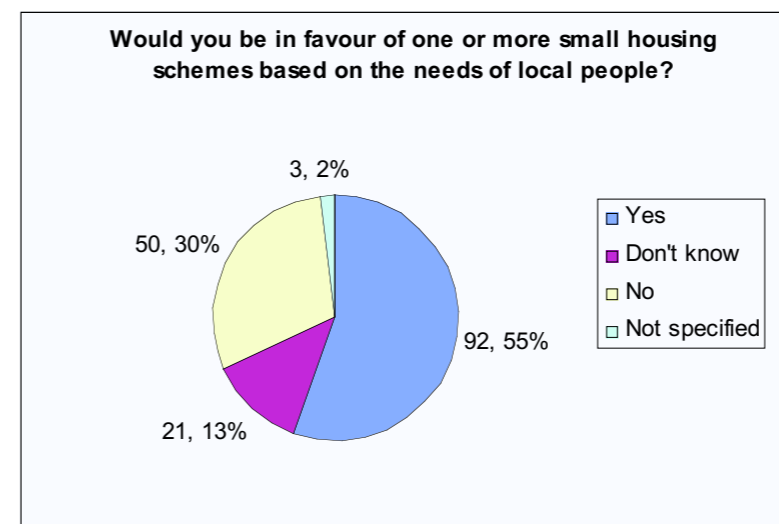
Respondents were asked whether anyone in their household had had to leave the parish in the last 5 years because no affordable/suitable housing was available. The following chart shows the overall response.



10/19

**ix) Support for one or more small housing schemes based on local needs (166 responses)**

The chart below shows the level of support amongst respondents for one or more small housing schemes to meet the needs of local people being built in the parish. The chart shows there is a high level of support amongst respondents for one or more small schemes. Only 30% of respondents would oppose such development. Comments received from respondents in respect of this matter are reproduced as Appendix B to this report.



**5. Results – Housing needs information**

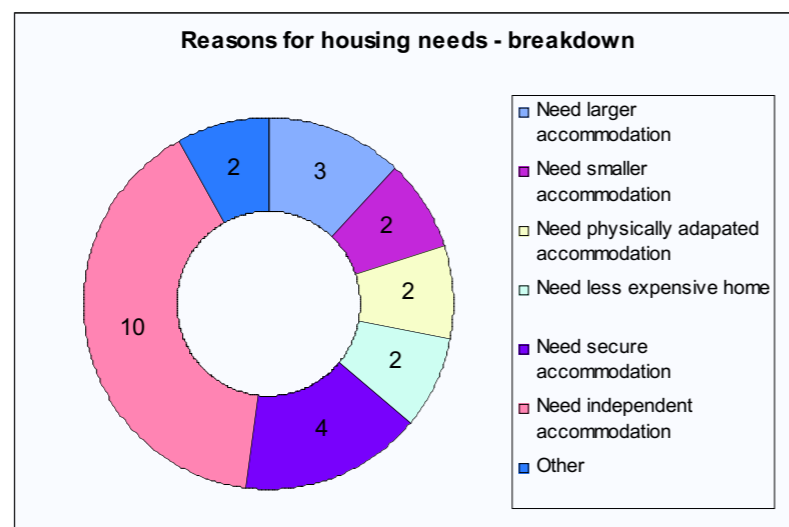
Out of the 166 responses to the survey, 26 individuals or households expressed a need for alternative housing. However, 1 of these housing needs was subsequently discounted because the view was taken that the respondent could meet their need from the existing owner-occupier housing stock in the village.

Section 5 provides a detailed breakdown of information from the remaining 25 respondents.

**i) Reason(s) for housing needs – breakdown (25 responses)**

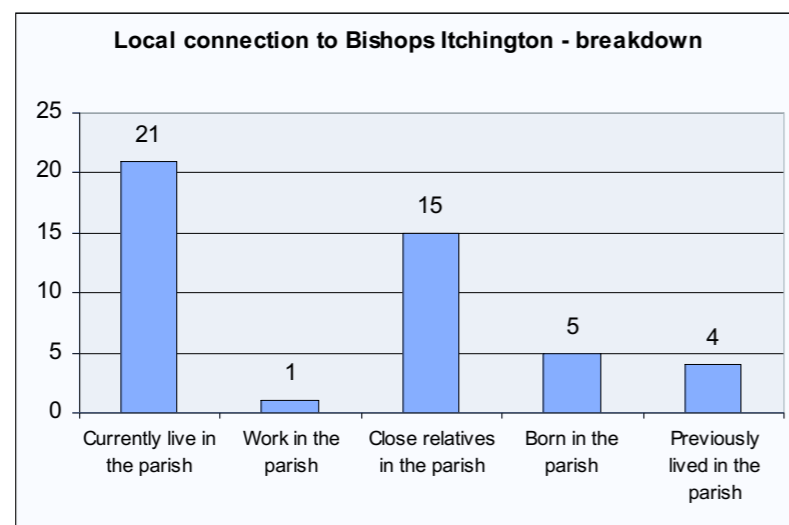
The following chart shows the reasons for the 25 respondents' housing needs. Where more than one reason was specified, the first reason shown on the survey form was counted.

11/19



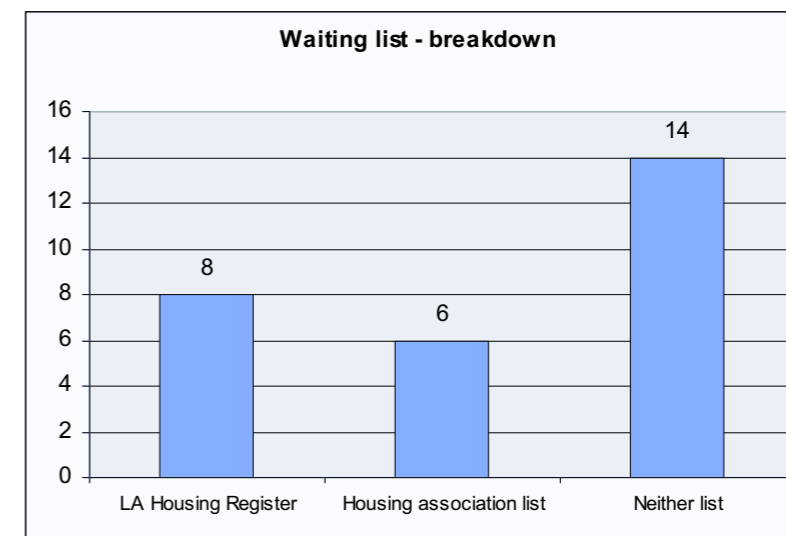
**ii) Local connection – breakdown (25 responses)**

The following chart shows the types of local connection that the 25 respondents have. The 4 respondents that were not currently living in the parish had all previously lived in the parish.



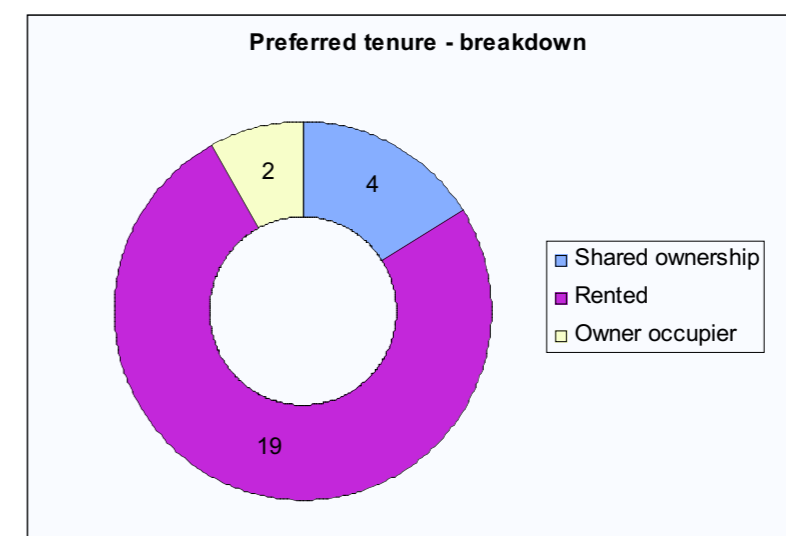
**iii) Housing Register / Waiting List – breakdown (25 responses)**

The following chart shows the number of respondents registered on the Local Authority Housing Register and/or a housing association waiting list. The number of non-registered respondents is not untypical.



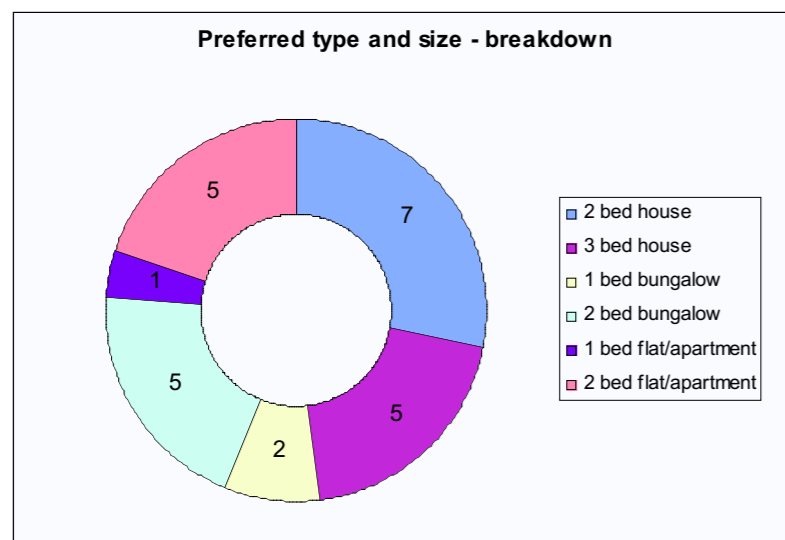
**iv) Preferred tenure – breakdown (25 responses)**

The preferred tenures of the 25 respondents are shown in the following chart.



v) Preferred type and size – breakdown (25 responses)

The preferred types and sizes of accommodation expressed by the 25 respondents are shown in the following chart.



6. Determination of specific housing needs

The following table shows the specific housing needs of the 25 respondents. A number of rules were used to compile this table:

- Where a respondent indicated a preference for a 1 bedroom home they were classified as being in need of a 2 bedroom home. There are three reasons for this: 1.) The possibility of a 1 bedroom home sitting vacant for a period of time, 2.) The extra flexibility that a 2 bedroom home provides and 3.) The possibility that a household will grow and require additional space in the future.

Past experience of providing 1 bedroom affordable homes in rural areas has often proved to be problematic. The needs that exist in the short term may change significantly in the medium and long term. The consequence of these changes is that 1 bedroom homes, especially older homes, can be difficult to let and therefore sit vacant for periods of time.

In reality a 1 bedroom home can accommodate only a single person or a couple, whereas a 2 bedroom home can also accommodate a small family. This increased flexibility, weighed up against the relatively small

extra cost and extra space associated with building a 2 bedroom home, is a strong argument for providing the larger unit.

Three housing needs were classified as being for 2 bedroom accommodation, even though the respondent's original preference was for a 1 bedroom home.

- Where a respondent indicated a preference for owner-occupied housing their ability to afford this was clarified using the income and mortgage capacity information they provided. If a respondent could not afford owner-occupied housing then they were reclassified as being in need of shared ownership housing under the terms described in the paragraph above.
- Where a respondent indicated a preference for owner-occupied housing and they were deemed able to afford this, their need was compared against the turnover of existing owner-occupied properties in the parish. The purpose of this was to determine whether the turnover could accommodate this need, rather than providing a new-build dwelling. The research that can be seen in Appendix C was used to guide this decision, as was information on past house sales acquired from Land Registry, which for reasons of local sensitivity is not included with this report.

One owner-occupied need was discounted from the results of the survey because the need could be accommodated through the existing turnover of properties in the parish, as previously described on page 11 of this report.

- Where a respondent indicated a preference for shared ownership their ability to enter into a shared ownership arrangement was assessed. The mortgage the respondent could raise was compared against a 50% share (the usual starting % for shared ownership) of a comparable open market property. Research was carried out on property prices in the Bishops Itchington area and this can be seen as Appendix C to this report. Having assessed whether the respondent could afford to enter into a shared ownership arrangement, if they could not do so they were re-classified as being in need of rented accommodation from a housing association.
- Information was acquired from Stratford on Avon District Council regarding the turnover of existing affordable homes in Bishops Itchington Parish. This shows that in the previous 3 years up to October 2007 10 properties had been reallocated. The information further shows that 4 of the reallocations had gone to people with a local connection to the parish.

On the basis of the very low number of reallocations, no discount has been applied to the number of rented or shared ownership needs expressed by respondents.



Local connection verified	Preferred tenure	Preferred type/size	Actual tenure	Actual type/size
Yes	Owner occupier	2 bed bungalow	Owner occupier	2 bed bungalow
Yes	Rented	1 bed bungalow	Rented	2 bed bungalow
Yes	Shared ownership	1 bed bungalow	Rented	2 bed bungalow
Yes	Rented	2 bed bungalow	Rented	2 bed bungalow
Yes	Rented	2 bed bungalow	Rented	2 bed bungalow
Yes	Rented	2 bed bungalow	Rented	2 bed bungalow
Yes	Rented	2 bed bungalow	Rented	2 bed flat or house
Yes	Rented	1 bed flat	Rented	2 bed flat or house
Yes	Rented	2 bed flat	Rented	2 bed flat or house
Yes	Rented	2 bed flat	Rented	2 bed flat or house
Yes	Rented	2 bed flat	Rented	2 bed flat or house
Yes	Rented	2 bed flat	Rented	2 bed flat or house
Yes	Rented	2 bed flat	Rented	2 bed flat or house
Yes	Rented	2 bed flat	Rented	2 bed flat or house
Yes	Rented	2 bed house	Rented	2 bed flat or house
Yes	Rented	2 bed house	Rented	2 bed flat or house
Yes	Shared ownership	2 bed house	Rented	2 bed flat or house
Yes	Rented	2 bed house	Rented	2 bed flat or house
Yes	Rented	2 bed house	Rented	2 bed house
Yes	Rented	3 bed house	Rented	2 bed house
Yes	Rented	3 bed house	Rented	2 bed house
Yes	Rented	3 bed house	Rented	3 bed house
Yes	Rented	3 bed house	Rented	3 bed house
Yes	Owner occupier	2 bed house	Shared ownership	2 bed flat or house
Yes	Shared ownership	2 bed house	Shared ownership	2 bed flat or house
Yes	Shared ownership	3 bed house	Shared ownership	3 bed house

A full breakdown of the needs can be seen as Appendix D to this report.

## 7. Conclusions

There is need for 25 new homes in Bishops Itchington for people with a local connection. The specific needs are for:

### Owner-occupier

1 x 2 bedroom bungalow

### Rented

5 x 2 bedroom bungalows  
11 x 2 bedroom flats or houses  
3 x 2 bedroom houses  
2 x 3 bedroom houses

### Shared ownership

2 x 2 bedroom flats or houses  
1 x 3 bedroom house

## 8. Recommendations

It is recommended that an exercise is carried out to identify a suitable piece of land, or pieces of land, to meet the 25 housing needs identified through this survey. Partners in this exercise should include:

- The Parish Council
- Stratford on Avon District Council
- A housing association selected by the Parish Council
- Local landowners
- Rural Housing Enabler for Warwickshire Rural Community Council

Any new homes that are intended to meet the needs described in Section 7 should be accompanied by an appropriate planning obligation to restrict occupancy of the homes to people with a local connection, as described in Section 3 of this report.



## 9. Acknowledgements

Gratitude is expressed to all those who helped to deliver survey forms.

## 10. Contact information

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Tel: 01926 811394  
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## APPENDIX 4

### POLICY CTY20 OF THE LOCAL PLAN REVIEW

Land at the depot and former cement works at Bishops Itchington together with adjoining land to the west, as shown on the Proposal Map, is suitable for mixed use development in accordance with a Masterplan to be prepared by Stratford District Council in conjunction with the owners of the site, the County Council, the Parish Councils of Harbury, Bishops Itchington and Ladbroke, and other interested parties such as the Warwickshire Wildlife Trust.

The uses which will form part of that development will include light and general industry together with leisure and recreational uses. Other uses may be included where they would not conflict with the general locational strategy of the Plan and not be likely to cause material harm to the ecological value of the site or to the amenities of those living and working nearby. Any residential development will be strictly limited to that identified by the local community under Policy COM.1 to meet specific local needs, including for affordable housing.

The following factors will need to be addressed in assessing the acceptability of a particular scheme:

- (a) the likelihood that a rail freight transshipment facility or a passenger railway station will be provided;
- (b) the provision of an effective public transport service linking the site with nearby settlements;
- (c) the conclusions of a comprehensive transport assessment which will be required to be submitted as part of any development proposal;
- (d) the expectation that new buildings should in general be restricted to the previously developed parts of the site;
- (e) the results of a comprehensive assessment of the ecological, geological, archaeological, arboricultural and landscape value of the site with appropriate provision through a Wildlife Management Plan to protect important habitats, species and features;
- (f) the need for comprehensive structural landscaping around and within the site to be implemented as an integral component of any development and arrangement for long term maintenance;
- (g) the impact of buildings, activities and associated features on views across the site, particularly from public viewpoints around the periphery of the site; and
- (h) the extent to which nearby settlements and land uses would be affected and the need for effective mitigation of any material adverse impacts.

#### Explanation

- 7.50.1 The site is a very large one situated between Bishops Itchington and Harbury and it comprises two distinctive component parts - the Bishops Bowl lakes to the west of the B4451 and the former cement works, the depot site and railway sidings otherwise known as the Harbury Estate to the east. It covers some 85 hectares in total and a significant part of the Harbury Estate can be defined as previously developed land.
- 7.50.2 The overriding consideration of the appropriateness and merits of any proposal is the manner in which such a proposal complies with the strategic policies of the development plan for the area.
- 7.50.3 The strategy of the Warwickshire Structure Plan (WASP) and Regional Spatial Strategy (RSS) is to concentrate most new development in the main urban centres. However, Policy GD.7 in the WASP allows scope for development on large brownfield sites in locations such as the Harbury Estate if it would not provide for needs that should be accommodated elsewhere in the District and in more sustainable locations. Uses essentially related to the proximity of the railway and with a direct connection to the railway could be justified under the terms of Policy GD.7. A rail freight transshipment facility is considered to be an appropriate use that could be justified in this way.
- 7.50.4 There is currently an over provision of employment land in the District assessed against the WASP requirement to 2011. Any further significant provision of employment land for general industrial use that is not designed to meet an identified local community need would be considered contrary to the strategy of the Local Plan and WASP. However, the provision and active use of a sustainable and effective rail connection, together with sidings, as an integral part of a proposed general industrial development of the site could provide a specific justification for development over and above that which is designed to meet an identified local need in accordance with Policy COM.1. It is the proximity of the railway that is the main positive and unique feature of the site and hence the main reason for justifying significant employment use of the site. With the exception of those uses which would meet a local need identified through the provisions of Policy COM.1, the District Planning Authority is unlikely to allow general industrial development on the site unless it provides and makes active use of a railway connection.
- 7.50.5 The District Planning Authority does not have an objection in principle to open recreational use of the site, particularly within the Bishops Bowl part of the site. However, it will be concerned to ensure that this does not compromise the ability to protect and enhance the ecological assets of the site.



- 7.50.6 The District Planning Authority maintains that the site is not a suitable location for residential development, although justification might be made for small scale schemes to meet an identified local need in accordance with the requirements of Policy COM.1. It is anticipated that any such development should be well related to the existing facilities of Bishops Itchington.
- 7.50.7 A need for further uses on the site will have to be proven and would only be acceptable where they would not conflict with the general locational strategy of the Plan and not be likely to cause material harm to the ecological value of the site or to the amenities of those living nearby. The acceptability of a scheme of this nature, including such operational development as might take place, will only be considered after the completion of a more thorough ecological appraisal and consideration of the potential effectiveness of mitigation.
- 7.50.8 The policy sets out a wide range of factors to be taken into account in considering the merits and impacts of a proposal. Of particular significance is the scope to reinstate the rail infrastructure on the site, the importance of establishing effective transport links between the site and its surrounding areas and the need to protect and enhance the ecological value of the site.
- 7.50.9 The redevelopment of the site presents a significant challenge with regard to issues such as landscaping, traffic management, provision of public transport to and from the site, management of the ecological assets of the site and the protection of important habitats, species and features on the site.
- 7.50.10 The site is of high ecological value and has been recognised as such by the Warwickshire Museum to be of substantive value in terms of PPG9: Nature Conservation (1994). It provides valuable habitats for important species of wildlife. The impact of development on ecological features and protected or notable species needs to be fully assessed. Opportunities to enhance such features should also be identified.
- 7.50.11 Overall, the justification for any significant development on the site is based on its proximity to the railway infrastructure. The reinstatement of the railway facilities on or near the site will be an essential pre-requisite to development of the site which is over and above that which might be justified under Policy COM.1.
- 7.50.12 In accordance with the guidance set out in PPG13: Transport (2001), a Transport Assessment should be submitted as part of any planning application. This should include the accessibility of the site by all modes of transport, the likely modal split of journeys to and from the site, the measures proposed to mitigate transport impacts and the measures proposed to improve access by public transport, walking and cycling. The likely traffic movement generated on the B4451 and on the minor road network in the area will be key considerations in the assessment of any proposal.
- 7.50.13 A Green Transport Plan will be required in accordance with Policy IMP.7 to manage the travel needs of those employed at and visiting the site.
- 7.50.14 A Masterplan will be required to reconcile all the issues raised by the prospective redevelopment of the site, in particular the location of the various uses on the site. Significant weight will be given to a Masterplan that is widely consulted upon and has the involvement of all the interested stakeholders in its preparation.
- 7.50.15 An Environmental Impact Assessment will be required to be submitted with any application due to the likely scale of the development promoted and its potential impact on features of acknowledged importance.



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