

**Stratford-on-Avon District Council  
Core Strategy 2011-2031**



**ED.13.4**

**Meeting a Revised Housing Requirement:  
Options Assessment**

**July 2015**

# 1. Introduction

## Background

- 1.1 The Council's Core Strategy was submitted for independent examination on 30 September 2014. Hearings were conducted during January 2015. The Inspector published his Interim Conclusions in March 2015.
- 1.2 This report outlines a revised Objectively Assessed Housing Need and, based on that, the residual 'to find' dwelling figure that still needs to be provided for. It then identifies and assesses a range of strategic locations and sites that could meet that need and, from that, the preferred approach to doing so.

## Structure of the report

- 1.3 The remainder of this report is structured as follows:
  - Section 2 explains how the overall to-find figure for the Core Strategy has been arrived at and what the residual figure is taking account of recent completions and permissions and other factors;
  - Section 3 identifies and assesses potential strategic locations for growth, examining sites promoted through the Core Strategy process and other sites around Stratford-upon-Avon and the Main Rural Centres;
  - Section 4 sets out the preferred approach to meeting the to-find figure, including consideration of issues relating to 5 year housing land supply.

# 2. The 'to find' dwelling figure for the Core Strategy

- 2.1 The housing requirement is the amount of housing that needs to be planned for in the period 2011 to 2031. For Stratford-on-Avon District, it is based on its objectively assessed need for housing (OAN) of 14,480 homes for the 20 year period 1 April 2011 to 31 March 2031, equating to an average of 724 dwellings per annum. More information on how the OAN has been derived can be found in the updates to the joint Coventry and Warwickshire Strategic Housing Market Assessment (SHMA) and the Review of Housing Requirements for Stratford District technical studies on the Council's website at [www.stratford.gov.uk/evidence](http://www.stratford.gov.uk/evidence)
- 2.2 However, the actual housing requirement proposed in the Core Strategy differs very slightly from the OAN because it is based on two different annual rates of delivery: 566 homes per annum in each of the first 5 years 2011/12 to 2015/16 and 777 homes per annum in each of the remaining 15 years. The Council is seeking to meet its housing needs in full.
- 2.3 In order to deliver the housing requirement in full, as was made evident in the Interim Conclusions the Council must produce a plan which contains 'headroom' in the housing provision. This is designed to ensure that, even if

not all sites deliver housing in the expected manner, the overall requirement can still be achieved. The Council considers that achieving headroom of between 5% and 7% of the overall requirement would provide reasonable flexibility. When added to the requirement figure, this level of headroom would make it necessary to identify sites capable of accommodating between 15,200 and 15,500 homes (rounded figures).

- 2.4 As shown in **Table 2.1**, when account is taken of the number of homes already built since the start of the plan period in April 2011 and the number of homes currently with planning consent as of 31 March 2015, an initial residual of 7,345 to 7,636 homes is left still 'to-find'. Further reliance can be placed on the delivery from other sources already accounted for in the Core Strategy, such as the residual allowance for the Local Service Villages (LSVs) and the small sites windfall allowance of 27 homes per annum. Finally, a reasonable allowance can be made for additional homes to come forward on identified Strategic Housing Land Availability Assessment (SHLAA) sites. When these additional commitments are also subtracted, a residual 'to-find' figure of 5,712 to 6,003 homes remains to be found through the further work on the Core Strategy.
- 2.5 The Council must consider the issue of deliverability not only over the plan period as a whole, ensuring that the full 14,485 homes it is planning for is actually delivered by providing appropriate headroom, but also in the shorter-term because of the need to secure and maintain a 5 year housing land supply. It is evident that, having regard to the latter, it is likely to be necessary to secure a land supply closer to the 7% headroom figure of 15,500 homes in order to ensure that a sufficient range of sites can be brought forward in the period 2015 to 2020.

**Table 2.1: Residual To-find Figure**

|   |                  |                              |   |
|---|------------------|------------------------------|---|
| Annual OAN Requirement                                  | 724              | <i>a</i>                     | <i>Average number of homes to be built each year between 2011 and 2031</i>  |
| 20 Year OAN Requirement                                 | 14,480           | <i>b</i>                     | <i>OAN for the 20 year plan period [a x 20]</i>   |
| 20 Year Core Strategy Housing Requirement               | 14,485           | <i>c</i>                     | <i>Housing Requirement for the 20 year plan period [(5x566) + (15x777)]</i>   |
| 20 Year Core Strategy Housing Requirement with Headroom | 15,204<br>15,495 | <i>d1</i><br><i>d2</i>       | <i>Headroom at 5%</i><br><i>Headroom at 7%</i>  |
| Built (2011-2015)                                       | 1,449            | <i>e</i>                     | <i>Total number of homes built (i.e. completed) 1 April 2011 to 31 March 2015</i>   |
| With Planning Consent / Under Construction              | 6,410            | <i>f</i>                     | <i>Total number of homes with planning consent as of 31 March 2015 and expected to be built by 2031</i>   |
| Residual LSV Allowance                                  | 536              | <i>g</i>                     | <i>Outstanding balance of requirement for homes in the Local Service Villages set in the Core Strategy (i.e. 2,000), taking into account homes built and with consent in the LSVs (as included in rows e&amp;f)</i> |
| Windfall Allowance                                      | 297              | <i>h</i>                     | <i>Allowance for homes that get built from unidentified small sites 2020/21 – 2030/31</i>   |
| SHLAA Allowance   | 800              | <i>i</i>                     | <i>Allowance for homes that get built from identified SHLAA sites</i>   |
| <b>Total</b>  | <b>9,492</b>     | <b><i>j</i></b>              | <i>Total completions and commitments [e+f+g+h+i]</i>  |
| <i>Residual To-Find</i>                                 | 5,712<br>6,003   | <i>At 5%</i><br><i>At 7%</i> | <i>Housing requirement minus completions and commitments [d-i], with headroom at 5%/7%</i>  |

### 3. Identifying and assessing potential strategic locations for growth

#### The locations considered:

- 3.1 This report considers the following locations in terms of their potential to meet housing need in the Core Strategy:
- Strategic sites promoted through the Core Strategy Examination process (including large scale rural brownfield sites);
  - Other potential strategic sites on the edge of Stratford-upon-Avon;
  - Other potential strategic sites on the edges of the Main Rural Centres.

#### The factors considered:

- 3.2 In terms of identifying and assessing strategic sites a range of environmental, social and economic factors have been considered. These factors reflect the National Planning Policy Framework and environmental constraints that are relevant to the District.
- 3.3 The factors that were used to identify potential strategic sites around settlements are summarised in **Appendix A**. A similar set of factors was used to assess the strategic locations adjacent to or outside settlements, and these are summarised in **Appendix B**. Appendix B identifies relevant policy linkages with the NPPF and relevant guidance. These linkages apply equally to Appendix A but they are presented once to avoid repetition.
- 3.4 Sites that were considered suitable for further examination were subjected to independent Sustainability Appraisal incorporating the requirements for Strategic Environmental Assessment (SA). A further Strategic Transport Assessment (STA) was also undertaken where appropriate, focusing specifically on development options in the Stratford-upon-Avon and Southam areas.

#### Large-scale strategic sites on the edge of or outside existing settlements

- 3.5 During the latter stages of preparing the Core Strategy, a number of large strategic sites have been submitted by landowners/developers. Most of these were subject to assessment and Sustainability Appraisal when preparing the submission version of the Plan. A large number of them were rejected for being in unsustainable locations or due to overriding constraints such as Green Belt. The reasons for them being rejected at that time are equally applicable to the current stage in the process.
- 3.6 Those sites that were taken forward for detailed assessment, including through the SA, have been re-assessed at this stage. In addition, two sites that were not assessed previously, ie. Dallas Burston Polo Grounds and Wellesbourne Airfield, have now been considered in detail.

3.7 Details of the Large Scale Strategic sites considered are summarised in Table 3.2 below and are as follows:

- Dallas Burston Polo Grounds
- Gaydon / Lighthorne Heath
- Harbury Estate (Cement Works)
- Long Marston Airfield
- Meon Vale (Long Marston Depot)
- Southam Cement Works
- South East Stratford
- Stoneythorpe (Lower Farm)
- Wellesbourne Airfield

3.8 Appendix D provides an evaluation of each of these locations and they are considered alongside smaller urban extensions later in this report. In addition to these large strategic sites, consideration has been given to the role that smaller sustainable urban extensions might play in meeting future needs and the text below explains the approach to this work

### Stratford-upon-Avon and the Main Rural Centres

3.9 This section of the report considers the relative merits of the largest settlements in the District as locations for further housing development of a strategic scale, resulting from the increase in the housing requirement for the District during the plan period up to 2031.

3.10 **Table 3.1** gives the size of the nine settlements involved, as derived from the 2011 Census, and the number of dwellings which have been committed since the base date of the Core Strategy.

**Table 3.1: Amount of committed development between April 2011 and March 2015**

| Settlement          | No. of dw at April 2011 | Built | u/c & with pp | Total |
|---------------------|-------------------------|-------|---------------|-------|
| Stratford-upon-Avon | 11,500                  | 460   | 1,510         | 1,970 |
| Alcester            | 3,000                   | 96    | 386           | 482   |
| Bidford-on-Avon     | 2,200                   | 126   | 324           | 450   |
| Henley-in-Arden     | 1,200                   | 56    | 15            | 71    |
| Kineton             | 900                     | 8     | 100           | 108   |
| Shipston-on-Stour   | 2,400                   | 85    | 404           | 489   |
| Southam             | 2,800                   | 18    | 510           | 528   |
| Studley             | 2,500                   | 35    | 57            | 92    |
| Wellesbourne        | 2,500                   | 95    | 387           | 482   |

3.11 Stratford-upon-Avon is clearly the largest settlement in the District, albeit it is relatively modest in scale with a resident population of only 27,000 in 2011. The town supports an extensive range of shops and services for its

size, partly due to the substantial numbers of visitors it attracts. It is also connected by frequent bus services to various towns and cities as well as many smaller communities in the District, and by rail services to Birmingham, Leamington Spa and London.

- 3.12 It is appropriate to focus on the role of the larger rural settlements as a way of ensuring the effective provision of public services and commercial facilities across the District. They also tend to be served by relatively frequent public transport services. Promoting the role of the eight Main Rural Centres identified also helps to provide jobs and services to smaller communities nearby, thus reducing overall distances travelled, improving accessibility to such opportunities for their residents and tackling social exclusion.

### **Basis for identifying additional allocations in Core Strategy**

- 3.13 It is necessary to have a robust basis for deciding the amount and distribution of additional housing development in the main settlements of the District.
- 3.14 As part of this assessment, it is valid to take into account the scale of development already identified in these settlements, as shown in Table 3.1 above. It is evident that a substantial number of dwellings have been committed since the base date of the Plan in many of these settlements.
- 3.15 Although there may be environmental and infrastructure capacity for additional development in these larger settlements, it is not necessarily appropriate that a further substantial number of dwellings be allocated to them, either individually or collectively, during the current plan period.
- 3.16 An assessment of the key characteristics of the nine settlements is provided at **Appendix C** to this report and assists in deciding which of them may be the most suitable to accommodate the significant increase in the scale of housing provision needing to be identified in the Core Strategy.

### **Stratford-upon-Avon**

- 3.17 There can be no doubt that Stratford-upon-Avon is the most dominant and sustainable settlement in the District in terms of its character and function. For that reason alone it should be considered suitable in principle for further large-scale development.
- 3.18 A South-East Stratford Urban Extension is considered separately as a major strategic site.
- 3.19 There are a number of smaller strategic sites on the edge of the urban area that have been assessed and which form a component of the SES Urban Extension. The two key strategic sites identified are the Canal Quarter Regeneration Zone and Land at Bishopton Lane.

- 3.20 The conclusion is reached that the latter sites are preferable from the perspective of traffic impact on the town's road network and that no other factors override this outcome.

### **Main Rural Centres**

- 3.21 While each of the Main Rural Centres identified in the Core Strategy merits being designated as such, they portray a wide range of characteristics in terms of size, location, function, and the range of shops and services provided.

### **Alcester**

- 3.22 Arguably the second most sustainable settlement in the District based on size and the range of shops and services it provides. However, making further strategic allocations on the edge of the town in the current Plan is constrained by most of it being surrounded by Green Belt. The only exception is land inside the line of the western bypass and south of Allimore Lane. The size of this area could give it a capacity of 500 dwellings; however, there is an extensive flood zone within it which limits its capacity in reality, making it unsuitable as a strategic location for the purposes of the Core Strategy. Small components of it can be considered through the Site Allocations Plan process. An allocation in the current Plan that involves removing land from the Green Belt would be inappropriate.

### **Bidford-on-Avon**

- 3.23 The village has grown rapidly over the past 30 years or so but supports a relatively limited range of shops and services; it has no secondary school for example. There are a number of potential strategic sites on the edge of the village but given that the current Plan has already provided 450 dwellings (and there are two non-strategic sites at appeal), the view is taken that making a strategic allocation at Bidford is not justified. There are no obvious overriding benefits to the local community in doing so.

### **Henley-in-Arden**

- 3.24 This settlement is entirely surrounded by Green Belt. Any strategic allocation in the current Plan would necessarily involve removing land from the Green Belt and this would be inappropriate.

### **Kineton**

- 3.25 This is the smallest of all the MRCs. It provides a limited range of shops and services, albeit it has a secondary school, and is some distance from larger centres. For these reasons, a strategic allocation here is not considered to be justified. There are no obvious overriding benefits to the local community in making an allocation.

### Shipston-on-Stour

3.26 The town supports a wide range of shops and services but is farther away from large urban areas than other MRCs in the District. As such it does not have a strong relationship with main sources of in-migration and employment. Nearly 500 dwellings have already been provided in the plan period, and further non-strategic sites are the subject of planning applications or appeals. Consequently, a strategic allocation is not justified. There are no obvious overriding benefits to the local community in making an allocation.

### Southam

3.27 Arguably the second most sustainable MRC (after Alcester), due to its range of shops and services, scale of employment provision and accessibility. Over 500 dwellings have already been committed since the base date of the Plan. Despite this, the town does have scope for further large-scale development and there are a number of potential strategic sites on the edge of the urban area. Of all the MRCs, it is possible that further large-scale housing development would be effective in supporting and improving the retail and service offer in the town centre. As things stand the centre does not support as many shops and services as Alcester and Shipston (the other two MRCs in the District that are traditional rural market towns and of a similar size), and it is less buoyant in comparison.

3.28 Overall, it is considered that a strategic allocation should be identified at Southam. The preferred area of search is south of Daventry Road and east of the A423. This area is less sensitive in the landscape and to the setting of the town and there are two potential options here. The only significant issue that needs to be addressed for each of these options is considered to be the provision of satisfactory access to the town centre and other facilities by foot and cycle. It is against this factor that the site off Daventry Road is preferred, as an effective route already exists.

3.29 Southam Cement Works, Dallas Burston Polo Grounds and Lower Farm, Stoneythorpe are considered separately as major strategic sites.

### Studley

3.30 This settlement is entirely surrounded by Green Belt. Any strategic allocation in the current Plan would necessarily involve removing land from the Green Belt and this would be inappropriate.

### Wellesbourne

3.31 This village has also grown rapidly during the last 30 to 40 years, principally through the delivery of 800 dwellings on the Dovehouse Estate during the 1980s. Despite this, it supports a relatively limited range of shops and services and does not have a secondary school. On the other hand, there is a large employment area and a recently opened large foodstore, and it is

relatively close and accessible to larger towns such as Stratford-upon-Avon and Warwick/Leamington. Nearly 500 dwellings have already been committed for this plan period, and there is a current application for 350 dwellings on Ettington Road. Overall, it is concluded that a strategic allocation is not justified. There are no obvious benefits to the local community in doing so.

3.32 Wellesbourne Airfield is considered separately as a major strategic site.

### Summary of results

3.33 The locations that have been considered are summarised in **Table 3.2**. The table outlines the proposals associated with each site, where they are known. In the case of sites on the edges of MRCs that are put forward for further consideration, an estimate of dwelling yield has been made. It is accepted that each may need to provide other facilities on site, subject to the capacity of existing facilities within the settlement. Where no strategic sites have been identified at an MRC this is also recorded.

**Table 3.2 Strategic Options assessed**

| Location                      | Potential dwelling capacity and other prospective components of development  |
|-------------------------------|--|
| Dallas Burston Polo Grounds   | <p>700 dwellings.<br/>Proposals include:</p> <ul style="list-style-type: none"> <li>• 99 extra-care units (Use Class C2)</li> <li>• 80 bed Care Home with Dementia unit (Use Class C2)</li> <li>• one-form entry Primary School with associated open space</li> <li>• local centre comprising 240sq.m floorspace (Use Class A1, A2, A3 and A5), 370sq.m neighbourhood store, 240sq.m office space (Use Class B1)</li> <li>• 100 bed hotel (Use Class C1)</li> <li>• alterations to existing access off A425 to form roundabout; the creation of second vehicular access off A425;</li> <li>• pedestrian and cycle access to provide link between the site and Southam on the A425 and Welsh Road West</li> <li>• landscaping and open space</li> </ul> |
| Gaydon / Lighthorne Heath     | <p>2,300 dwellings in plan period (3,000 in total).<br/>Proposals include:</p> <ul style="list-style-type: none"> <li>• Approximately 100ha to enable the expansion of Jaguar Land Rover</li> <li>• Approximately 4.5ha to enable the expansion of Aston Martin Lagonda</li> <li>• Village Centre comprising a range of shops and services including community, health and leisure facilities and a primary school</li> <li>• A contribution to support off-site provision for secondary (including sixth form) schooling</li> <li>• Green infrastructure</li> <li>• Frequent, express bus services to Warwick/Leamington and Banbury; including railway stations</li> </ul>   |
| Harbury Estate (Cement Works) | <p>Three components put forward by promoters:</p> <ol style="list-style-type: none"> <li>1. Additional 100 dwellings (on top of 200 dwellings) to replace employment land and care home elements of outline planning permission granted in 2014 to east of Station Road and west of railway.</li> <li>2. Approx. 200 dwellings on land between area in (i) and railway.</li> <li>3. Approx. 500 dwellings on land between Deppers Bridge and railway.</li> </ol>   |
| Long Marston Airfield         | <p>2,100 dwellings in plan period (3,500 in total). Also need to consider provision of 400 dwellings as a reasonable alternative.<br/>Proposals include:</p> <ul style="list-style-type: none"> <li>• 13 ha of employment land</li> <li>• Neighbourhood and Local centre (shops, community centre, library, GP surgery)</li> <li>• A Secondary School and two Primary Schools</li> <li>• 21 ha of formal open space including playing fields, outdoor sports, children’s play areas, allotments and community</li> </ul>   |

| Location                          | Potential dwelling capacity and other prospective components of development   |
|-----------------------------------|---|
|                                   | gardens <ul style="list-style-type: none"> <li>• 56 ha natural and semi natural accessible green space, which could take the form of a Country Park</li> <li>• Range of transport measures including a south western extension to the Western Relief Road associated with the West of Shottery development</li> </ul>   |
| Meon Vale<br>(Long Marston Depot) | 800 dwellings in addition to 1050 already built/with planning permission, but in lieu of approved holiday accommodation.  |
| Southam<br>Cement Works           | Two approaches put forward by promoters: <ol style="list-style-type: none"> <li>1. 1,525 dwellings in plan period – inclusion of non-residential uses such as business and retail floorspace would not generate comparable value to fund abnormal costs of relocating mineral extraction infrastructure.</li> <li>2. 2,500 dwellings (approx. 2,000 in plan period), local centre comprising a range of shops, services, community and leisure facilities, primary school, employment land, managed recreational park.</li> </ol> |
| South East<br>Stratford           | 2,000 dwellings in plan period (2,750 in total), subject to provision of an eastern relief road for Stratford-upon-Avon.<br>Proposals include: <ul style="list-style-type: none"> <li>• 8 ha of employment land</li> <li>• Local centre comprising a range of shops, community and leisure facilities</li> <li>• Primary school</li> <li>• Secondary School (location to be determined)</li> </ul>  |
| Stoneythorpe<br>(Lower Farm)      | 800 to 1,000 dwellings.<br>Proposals include: <ul style="list-style-type: none"> <li>• Employment land (0.12 ha),</li> <li>• a community hub,</li> <li>• primary school</li> <li>• communications and security centre,</li> <li>• Ecology offset mitigation</li> <li>• Flood Zones,</li> <li>• Public open space</li> <li>• provision of associated infrastructure</li> </ul>   |
| Wellesbourne<br>Airfield          | 1,500 dwellings.<br>Proposals include: <ul style="list-style-type: none"> <li>• 4ha of employment land (B1)</li> <li>• A site for a Primary school</li> <li>• A site for a Secondary school</li> <li>• Village centre with convenience store and several shops</li> </ul>   |

| Location                   | Potential dwelling capacity and other prospective components of development   |
|----------------------------|---|
|                            | <ul style="list-style-type: none"> <li>• GP surgery</li> <li>• Supporting access, transportation proposals and utilities</li> <li>• Comprehensive landscape framework, including public open space and habitat creation.</li> </ul>   |
| <b>Stratford-upon-Avon</b> |   |
| Canal Quarter              | 650 dwellings in the plan period (of which 82 granted permission at Warwick House). Longer term potential for 1,000 dwellings.<br>Proposals include: <ul style="list-style-type: none"> <li>• Community hub (if required)</li> <li>• Linear Park/canal corridor enhancement</li> <li>• New pedestrian/cycle crossings over the canal</li> </ul> |
| Bishopston Lane            | 450 dwellings<br>Proposals include: <ul style="list-style-type: none"> <li>• Primary school</li> <li>• Public open space</li> </ul>   |
| Off Loxley Road            | 500 dwellings [NB. forms part of South-East Stratford – see above]  |
| North of Banbury Road      | 1,500 dwellings [NB. forms part of South-East Stratford – see above]  |
| South of Trinity Way       | 300 dwellings [NB. forms part of South-East Stratford – see above]  |
| South of Alcester Rd       | 65 dwellings [as an extension to Proposal SUA.2]  |
| <b>Main Rural Centres</b>  |   |
| Alcester                   | No strategic sites identified.<br>Mostly surrounded by Green Belt.  |
| Bidford-on-Avon            | <ul style="list-style-type: none"> <li>• Northern edge of village - 700 dwellings</li> <li>• East and west of Grafton Lane - 350 dwellings</li> <li>• South of Tower Hill - 300 dwellings</li> </ul>  |
| Henley-in-Arden            | No strategic sites identified.<br>Surrounded by Green Belt.   |

| Location          | Potential dwelling capacity and other prospective components of development   |
|-------------------|---|
| Kineton           | No strategic sites identified.  |
| Shipston-on-Stour | <ul style="list-style-type: none"> <li>• South western edge of town – 500 dwellings</li> </ul>  |
| Southam           | <ul style="list-style-type: none"> <li>• North and south of Leamington Road - 500 dwellings</li> <li>• South of Daventry Road - 500 dwellings</li> <li>• East of bypass/Banbury Road – 500 dwellings</li> <li>• South of Rugby Road – up to 1000 dwellings</li> </ul> |
| Studley           | No strategic sites identified.<br>Surrounded by Green Belt.   |
| Wellesbourne      | <ul style="list-style-type: none"> <li>• East of Warwick Road – 500 dwellings</li> <li>• West of Warwick Road – 300 dwellings</li> <li>• East of Ettington Road – 350 dwellings</li> <li>• West of Ettington Road – 450 dwellings</li> </ul>                          |

## 4. Meeting the 'to find' figure

### Introduction

- 4.1 This section of the report sets out the preferred approach to meeting the to-find figure for the Core Strategy. In identifying the preferred approach account has been taken of:
- Any key differentiators or added value associated with a particular site;
  - The results of the Strategic Transport Assessment and Sustainability Appraisal; and
  - 5 year housing land supply considerations.

### Key differentiators/added value

- 4.2 **Table 4.1** towards the end of this section summarises each of the sites considered and what, if any, key differentiators/added value they are considered to provide. Detailed assessments for each site are provided at **Appendix D**.
- 4.3 The following considerations are of particular note in this respect:
- availability and utilisation of brownfield land;
  - relationship to main sources of in-migration and commuting;
  - effective delivery of infrastructure and services;
  - opportunities to secure 'added value' benefits from development.
- 4.4 There is clearly a wide range of options as to how the 'to find' dwelling figure could be met. However, in terms of strategic sites outside established settlements, it is generally the case that larger-scale schemes are able to deliver a wider range of new and improved services both to meet the needs of their residents and those in adjacent communities. For this reason alone, they are more effective in their delivery.
- 4.5 Other relevant factors are the extent to which development schemes can help to resolve existing constraints and issues and/or respond to inherent circumstances. Again, larger schemes tend to provide greater scope to respond to these matters. Furthermore, focusing on larger sites means that fewer parts of the District are directly affected by development in open countryside.
- 4.6 In relation to existing main settlements in the District, a key factor is the scale of development that it is reasonable to expect each of them to take during the current plan period. Many of them have provided a substantial number of dwellings through permissions already granted. For this reason, it is reasonable to gauge which of them, in terms of their individual characteristics, infrastructure capacity and potential benefits to be gained, should be the focus of further provision.

- 4.7 In the assessment of strategic sites, consideration has been given to the scope that each one offers in terms of wider benefits or 'added value'. This is particularly relevant in that all sites would or should incorporate certain things, besides a substantial number of dwellings, such as a range of community services and facilities that can not only help meet the needs of new residents but also those of the wider population.
- 4.8 From the table the following sites are considered to provide key differentiators/added value:
- Gaydon/Lighthorne Heath;
  - Long Marston Airfield; and
  - The Canal Quarter
- 4.9 The key differentiators / added value associated with Gaydon/Lighthorne Heath are:
- Scale of development provides the critical mass to provide a range of services and facilities that will not only serve the new community but the wider area – creating a new Main Rural Centre;
  - Proximity to the major employment offer associated with the planned expansion of Jaguar Land Rover and Aston Martin Lagonda;
  - Opportunity to integrate development with and thus improve the sustainability of Lighthorne Heath, including provision of a local centre to serve existing communities and the new settlement;
  - Proximity to M40 motorway for strategic journeys;
  - Opportunity for an express bus service to Banbury and Warwick/Leamington including railway stations;
  - Opportunity to enhance Kineton High School, benefiting education provision in the wider area.
- 4.10 The key differentiators / added value associated with Long Marston Airfield are:
- Scale of development provides the critical mass to provide a range of services and facilities that will not only serve the new community but the wider area – creating a new Main Rural Centre;
  - Re-use of a substantial area of previously developed land and buildings, although some greenfield land is also involved;
  - Provision of a South-Western Relief Road for Stratford-upon-Avon, delivering wider benefits to the town in terms of capacity of the road network;
  - Potential for an enhanced public transport service for journeys to/from Stratford-upon-Avon and other locations;
  - Potential for synergies with existing development at Meon Vale and Codex site (land adjacent to Sims Metals);
  - New Secondary School that increases capacity across the wider area.

- 4.11 The key differentiators / added value associated with the Canal Quarter are:
- Re-use of previously developed land and buildings;
  - Opportunity to create a new housing-led urban quarter within Stratford-upon-Avon in a sustainable location;
  - Opportunity to assist the relocation of employers in the area that are looking to consolidate/expand their operations in or near Stratford-upon-Avon;
  - Opportunity to reduce the number of Heavy Goods Vehicle movements within Stratford-upon-Avon;
  - Opportunity to enhance the environmental quality of the canal corridor through the creation of a linear park along the canal;
  - Opportunity to improve pedestrian/cycle connectivity over the canal.
- 4.12 These three strategic allocations combined would make a significant contribution to meeting the housing target (4,970 dwellings in the plan period) and contribute towards a 5 year supply of housing land. However, as is illustrated in Table 2.1, to meet the target in full there is a need to allocate additional sites for up to around 1,000 more homes.
- 4.13 As explained in section 3 of this report, because Stratford-upon-Avon is clearly the most sustainable settlement in the District, it is appropriate and reasonable in the context of the new housing requirement to look at options around the town to provide a further strategic site allocation. Due to constraints on the highway network in particular, there are limitations on both the size and location of such an allocation. Only one viable option, namely land at Bishopton Lane, has been identified to fulfil such a role, having the specific advantage of being north of the river and thus more capable of being accommodated without causing severe residual traffic impacts.
- 4.14 There may be opportunity for further small-scale housing sites on the edge of the town, which can be identified through the Site Allocations Plan process if required. However, at Stratford-upon-Avon there is no scope for an alternative or additional strategic site to be allocated in the Core Strategy due to a combination of transport constraints, Green Belt designation and extensive areas of flood risk.
- 4.15 There is one further opportunity to boost housing supply at a strategic location, albeit that the scale of housing provision would not in itself be strategic. There is an area of land south of Alcester Road that is contiguous with and in the same ownership as that covered by the employment allocation Proposal SUA.2. Given its physical and ownership relationship to this proposed allocation, together with it being adjacent to the land with planning permission known as West of Shottery and the associated Western Relief Road, there is logic in amending Proposal SUA.2

to make provision for housing development solely within the extended area of the allocation, where around an additional 65 dwellings could be provided.

- 4.16 Section 3 above also assesses the relative merits and suitability of the eight Main Rural Centres to be the location for a further strategic housing allocation. For a range of reasons, this identified Southam as the most appropriate settlement based on the availability of suitable sites, lack of overriding infrastructure constraints and the opportunity to support the existing facilities provided in the town.
- 4.17 Two specific sites were identified as being unaffected by specific environmental or physical constraints and designations, these being those at 'South of Daventry Road' and 'East of A423'. The only significant factor to differentiate between them is the ability to provide an attractive route to the town centre across the A423. The former is able to take advantage of an existing underpass, while the latter would be dependent on an existing at-grade crossing and the creation of a further crossing for which there is uncertainty over whether the necessary standards can be met.
- 4.18 The following paragraphs of this report demonstrate how the selected strategic sites meet the revised housing target for the Core Strategy set out in Section 2.

**Table 4.1 Strategic Options – Key Differentiators**

| Location                      | Potential capacity (net of any planning permissions)   | Key differentiators/added value  |
|-------------------------------|--|--|
| Dallas Burston Polo Grounds   | 700 dwellings  | <ul style="list-style-type: none"> <li>• Opportunity to strengthen existing bus services already serving Southam to Coventry, Leamington, Banbury and Daventry.</li> <li>• Proximity to existing Codemasters site – providing opportunity to access employment locally.</li> <li>• Scope to support shops and facilities in Southam and to enhance its role as a service centre.</li> </ul>  |
| Gaydon / Lighthorne Heath     | 2,300 dwellings in plan period; 3,000 in total.  | <ul style="list-style-type: none"> <li>• Scale of development provides the critical mass to provide a range of services and facilities that will not only serve the new community but the wider area – creating a new Main Rural Centre;</li> <li>• Proximity to the major employment offer associated with the planned expansion of Jaguar Land Rover and Aston Martin Lagonda;</li> <li>• Opportunity to integrate development with Lighthorne Heath, including provision of a local centre to serve existing communities and new settlement;</li> <li>• Proximity to M40 motorway for strategic journeys;</li> <li>• Opportunity for an express bus service to Banbury and Warwick/Leamington including railway stations;</li> <li>• Opportunity to enhance Kineton High School, benefiting education provision in the wider area.</li> </ul> |
| Harbury Estate (Cement Works) | 100 additional dwellings as a revision to planning permission for 200 dwellings, plus a further 700 dwellings. | Aside from a potential contribution to housing land supply there are no obvious substantial benefits relating to this proposal. (i) can be considered on its merits. (ii) and (iii) are greenfield sites and do not offer any specific benefits by way of location and nature of the proposed development.   |
| Long Marston Airfield         | 2,100 dwellings in plan period; 3,500 in total.  | <ul style="list-style-type: none"> <li>• Scale of development provides the critical mass to provide a range of services and facilities that will not only serve the new community but the wider area – creating a new Main Rural Centre;</li> <li>• An infrastructure package worth an estimated £120 million (or £105 million taking out the cost of land for the South-Western Relief Road);</li> </ul>  |

| Location                       | Potential capacity (net of any planning permissions)                         | Key differentiators/added value   |
|--------------------------------|--|---|
|                                |  | <ul style="list-style-type: none"> <li>• Re-use of previously developed land and buildings although some greenfield land also involved;</li> <li>• Provision of a South-Western Relief Road for Stratford-upon-Avon, delivering wider benefits to the town in terms of capacity of the road network;</li> <li>• Potential for an enhanced public transport service for journeys to/from Stratford-upon-Avon and other locations;</li> <li>• Potential for synergies with existing development at Meon Vale and Codex site (land adjacent to Sims Metals);</li> <li>• New Secondary School that increases capacity across the wider area.</li> </ul> |
| Meon Vale (Long Marston Depot) | Additional 800 dwellings to 1050 dwellings already with planning permission. | <ul style="list-style-type: none"> <li>• Re-use of a Large Rural Brownfield Site;</li> <li>• Consolidation of the existing development;</li> <li>• Potential synergy with the Codex site and Long Marston Airfield proposal if that was to be allocated.</li> </ul>   |
| Southam Cement Works           | 1,525 in plan period; 2,500 in total.  | <ul style="list-style-type: none"> <li>• Re-use of a Large Rural Brownfield Site, including removal of disused and unsightly buildings, although extensive area of greenfield land also involved;</li> <li>• Helps to facilitate effective long-term mineral extraction;</li> <li>• Scope to support shops and facilities in Southam and to enhance its role as a service centre.</li> </ul>  |
| South East Stratford           | 2,000 homes in plan period; 2,750 in total.                                  | <ul style="list-style-type: none"> <li>• Potential for a comprehensive development that provides a Sustainable Urban Extension on the eastern side of Stratford-upon-Avon;</li> <li>• Potential for delivery of a south eastern relief road for Stratford-upon-Avon.</li> <li>• Provision of a secondary school that would resolve existing limited capacity in Stratford catchment area.</li> <li>• Provision of a range of commercial and community facilities to serve existing and proposed residential areas south of the river.</li> </ul>  |
| Lower Farm, Stoneythorpe       | 800 - 1,000 dwellings  | <ul style="list-style-type: none"> <li>• Site owner/promoter is not seeking to achieve full residential land value for the site;</li> <li>• Aspiration to achieve energy autonomy by reducing the energy demands of the site through the use of Passivhaus design standards on all buildings, with residual energy demands met through renewable sources of energy at this stage comprising of photovoltaic panels and potentially combined heat and power plant fuelled by biogas</li> </ul>   |

| Location                   | Potential capacity<br>(net of any<br>planning<br>permissions)            | Key differentiators/added value  |
|----------------------------|--|--|
|                            |  | <p>from on-site anaerobic digestion of sewage and food waste. The details of the renewable sources of energy would be finalised at Reserved Matters stage;</p> <ul style="list-style-type: none"> <li>• Potential to use the adjoining landfill site as a recreational space.</li> <li>• Mixed use development with a range of uses, including leisure and retail;</li> <li>• Scope to support shops and facilities in Southam and to enhance its role as a service centre.</li> </ul>   |
| Wellesbourne Airfield      | 1,500 dwellings  | <ul style="list-style-type: none"> <li>• Provision of a new secondary school that increases capacity across the wider area;</li> <li>• Scope to support shops and facilities in Wellesbourne and to enhance its role as a service centre.</li> </ul>   |
| <b>Stratford-upon-Avon</b> |  |  |
| Canal Quarter              | 650 dwellings in plan period; longer term potential for 1,000 dwellings. | <ul style="list-style-type: none"> <li>• Re-use of previously developed land and buildings;</li> <li>• Opportunity to create a new housing led urban quarter within Stratford-upon-Avon in a sustainable location;</li> <li>• Opportunity to assist the relocation of employers in the area that are looking to consolidate/expand their operations in or near Stratford-upon-Avon;</li> <li>• Opportunity to reduce the number of Heavy Goods Vehicle movements within Stratford-upon-Avon;</li> <li>• Opportunity to create a new linear park along the Canal;</li> <li>• Opportunity to improve pedestrian/cycle connectivity over the Canal</li> </ul> |
| Bishopton Lane             | 450 dwellings  | <ul style="list-style-type: none"> <li>• Provides a primary school to serve existing and new residents.</li> <li>• No substantive impact on highway network within the town, particularly in comparison with sites of a similar scale south of the river.</li> </ul>   |
| Off Loxley Road            | 500 dwellings  | Nothing specific identified.   |
| North of Banbury Road      | 1,500 dwellings  | <ul style="list-style-type: none"> <li>• Scale of site provides critical mass to support a range of local facilities</li> </ul>  |
| South of Trinity Way       | 300 dwellings  | Nothing specific identified.   |
| South of Arden Road        | 65 dwellings   | Nothing specific identified.   |

| Location                  | Potential capacity<br>(net of any<br>planning<br>permissions)  | Key differentiators/added value  |
|---------------------------|--|--|
| <b>Main Rural Centres</b> |  |  |
| Bidford-on-Avon           | <ul style="list-style-type: none"> <li>• Northern edge of village - 700 dwellings</li> <li>• East and west of Grafton Lane - 350 dwellings</li> <li>• South of Tower Hill - 300 dwellings</li> </ul>   | <p>Nothing specific identified.</p> <p>Nothing specific identified.</p> <p>Nothing specific identified.</p>  |
| Shipston-on-Stour         | South western edge of town – 500 dwellings   | Nothing specific identified.   |
| Southam                   | <ul style="list-style-type: none"> <li>• North and south of Leamington Road - 500 dwellings</li> <li>• South of Daventry Road - 500 dwellings</li> <li>• East of Bypass/ Banbury Road – 500 dwellings</li> <li>• South of Rugby Road – up to 1000 dwellings</li> </ul> | <p>Nothing specific identified.</p> <p>Provision of a new primary school and other local facilities to serve existing and new residents living east of bypass.</p> <p>Nothing specific identified.</p> <p>Nothing specific identified.</p> |
| Wellesbourne              | <ul style="list-style-type: none"> <li>• East of Warwick Road – 500 dwellings</li> <li>• West of Warwick Road – 300 dwellings</li> <li>• East of Ettington</li> </ul>  | <p>Nothing specific identified.</p> <p>Nothing specific identified.</p>  |

| Location | Potential capacity<br>(net of any<br>planning<br>permissions)      | Key differentiators/added value   |
|----------|--|---|
|          | Road – 350 dwellings<br><br>• West of Ettington Rd – 450 dwellings | Landowner has agreed to provide a new medical centre on a site in middle of village, together with other benefits for the community. [NB. current planning application for this site also includes eastern part of following location.]<br><br>Nothing specific identified. |

## Meeting the housing requirement

4.19 Table 2.1 above identifies the need to allocate land to meet a residual requirement of up to 6,003 homes if provision is made for 7% headroom. Table 4.2 below lists the strategic sites that collectively would equate to this residual figure and thus secure the delivery of sufficient homes to meet the requirement. As can be seen, the allocations at Gaydon Lighthorne Heath, Long Marston Airfield and the Canal Quarter Regeneration Zone meet the bulk of the to-find figure. However, these sites do not meet the full requirement and are not expected to deliver a sufficient quantum of homes in the first 5 years. As such, in order to meet the full requirement and demonstrate 5 years' worth of housing land, a further supply of around 1,000 homes within the plan period is required to come forward from further Core Strategy allocations. This analysis shows that the most appropriate additional sites to accommodate a total of around 1,000 further homes are those at Bishopton Lane and South of Alcester Road in Stratford-upon-Avon and at Daventry Road in Southam.

**Table 4.2: Core Strategy Supply**

|  |                       |           |   |
|--|-----------------------|-----------|---|
| Core Strategy Housing Requirement with headroom at 5%-7% | 15,204 to 15,495      | <i>a</i>  | <i>Number of homes to be planned for</i>  |
| Completions and Commitments (see Table 2.1)              | 9,492                 | <i>b</i>  | <i>Number of homes built and with planning permission (as of 31 March 2015)</i>                       |
| <b>Residual to find figure</b>                           | <b>5,712 to 6,003</b> | <i>c</i>  | <i>(a-b)</i>  |
| Gaydon/Lighthorne Heath                                  | 2,300                 | <i>d1</i> | <i>Initial Core Strategy Strategic Site Allocations</i>   |
| Long Marston Airfield                                    | 2,100                 | <i>d2</i> |   |
| Canal Quarter Regeneration Zone, Stratford-upon-Avon     | 570                   | <i>d3</i> |   |
| <b>Initial Core Strategy Allocations Total</b>           | <b>4,970</b>          | <i>d</i>  | <i>Total number of homes expected by 2031 from the Further Strategic Site Allocations [d1+d2+d3]</i>  |
| North of Bishopton Lane, Stratford-upon-Avon             | 450                   | <i>e1</i> | <i>Further Core Strategy Strategic Site Allocations</i>   |
| South of Alcester Road, Stratford-upon-Avon              | 65                    | <i>e2</i> |   |
| South of Daventry Road, Southam                          | 500                   | <i>e3</i> |   |
| <b>Further Core Strategy Allocations Total</b>           | <b>1,015</b>          | <i>e</i>  | <i>Total number of homes expected by 2031 from the Further Strategic Sites Allocations [e1+e2+e3]</i> |
| <b>Total Additional Supply</b>                           | <b>5,985</b>          | <i>g</i>  | <i>(d+e)</i>  |

4.20 Taking all the additional sites into account, Tables 2.1 and 4.2 show that the Core Strategy can deliver a total of 15,477 homes (Table 2.1 line j plus Table 4.2 line g) compared to the requirement for 14,485. As explained, this is a planned oversupply that is considered necessary to build into the Core Strategy an element of 'headroom' or flexibility that will help ensure that it delivers the housing needs of the District <sup>1</sup>. The preferred sites contribute to the need to both identify adequate supply in the short-term and maintain a continuous 5 year supply of housing land in the longer term.

## 5. Conclusion

- 5.1 It is clear that a wide range of options is available. The Inspector's Interim Conclusions provide the context for the Council's decision to focus on meeting the revised requirement by looking again at the distribution of development to Stratford-upon-Avon, the Main Rural Centres, Large Rural Brownfield Sites and to the various locations proposed either as new settlements or strategic urban extensions. There has been a rigorous appraisal of the options, covering a wide range of environmental and physical criteria and seeking to identify the proposals that, in terms of the benefits they would bring, are felt to stand out from the other options.
- 5.2 It is evident that not all of the strategic sites considered at this stage are required during the current plan period. The Sustainability Appraisal and site assessment work has shown that many of the sites are reasonable in their own right. The comparative analysis, involving large-scale strategic sites in open countryside, individual main settlements and a range of strategic sites on the edges of many of them, has provided a clear basis for identifying those that are most appropriate to be allocated in the Core Strategy.

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<sup>1</sup> The Proposed Main Modifications to the Core Strategy (Dec 2014) included a contingency of approximately 5%.

## Appendix A: Factors used to identify and assess potential locations in Stratford-upon-Avon and the Main Rural Centres

| <b>Settlement Proforma Commentary</b>                   |   |   |
|---|---|---|
| <b>Factor</b>   | <b>Comments</b>   |   |
| Location  | Distance to main towns  |   |
| Function  | Established/current role of settlement within local and wider area  |   |
| Shops and services                                      | Amount and range provided in settlement   |   |
| Dwellings   | Approximate number of existing dwellings (2011 Census)  |   |
| Employment  | Number of jobs in settlement (Parish based)   |   |
| Commuting   | Note Travel to Work Area and outward commuting patterns (2011 Census)   |   |
| Anticipated scale of development within the plan period | Based on submission Core Strategy and Proposed Modifications. Also see Housing Implementation Strategy  |   |
| Green Belt  | Short statement on how the settlement relates to the Green Belt – exclude any areas/settlements in the Green Belt.  |   |
| Heritage (asset and setting)                            | Primary considerations: <ul style="list-style-type: none"> <li>• Scheduled Monuments</li> <li>• Registered battlefield</li> <li>• Grade I and II* Registered Parks and Gardens</li> <li>• Grade I and II* Listed Buildings</li> </ul> | Secondary considerations: <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Local Parks and Gardens</li> <li>• Grade II Listed Buildings</li> <li>• Grade II Registered Parks and Gardens</li> </ul>         |
| Landscape / settlement character                        | Primary considerations: <ul style="list-style-type: none"> <li>• Area of Outstanding Natural Beauty and its setting</li> <li>• Landscape character – High, High/Medium sensitivity</li> </ul>   | Secondary considerations: <ul style="list-style-type: none"> <li>• Landscape character Medium/Low to low sensitivity</li> <li>• Key ridgelines/slopes</li> <li>• Special Landscape Areas</li> <li>• Areas of Restraint</li> </ul> |
| Water/Flood risk  | Primary considerations: <ul style="list-style-type: none"> <li>• Flood Zone 3a, 3b</li> <li>• Surface water flooding 30 years</li> </ul>  | Secondary considerations: <ul style="list-style-type: none"> <li>• Flood Zone 2</li> <li>• Surface water flooding 200 years</li> <li>• Source Protection Zones</li> </ul>   |
| Biodiversity  | Primary considerations: <ul style="list-style-type: none"> <li>• Sites of Special Scientific Interest</li> <li>• Ancient Woodland</li> <li>• Tree Preservation Orders, Group and Woodland categories</li> </ul>                       | Secondary considerations: <ul style="list-style-type: none"> <li>• Local Nature Reserves</li> <li>• Local Wildlife Sites</li> </ul>   |
| Geodiversity  | Primary considerations: <ul style="list-style-type: none"> <li>• Geological SSSIs</li> </ul>  | Secondary considerations: <ul style="list-style-type: none"> <li>• Local Geological Sites</li> </ul>  |
| Agricultural land                                       | Primary considerations: <ul style="list-style-type: none"> <li>• Grades 1, 2 3a (where known)</li> </ul>  | Secondary considerations: <ul style="list-style-type: none"> <li>• Grade 3b, 4 and 5</li> </ul>   |

| <b>Settlement Proforma Commentary</b>               |  |
|---|--|
| <b>Factor</b>                                       | <b>Comments</b>  |
| Coalescence   | Is there potential for coalescence of settlements?   |
| Infrastructure capacity (opportunities/constraints) | Education, health, utilities – are there constraints or existing capacity to support future development?<br>Is there potential for development of a scale that will provide new infrastructure?<br>Key conclusions from Water Cycle Study.                                       |
| Housing market considerations                       | Housing Market Area<br>Housing Need<br>Property values / Relative affordability  |
| Transport/accessibility (opportunities/constraints) | Relationship to main road links; availability of public transport (comment on frequency, origin/destination)<br>Opportunities to access key services by foot and cycle?<br>Potential for enhanced public transport?<br>Capacity of existing roads and potential for enhancement? |
| Economic development                                | Synergy with Economic Plan, proximity to existing employment opportunities, potential for additional employment?   |
| Minerals safeguarding                               | Mineral safeguarding Areas and Mineral Consultation Areas  |
| Recreation assets                                   | Access to Country Park or similar or sports pitches  |
| Regeneration potential                              | Is there potential for the use of previously developed land?<br>Relationship to existing areas where people experience social exclusion and will the site address social exclusion?  |
| Any other factors                                   | Record anything that is specific to the location that can't be captured anywhere else, e.g. HS2 safeguarding area, MoD Kineton Safeguarding Area.  |
| Conclusions   | Short commentary on suitability of the settlement to accommodate more growth, key constraints and opportunities and directions for growth.   |

## Appendix B: Factors used to identify and assess potential Strategic Sites

| Strategic Site specific proforma commentary |   | Policy Context (where applicable)  |
|---|---|--|
| <b>Site Name:</b>                           | <b>Comments</b>   |  |
| <b>Summary of Proposed Development</b>      | Summarise anticipated contribution (housing and employment) over the plan period.   | N/A  |
| <b>Existing Planning Status</b>             | Summarise any planning history and current status/uses on site  | N/A  |
| <b>Location:</b>                            | Note the proximity to main settlements, e.g. Stratford – upon – Avon in and around the district , Leamington Spa, Coventry etc.   | N/A  |
| <b>Factor</b>                               | <b>Comments</b>   |  |
| Green Belt                                  | Short statement on how the site relates to the Green Belt   | <p><b>NPPF para 80:</b> Green Belt serves five purposes:</p> <ul style="list-style-type: none"> <li>● to check the unrestricted sprawl of large built-up areas;</li> <li>● to prevent neighbouring towns merging into one another;</li> <li>● to assist in safeguarding the countryside from encroachment;</li> <li>● to preserve the setting and special character of historic towns; and</li> <li>● to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</li> </ul> <p><b>NPPF para 83:</b> Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan.</p>   |
| Heritage (asset and setting)                | Primary considerations: <ul style="list-style-type: none"> <li>● Scheduled Monuments</li> <li>● Registered battlefield</li> <li>● Grade I and II* Registered Parks and Gardens</li> <li>● Grade I and II* Listed Buildings</li> </ul> | Secondary considerations: <ul style="list-style-type: none"> <li>● Conservation Areas</li> <li>● Local Parks and Gardens</li> <li>● Grade II Listed Buildings</li> <li>● Grade II Registered Parks and Gardens</li> </ul>  |
|   |   | <p><b>NPPF para 132:</b> Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.</p> <p><b>NPPF, para 133:</b> Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless the benefits outweigh the loss and all of the following apply:</p> <ul style="list-style-type: none"> <li>● The nature of the heritage asset prevents all reasonable uses of the site.</li> </ul> |

## Appendix B: Factors used to identify and assess potential Strategic Sites

| Strategic Site specific proforma commentary |  | Policy Context (where applicable)   |   |
|---|--|---|---|
|   |  | <ul style="list-style-type: none"> <li>• Non designated heritage assets</li> </ul>  | <ul style="list-style-type: none"> <li>• No viable use of the heritage asset itself can be found in the medium term</li> <li>• conservation by grant-funding or some form of charitable or public ownership are demonstrably not possible</li> <li>• Harm or loss is outweighed by the benefit of bringing the site back into use</li> </ul> <p><b>NPPF, para 139:</b> Non-designated heritage assets of archaeological interest that are of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.</p>   |
| Landscape                                   | <p>Primary considerations:</p> <ul style="list-style-type: none"> <li>• Area of Outstanding Natural Beauty and its setting</li> <li>• Landscape character – High, High/Medium sensitivity</li> </ul> | <p>Secondary considerations</p> <ul style="list-style-type: none"> <li>• Landscape character Medium/Low to low sensitivity</li> <li>• Key ridgelines / slopes</li> <li>• Special Landscape Areas</li> <li>• Areas of Restraint</li> </ul> | <p><b>NPPF para 115-116</b><br/>Great weight should be given to conserving landscape and scenic beauty in national designations including AONBs, which have the highest status of protection in relation to landscape and scenic beauty.</p> <p><b>Stratford on Avon Proposed Core Strategy, June 2014 (CP CS.12) as proposed to be modified.</b></p> <ul style="list-style-type: none"> <li>• Protection will be given to SLA and associated historic and cultural features from development proposals which are harmful on their distinctive character and appearance. The cumulative impact of development proposals on the quality of the landscape will be taken into account;</li> <li>• The SLAs (see policies map for their extent) are: Arden; Cotswold Fringe; Feldon Parkland and Ironstone Hills Fringe.</li> </ul> <p><b>Stratford on Avon Proposed Core Strategy, June 2014 (CP CS.13 and Para 4.4.3-6).</b></p> <ul style="list-style-type: none"> <li>• Land designated as an Area of Restraint makes an important contribution to the character of the settlement. Development must not harm or threaten the open nature of such areas, taking into account any possible cumulative effects.</li> <li>• Planning permission for a large-scale form of development in an Area of Restraint will only be granted where a scheme</li> </ul> |

## Appendix B: Factors used to identify and assess potential Strategic Sites

| Strategic Site specific proforma commentary |   |   | Policy Context (where applicable)  |
|---|---|---|--|
|   |   |   | <p>would have demonstrable community benefits and contribute significantly to meeting an objective of the Core Strategy. It will also need to be demonstrated that no suitable alternative site outside the Area of Restraint is available for the proposed development.</p> <ul style="list-style-type: none"> <li>Projects which enhance the character and visual amenity of Areas of Restraint will be encouraged, as will the promotion of beneficial uses such as public access, nature conservation and food production.</li> </ul>  |
| Water/Flood risk                            | <p>Primary considerations:</p> <ul style="list-style-type: none"> <li>Flood Zone 3a, 3b</li> <li>Surface water flooding 30 years</li> </ul> | <p>Secondary considerations</p> <ul style="list-style-type: none"> <li>Flood Zone 2</li> <li>Surface water flooding 200 years</li> <li>Source Protection Zones</li> </ul> | <p><b>NPPF, para 109-110:</b></p> <ul style="list-style-type: none"> <li>The planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.</li> </ul> <p><b>NPPG: Water Quality, para 006</b></p> <ul style="list-style-type: none"> <li>Plans should protect and enhance local surface / groundwater by steering development away from the most sensitive areas, particularly those in the vicinity of potable water supplies (designated source protection zones or near surface water drinking water abstractions).</li> </ul> <p><b>NPPF, para:100-103</b></p> <ul style="list-style-type: none"> <li>Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, it should be made safe without increasing flood risk elsewhere.</li> <li>Local Plans should apply a sequential, risk-based approach to the location of development to avoid flood risk to people and property and manage any residual risk, taking account of the impacts of climate change by:</li> <li>Applying the Sequential Test, and if necessary the Exception Test.</li> </ul> |

## Appendix B: Factors used to identify and assess potential Strategic Sites

| Strategic Site specific proforma commentary |   |   | Policy Context (where applicable)   |
|---|---|---|---|
| Biodiversity                                | Primary considerations: <ul style="list-style-type: none"> <li>• Sites of Special Scientific Interest</li> <li>• Ancient Woodland</li> <li>• Tree Preservation Orders, Group and Woodland categories</li> </ul> | Secondary considerations: <ul style="list-style-type: none"> <li>• Local Nature Reserves</li> <li>• Local Wildlife Sites</li> <li>• Tree Preservation Orders</li> </ul> | <p><b>NPPF, para 9:</b> Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, including moving from a net loss of bio-diversity to achieving net gains for nature.</p> <p><b>NPPF Section 11: Conserving and enhancing the natural environment</b></p> <ul style="list-style-type: none"> <li>• The planning system should minimise impacts on biodiversity and provide net gains in biodiversity where possible;</li> <li>• Plans should allocate land with the least environmental or amenity value, where consistent with other policies in the NPPF;</li> <li>• Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and the contribution that they make to wider ecological networks;</li> <li>• Planning authorities should promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets;</li> <li>• Proposed development on land within or outside a SSSI likely to have an adverse effect on a SSSI (either individually or in combination with other developments) should not normally be permitted;</li> <li>• Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland, veteran trees found outside ancient woodland, unless the need / benefits of, the development outweigh the loss.</li> </ul> <p><b>NPPG: Making Tree Preservation Orders, para 27</b></p> <ul style="list-style-type: none"> <li>• The group category should be used to protect groups of trees where the individual category would not be appropriate and the group's overall impact and quality merits protection;</li> </ul> |

## Appendix B: Factors used to identify and assess potential Strategic Sites

| Strategic Site specific proforma commentary          |   |  | Policy Context (where applicable)   |
|--|---|--|---|
|  |   |  | <ul style="list-style-type: none"> <li>The woodland category's purpose is to safeguard a woodland as a whole. So it follows that, while some trees may lack individual merit, all trees within a woodland that merits protection are protected and made subject to the same provisions and exemptions. In addition, trees and saplings which grow naturally or are planted within the woodland area after the Order is made are also protected by the Order.</li> </ul> |
| Geodiversity   | Primary considerations: <ul style="list-style-type: none"> <li>Geological SSSIs</li> </ul>  | Secondary considerations: <ul style="list-style-type: none"> <li>Local Geological Sites</li> </ul> | <b>NPPF, para 109:</b> The planning system should contribute to protecting and enhancing...geological conservation interests and soils.   |
| Agricultural land                                    | Primary considerations: <ul style="list-style-type: none"> <li>Grades 1, 2 and 3a (where known)</li> </ul>  | Secondary considerations: <ul style="list-style-type: none"> <li>Grade 3b,4 and 5</li> </ul>       | <b>NPPF para 112</b> Local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.<br><b>NPPG: Brownfield Land, Soils and Agricultural Land, para: 026:</b> The best and most versatile land is defined as Grades 1, 2 and 3a and is the land which is most flexible, productive and efficient to best deliver food and non-food crops for future generations.  |
| Coalescence  | Is there potential for coalescence of settlements?  |  | <b>NPPF para 17:</b> take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.   |
| Infrastructure capacity (opportunities/ constraints) | Education, health, utilities – are there constraints or existing capacity to support future development?<br>Is there potential for development of a scale that will provide new infrastructure?<br>Is the promoter offering something over and above what might be expected for a scheme of this scale? |  | <b>NPPF para 38:</b> For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.   |

## Appendix B: Factors used to identify and assess potential Strategic Sites

| Strategic Site specific proforma commentary           |  | Policy Context (where applicable)   |
|---|--|---|
|   | Key conclusions from Water Cycle Study or more up to date information from promoters / consultees.   |   |
| Housing market considerations                         | Note which Housing Market Area and Broad Rental Area the site is located in.<br>Will the site deliver affordable housing in line with emerging Core Strategy policy?   | <b>NPPF Para 50:</b> where [local authorities] have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time. |
| Commuting considerations                              | Note which Travel to Work Area the site is in and summarise relevant travel to work data.  | <b>NPPF Para 37:</b> Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.  |
| Transport infrastructure (opportunities/ constraints) | Accessibility by public transport (comment on frequency, origin/destination)<br>Opportunities to access key services by foot and cycle?<br>Potential for enhanced public transport?<br>Capacity of existing roads and potential for enhancement? | <b>NPPF Para 17:</b> actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.   |
| Economic development                                  | Proximity to existing employment opportunities, potential for additional employment?   | <b>NPPF Para 37:</b> Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.  |
| Minerals safeguarding                                 | Mineral Safeguarding Areas and Mineral Consultation Areas  | <b>NPPF para 143:</b> Local Planning Authorities should define Minerals Safeguarding Areas and adopt appropriate policies in order that known locations of specific minerals resources of local and national importance are not needlessly sterilised by non-mineral development, whilst not creating a presumption   |

## Appendix B: Factors used to identify and assess potential Strategic Sites

| Strategic Site specific proforma commentary |   | Policy Context (where applicable)   |
|---|---|---|
|   |   | <p>that resources defined will be worked; and define Minerals Consultation Areas based on these Minerals Safeguarding Areas;</p> <p>Warwickshire County Council has identified Mineral Safeguarding Areas across the County, some of which fall within the District. These form the basis for mineral consultation with the County Council</p>  |
| Recreation assets                           | Any impact on existing assets? What is the scheme proposing or what could it accommodate if not being actively promoted?  | <b>NPPF Para 114:</b> planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.  |
| Regeneration potential                      | Is there potential for the use of previously developed land and buildings?<br>How does the site relate to existing areas where people experience social exclusion and will the site address social exclusion? | <p><b>NPPF Para 111</b> Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.</p> <p><b>NPPF Para 17:</b> take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.</p>  |
| Deliverability/<br>Viability                | Any known barriers to deliverability, e.g. landownership, access etc.<br>Utilise previous viability work by PBA on viability or updated work if provided by the promoter.                                     | <p><b>NPPF Para 173:</b> Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable.</p> <p>Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.</p> |

## Appendix B: Factors used to identify and assess potential Strategic Sites

| Strategic Site specific proforma commentary          |  | Policy Context (where applicable)  |
|--|--|--|
| Potential contribution to 5 year housing land supply | What contribution could this location make to 5 year housing land supply?  | <b>NPPF Para 47:</b> identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land.   |
| Any other factors                                    | Record anything that is specific to the site that can't be captured anywhere else, e.g. HS2 safeguarding area, MoD Kineton Safeguarding Area, any other factors. | <p>Safeguarding is an established part of the planning process, designed to ensure that land which has been identified for major infrastructure projects is protected from conflicting developments.</p> <p>The current safeguarding directions for HS2 relate to Phase One of HS2 between London and the West Midlands.<br/> <a href="https://www.gov.uk/government/collections/hs2-safeguarding#safeguarding-for-developers-and-local-authorities">https://www.gov.uk/government/collections/hs2-safeguarding#safeguarding-for-developers-and-local-authorities</a></p> <p>The Stakeholder Advisory Group on Extremely Low Frequency Electric and Electric Magnetic Fields published guidance in 2007. This recommends a distance of 30m for new housing development from power lines with a voltage of between 66 and 132KV and 60m for lines with a voltage of 275kV or 400kV.<br/> <a href="http://sagedialogue.org.uk/pdfs/sage-one-ia.pdf">http://sagedialogue.org.uk/pdfs/sage-one-ia.pdf</a></p> <p>A number of high pressure gas mains run through the District. Under Section 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, the District is required to consult the Health and Safety Executive (HSE) on certain planning proposals (including residential development) around major hazard pipelines and to take into account HSE's representations when determining associated applications.</p> <p>For each installation a Consultation Distance and an inner, middle and outer zone within it are identified. In the context of residential development near to Gas Mains, HSE's land use planning methodology document indicates that they would advise against development in the inner zone but would not</p> |

## Appendix B: Factors used to identify and assess potential Strategic Sites

| Strategic Site specific proforma commentary |   | Policy Context (where applicable)   |
|---|---|---|
|   |   | <p>advise against development in the middle and outer zones. This advice is based on residential development of up to 30 dwellings. Accommodation of up to 30 caravans is also treated in the same way, albeit this is based on temporary accommodation.</p> <p><a href="http://www.hse.gov.uk/landuseplanning/padhi.pdf">http://www.hse.gov.uk/landuseplanning/padhi.pdf</a></p> <p>The Ministry of Defence (MoD) has a statutory safeguarding explosive consultation zone surrounding DM Kineton.</p> |
| Conclusions                                 | Short commentary on suitability of the site to accommodate growth, key constraints and opportunities.   | N/A   |
| Recommendation                              | It is anticipated that sites should be carried forward for consideration against other reasonable alternatives and this should be confirmed here. | N/A   |



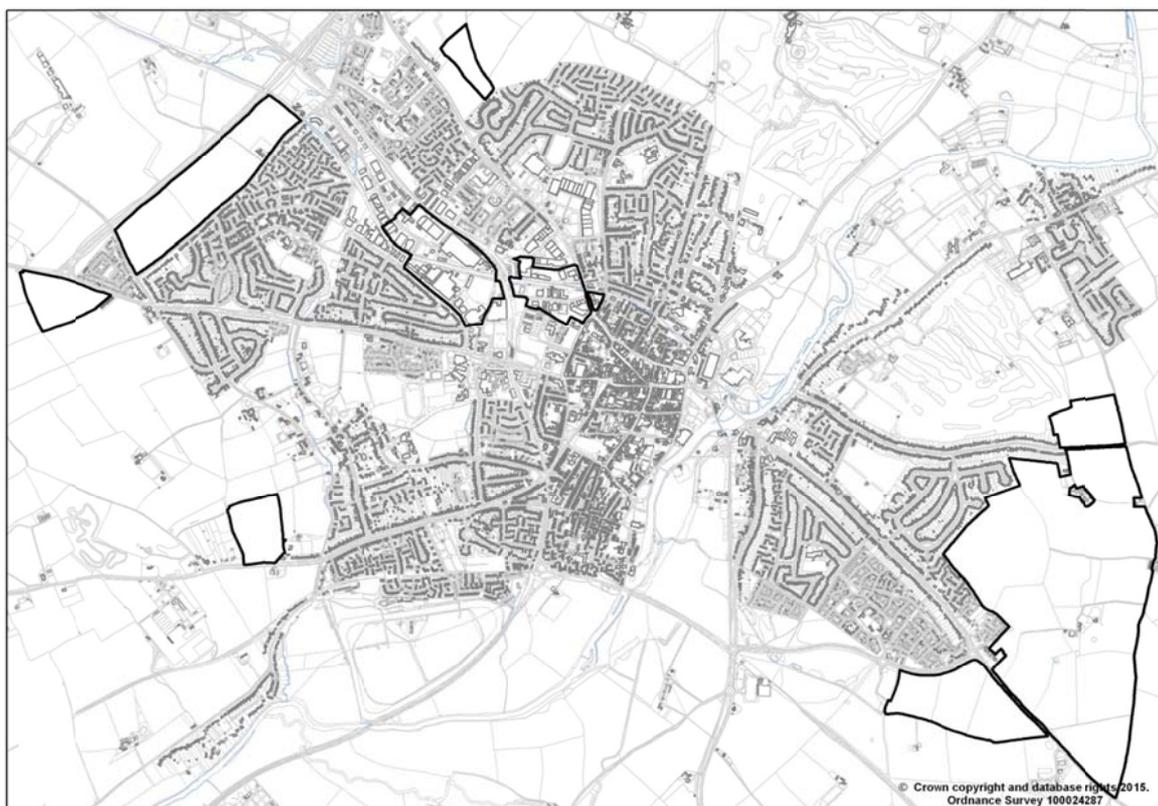
## APPENDIX C: ANALYSIS OF STRATFORD–UPON–AVON AND MAIN RURAL CENTRES

| SETTLEMENT ASSESSMENT: STRATFORD-UPON-AVON              |  |   |
|---|--|---|
| Factor  | Comments   |   |
| Location  | 13 km (8 miles) south-west of Warwick/Leamington; 18 km (11 miles) south-east of Redditch; 35 km (22 miles) south of Birmingham; 26 km (16 miles) south of Coventry  |   |
| Function  | Largest settlement in the District by a considerable margin. Provides an extensive range of shops and services for its own residents and those over a wide rural catchment. Also a major tourist destination.  |   |
| Shops and services                                      | Approx. 480 commercial outlets in town centre plus out-of-centre foodstores and retail park; number of primary and secondary schools and further education college; hospital and medical centres; leisure centre/swimming pool and various outdoor recreational facilities.                              |   |
| Dwellings   | Approx. 11,500 dwellings in settlement – excluding Alveston and Tiddington (2011 Census)   |   |
| Employment  | Approx. 14,050 jobs in parish (2011 Census)  |   |
| Commuting   | Within Warwick & Stratford Travel to Work Area.<br><br>Data from the 2011 Census shows that of those who are resident in the area and in employment, 53.6 % work at/from home or elsewhere in the town, 13.4% work elsewhere in the District, 7.2% work in Warwick District and 3.0% work in Birmingham. |   |
| Anticipated scale of development within the plan period | Approx. 2,030 dwellings plus approx. 650 dw at Canal Quarter Regeneration Zone (see Housing Implementation Strategy, January 2015).<br>Of these, approx. 1,970 are built/have planning permission (as at March 2015).<br>Employment allocation south of Alcester Road – approx. 10-20 hectares.          |   |
| Green Belt  | Green Belt lies to the north of urban area.  |   |
| Heritage (asset and setting)                            | Anne Hathaway's Cottage at Shottery is a Grade I listed building and Grade I registered park and garden; various Grade I and II* listed buildings within urban area; scheduled ancient monument at Clopton Bridge and between Stratford town urban area and Tiddington.                                  | Conservation Areas cover historic core of town and river environs and also at Shottery and Alveston; substantial number of listed buildings within each.  |
| Landscape   | High and high/medium sensitivity around most of northern, western and southern fringes of urban area and along valley of River Avon  | Medium sensitivity around north-western edge and eastern fringes of urban area.<br>Land rises at Bordon Hill to west, at Welcombe Hills to north, at Cross o' th' Hill to south and Alveston Hill to south-east of the town.<br>Special Landscape Area abuts northern and western |

| <b>SETTLEMENT ASSESSMENT: STRATFORD-UPON-AVON</b>   |   |   |
|---|---|---|
|   |   | edges of town except between urban area and northern bypass and committed development areas to west of Shottery. Areas of Restraint along River Avon environs and at Shottery Fields. |
| Water/Flood risk                                    | Valley of River Avon within Flood Zone 2 and 3 running through and to south of urban area.  | Localised parts of urban area and countryside within 200 year surface flooding zone.  |
| Biodiversity  | SSSI at Racecourse Meadow.  | Local Nature Reserve at Welcombe Hills/Clopton Park; Local Wildlife Sites at Clopton Fields, Warwick Road and Racecourse Meadow.  |
| Geodiversity  | None.   | None.   |
| Agricultural land                                   | Extensive area of Grade 2 & 3a on south-eastern and southern periphery of urban area,   | Periphery of remainder of urban area is mostly Grade 3b.  |
| Coalescence   | Development on Tiddington Road and Loxley Road could impact on separate identity of Tiddington.   |   |
| Infrastructure capacity (opportunities/constraints) | Highway network/traffic; drainage; primary and secondary education  |   |
| Housing market considerations                       | Within area of overlap between Coventry/Warwickshire and Birmingham Housing Market Areas. Popular place for retirees. Property values are high. Need for affordable housing is considerable. Within the Warwickshire South Broad Rental Market Area.  |   |
| Transport/accessibility (opportunities/constraints) | Town is situated on various strategic routes: A46 (M1/M69 Leicester/Coventry to M5 at Tewkesbury), A3400 (Birmingham to Oxford), A422 (Worcester to Banbury), together with other roads linking town with settlements in the District.<br>There are significant capacity constraints on road network within the urban area, in particular Birmingham Road and various junctions south of the river.<br>Various at least hourly bus services between town and settlements such as Warwick/Leamington (via Wellesbourne), Evesham (via Bidford) and Birmingham (via Henley). Also frequent rail service to Birmingham (hourly/half-hourly at peak times). |   |
| Economic development                                | Proposed employment site south of Alcester Road provides 10 ha for companies to relocate to/expand in the town.   |   |
| Minerals safeguarding                               | Alveston Hill to south-east of urban area; extensive area to south and east of town is in a Minerals Consultation Area.   |   |
| Recreation Assets                                   | Extensive areas of open space along valley of River Avon, at Welcombe Hills to north of urban area and two golf courses; various public rights of way extend into countryside.  |   |
| Regeneration potential                              | Canal Quarter regeneration dependent on replacement employment land proposed on Alcester Road (and/or elsewhere).   |   |

| <b>SETTLEMENT ASSESSMENT: STRATFORD-UPON-AVON</b> |  |
|---|--|
| Any other factors                                 | <p>Air Quality Management Area covers whole of urban area which means that future development within/edge of/close to town must not worsen situation.</p> <p>High pressure gas pipeline runs close to south-eastern edge of urban area.</p>  |
| Conclusions                                       | <p>Town is the most sustainable settlement in the District given the extensive range of shops, services and jobs it supports and its accessibility to/from a wide range of settlements by private car and public transport.</p> <p>There are a number of potential strategic locations on the edge of the urban area that are worthy of assessment, although each of them has specific issues that need to be addressed and overcome satisfactorily.</p> <p>On that basis, Stratford-upon-Avon should be considered further as part of the option assessment exercise for the Core Strategy.</p> |

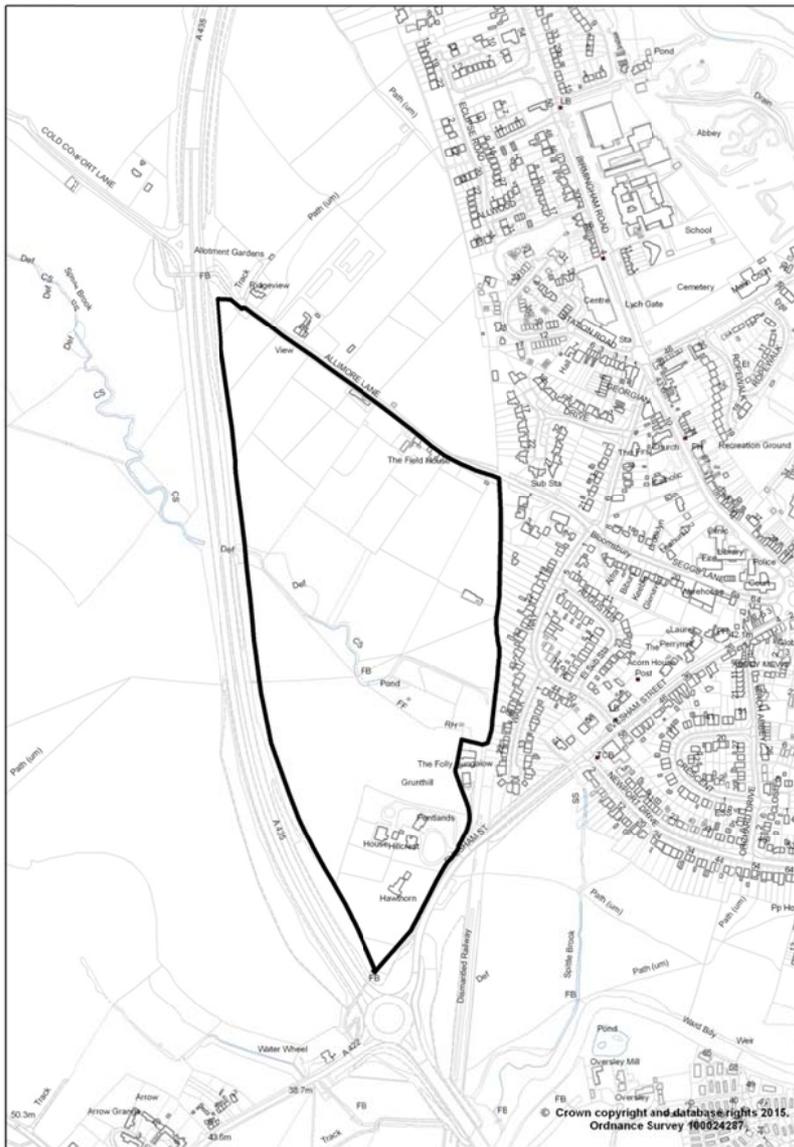
**Sites Considered: Stratford-upon-Avon**



| <b>SETTLEMENT ASSESSMENT: ALCESTER</b>                  |   |   |
|---|---|---|
| <b>Factor</b>   | <b>Comments</b>   |   |
| Location  | 11 km (7 miles) west of Stratford-upon-Avon; 11 km (7 miles) south of Redditch; 15 km (9 miles) north of Evesham  |   |
| Function  | Rural market town supporting wide range of shops and services to a local catchment including a number of rural communities.   |   |
| Shops and services                                      | Approx. 100 commercial outlets in town centre; two primary schools and three secondary schools; health centre; leisure centre   |   |
| Dwellings   | Approx. 3,000 dwellings in settlement (2011 Census)   |   |
| Employment  | Approx. 3,600 jobs in parishes of Alcester and Kinwarton (2011 Census)  |   |
| Commuting   | Within Warwick & Stratford-upon-Avon Travel to Work Area.<br><br>Data from the 2011 Census shows that of those who are resident in the area and in employment, 35.5% work at/from home or elsewhere in Alcester, 25.2% work elsewhere in the District, 7.2% work in Redditch Borough and 4.1% work in Birmingham. |   |
| Anticipated scale of development within the plan period | Approx. 480 dwellings plus proportion of MRC Unspecified figure of approx. 690 dwellings (see Housing Implementation Strategy, January 2015).<br>Of these, approx. 482 are built/have planning permission (as at March 2015).<br>Employment allocation north of Arden Road – approx. 11 hectares.                 |   |
| Green Belt  | Green Belt surrounds urban area apart from land to east of bypass.  |   |
| Heritage (asset and setting)                            | Various Scheduled Ancient Monuments related to the Romano-British settlement  | Conservation Area covers historic core of town and village of Arrow and its environs south-west of urban area. Large number of listed buildings within both CAs; small number of Grade II listed buildings on edge of urban area at Oversley Green to south and also Beauchamp Court on north-western edge. |
| Landscape   | High and high/medium sensitivity along valley of River Arrow and on eastern and southern sides of urban area.   | Medium sensitivity between urban area and bypass and north of Captain's Hill. Special Landscape Area abuts town except between urban area and western bypass.<br>Area of Restraint along valley of River Arrow within urban area.   |
| Water/Flood risk  | Extensive areas on southern edge of urban area, along River Arrow through town  | Similar but more extensive areas within 200 year surface flooding zone.   |

| <b>SETTLEMENT ASSESSMENT: ALCESTER</b>              |  |  |
|---|--|--|
|   | and Spittle Brook on western side.<br>Parts of floodplain also within 30 year surface flooding zone, together with area north of industrial estate.  |  |
| Biodiversity  | None.  | Local Nature Reserve on part of River Arrow valley within urban area.<br>Local Wildlife Sites along rivers Arrow and Alne and Spittle Brook. |
| Geodiversity  | None.  | None.  |
| Agricultural land                                   | Small areas of Grade 2 and 3a to north of urban area and east of bypass  | Grade 4 along river valley to south of urban area.   |
| Coalescence   | Narrow gaps between town and settlements of Arrow, Kings Coughton and Oversley Green.  |  |
| Infrastructure capacity (opportunities/constraints) | Water/drainage; primary/secondary education  |  |
| Housing market considerations                       | Within area of overlap between Coventry/Warwickshire and Birmingham Housing Market Areas and Worcestershire South Broad Rental Market Area.  |  |
| Transport/accessibility (opportunities/constraints) | Town is situated on A46 between Coventry and M5 at Tewkesbury, A435 to Redditch and Birmingham and A422 to Worcester. Hourly bus service to Redditch, Stratford and Evesham.   |  |
| Economic development                                | Has a well-established industrial area supporting a wide range of companies, with some scope for re-use/intensification. Approx. 11 ha allocated for additional employment development north of Arden Road.  |  |
| Minerals safeguarding                               | None.  |  |
| Recreation Assets                                   | Range of outdoor sports pitches. Extensive area of open space along River Arrow through urban area.  |  |
| Regeneration potential                              | Nothing specific identified.   |  |
| Any other factors                                   | None identified.   |  |
| Conclusions   | <p>Alcester is one of the most sustainable settlements in the rural parts of the District as it supports a wide range of shops and services and a large industrial area. The town is situated between various larger urban areas but is some distance from them.</p> <p>Due to the Green Belt there are is only one potential strategic location on the edge of the urban area that should be assessed, although it is affected by access and flood risk constraints.</p> <p>On that basis, Alcester should be considered further as part of the option assessment exercise for the Core Strategy.</p> |  |

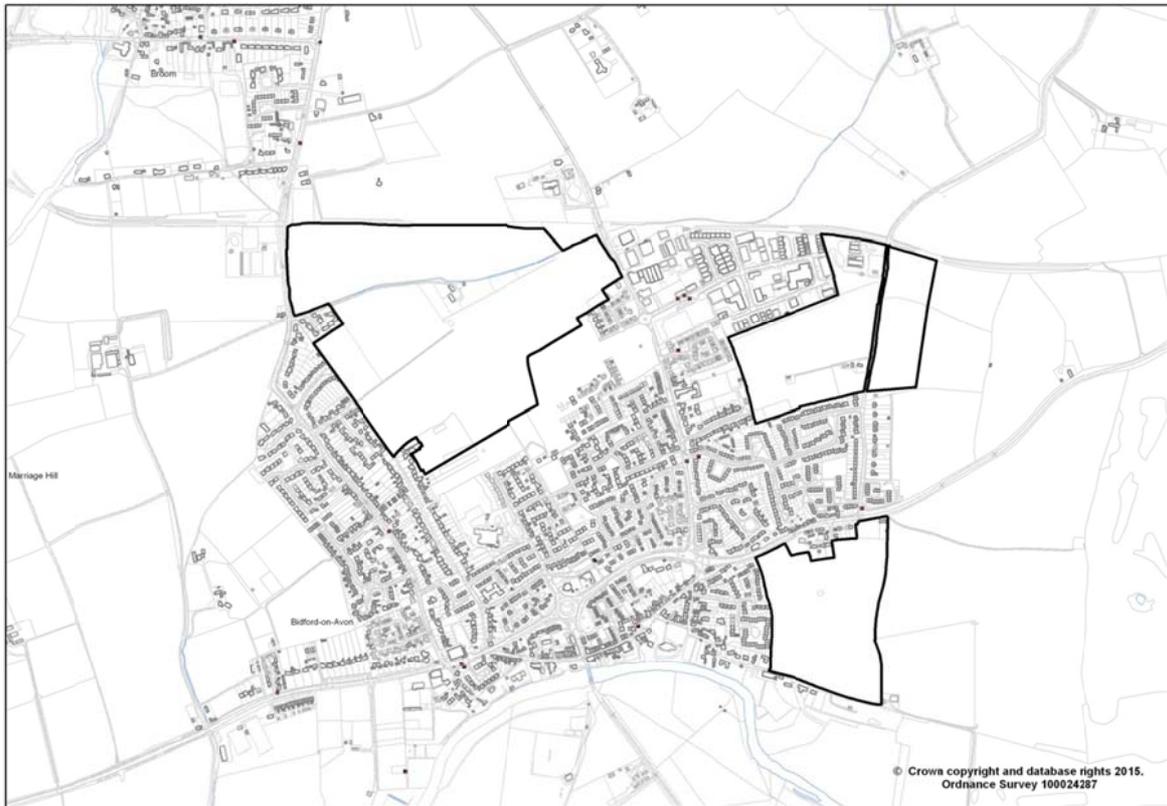
## Sites Considered: Alcester



| <b>SETTLEMENT PROFORMA: BIDFORD-ON-AVON</b>             |   |   |
|---|---|---|
| <b>Factor</b>   | <b>Comments</b>   |   |
| Location  | 10 km (6 miles) west of Stratford-upon-Avon; 10 km (6 miles) north-east of Evesham  |   |
| Function  | Large village supporting a modest range of local shops and services.  |   |
| Shops and services                                      | Approx. 35 commercial outlets in village centre; primary school; medical centre just outside village; limited leisure facilities.   |   |
| Dwellings   | Approx. 2,200 in settlement (2011 Census)   |   |
| Employment  | Approx. 2,750 in parish (2011 Census)   |   |
| Commuting   | On edge of Warwick and Stratford-upon-Avon Travel to Work Area.<br><br>Data from the 2011 Census shows that of those who are resident in the area and in employment, 25.3% work at/from home or elsewhere in Bidford, 34.3% work elsewhere in the District, 6.4% work in Wychavon District and 4.5% work in Warwick District. |   |
| Anticipated scale of development within the plan period | Approx. 275 dwellings plus proportion of MRC Unspecified figure of approx. 690 dwellings (see Housing Implementation Strategy, January 2015). Of these, approx. 450 are built/have planning permission (as at March 2015).  |   |
| Green Belt  | Outside Green Belt  |   |
| Heritage (asset and setting)                            | Bridge over River Avon is a Scheduled Ancient Monument  | Conservation Area covers historic core of village and river environs on southern edge. Small number of listed buildings within CA; none on edge of urban area.  |
| Landscape   | High and high/medium sensitivity around eastern, southern and north-western edges of urban area.  | Medium and medium/low sensitivity between Victoria Road and Waterloo Road, west of Grafton Road and south-western edge of urban area.<br>Land rises steeply at Marriage Hill to west of village.<br>Area of Restraint to south of River Avon. |
| Water/Flood risk  | Extensive area north and south of River Avon is within Flood Zone 2 and 3. Localised areas within 30 year surface flooding zone along north-western edge of urban area and between Victoria Road and Waterloo Road.   | Localised areas within 200 year surface flooding zone to north-west of urban area and between Victoria Road and Waterloo Road.  |
| Biodiversity  | None.   | None.   |
| Geodiversity  | None.   | None.   |
| Agricultural land                                       | Extensive areas of Grade 2  | Grade 4 along river valley to   |

| <b>SETTLEMENT PROFORMA: BIDFORD-ON-AVON</b>         |   |                      |
|---|---|----------------------|
|   | and 3a around western, northern and eastern edges of urban area.  | south of urban area. |
| Coalescence   | Narrow gap between Bidford and small village of Broom to north-west.  |                      |
| Infrastructure capacity (opportunities/constraints) | Drainage including surface water; primary education.  |                      |
| Housing market considerations                       | Within area of overlap between Coventry/Warwickshire and Cheltenham Housing Market Areas. Has a relatively close relationship with Stratford-upon-Avon at the local level. Within the Worcestershire South Broad Rental Market Area.  |                      |
| Transport/accessibility (opportunities/constraints) | Village is situated on B439 to Stratford-upon-Avon; close to A46 between Alcester and Evesham. Half-hourly bus service between Stratford and Evesham  |                      |
| Economic development                                | Has a well-established industrial estate with some scope for intensification.   |                      |
| Minerals safeguarding                               | To south-west of urban area; extensive area all around village is in a Minerals Consultation Area.  |                      |
| Recreation Assets                                   | Area of open space and playing fields to south of river.  |                      |
| Regeneration potential                              | Nothing specific identified.  |                      |
| Any other factors                                   | None identified.  |                      |
| Conclusions   | <p>Bidford-on-Avon is a very large village but supports only a modest range of shops and services and an established industrial area. It is situated between various larger urban areas but is some distance from them and does not have a strong functional relationship apart from with Stratford-upon-Avon.</p> <p>There are a number of potential strategic locations on the edge of the urban area that are worthy of assessment, although each of them has specific issues that need to be addressed and overcome satisfactorily.</p> <p>On that basis, Bidford-on-Avon should be considered further as part of the option assessment exercise for the Core Strategy.</p> |                      |

**Sites Considered: Bidford-on-Avon**



| <b>SETTLEMENT ASSESSMENT: HENLEY-IN-ARDEN</b>           |  |
|---|--|
| <b>Factor</b>   | <b>Comments</b>  |
| Location  | 13km (8 miles) north of Stratford-upon-Avon; 10km (6 miles) east of Redditch; 13km (8 miles) west of Warwick.  |
| Function  | Small rural market town supporting a good range of local shops and services.   |
| Shops and services                                      | Approx. 50 commercial outlets in town centre; primary and secondary schools; medical centre  |
| Dwellings   | Approx. 1,200 in settlement (2011 Census)  |
| Employment  | Approx. 1,500 in parishes of Henley and Beaudesert (2011 Census)   |
| Commuting   | Within Warwick & Stratford-upon-Avon Travel to Work Area.<br><br>Data from the 2011 Census shows that of those who are resident in the area and in employment, 28.6 work at/from home or elsewhere in Henley, 18.6% work elsewhere in the District, 11.7% work in Birmingham, 8.8% work in Warwick District and the same amount in Solihull. |
| Anticipated scale of development within the plan period | Approx. 65 dwellings plus proportion of MRC Unspecified figure of approx. 690 dwellings (see Housing Implementation Strategy, January 2015).<br>Of these, approx. 71 are built/have planning permission (as at March 2015).  |
| Green Belt  | Settlement surrounded entirely by Green Belt therefore other factors below have not been assessed.   |
| Heritage (asset and setting)                            |  |
| Landscape   |  |
| Water/Flood risk  |  |
| Biodiversity  |  |
| Geodiversity  |  |
| Agricultural land                                       |  |
| Coalescence   |  |
| Infrastructure capacity (opportunities/constraints)     |  |
| Housing market considerations                           |  |
| Transport/accessibility (opportunities/constraints)     |  |
| Economic development                                    |  |
| Minerals safeguarding                                   |  |
| Recreation Assets                                       |  |
| Regeneration potential                                  |  |
| Any other factors                                       |  |
| Conclusions   | Green Belt is an overriding constraint in current Core Strategy so other factors have not been assessed.<br><br>On that basis, Henley-in-Arden should NOT be considered further as part of the option assessment exercise for the Core Strategy.   |

| <b>SETTLEMENT ASSESSMENT: KINETON</b>                   |  |  |
|---|--|--|
| <b>Factor</b>   | <b>Comments</b>  |  |
| Location  | 15 km (9 miles) east of Stratford-upon-Avon; 15 km (9 miles) south of Warwick/Leamington; 15 km (9 miles) north-west of Banbury.   |  |
| Function  | Large village providing a modest range of shops and services for its own residents and villages close by.  |  |
| Shops and services                                      | Approx. 25 commercial outlets in the village centre; primary school and secondary school; doctors' surgery; limited leisure facilities.  |  |
| Dwellings Approx.                                       | 900 dwellings (2011 Census)  |  |
| Employment  | Approx. 1,170 jobs in parish (2011 Census)   |  |
| Commuting   | <p>Within Warwick &amp; Stratford-upon-Avon Travel to Work Area; adjacent to boundary with Banbury TTWA.</p> <p>Data from the 2011 Census shows that of those who are resident in the area and in employment, 30.2% work at/from home or elsewhere in Kineton, 22.7% work elsewhere in the district, 13.4% worked in Warwick District, 5.4% work in Cherwell District and 4.6% work in Coventry.</p> |  |
| Anticipated scale of development within the plan period | <p>Approx. 100 dwellings plus proportion of MRC Unspecified figure of approx. 690 dwellings (see Housing Implementation Strategy, January 2015).</p> <p>Of these, approx. 108 are built/have planning permission (as at March 2015).</p>   |  |
| Green Belt  | Outside Green Belt   |  |
| Heritage (asset and setting)                            | Registered Battlefield (Edgehill) abuts south-eastern edge of village. Scheduled Ancient Monument at Castle Hill on western edge of village.   | Conservation Area covers historic core of village. Large number of listed buildings within CA; none on edge of village. Separate CA at Little Kineton. |
| Landscape   | High and high/medium sensitivity around north-western, western and southern edges of urban area.   | Medium sensitivity between Southam Road and Banbury Road. Land rises steeply at Pittern Hill to west of village.                                       |
| Water/Flood risk  | Valley of River Dene within Flood Zone 2 and 3 running east/west through urban area. No areas within 30 year surface flooding zone.  | 200 year surface flooding zone along valley of River Dene and areas to north of disused railway line.  |
| Biodiversity  | None.  | Local Wildlife Site at Castle Hill and north of River Dene on south-western edge of village.   |
| Geodiversity  | None.  | None.  |
| Agricultural land                                       | No Grade 1 or 2 abutting urban area.   | Grade 4 along valley of River Dene and between Warwick Road and Lighthorne Road on north-western edge of urban area.                                   |
| Coalescence   | Narrow gap between Kineton and Little Kineton; lies within an Area of Restraint.   |  |

| <b>SETTLEMENT ASSESSMENT: KINETON</b>               |   |
|---|---|
| Infrastructure capacity (opportunities/constraints) | Drainage; primary and secondary education.  |
| Housing market considerations                       | Situated within Coventry and Warwickshire Housing Market Area. Situated in the Warwickshire South Broad Rental Market Area.   |
| Transport/accessibility (opportunities/constraints) | Situated on B4086 (Wellesbourne to Banbury) and a number of minor roads linking to various small villages. Less than hourly bus services to Leamington, Stratford and Banbury.  |
| Economic development                                | Parts of industrial estate on Brookhampton Lane are under-used with scope for redevelopment/intensification.  |
| Minerals safeguarding                               | None.   |
| Recreation Assets                                   | Area of open space and playing fields along valley of River Dene and between Kineton and Little Kineton.  |
| Regeneration potential                              | Nothing specific identified.  |
| Any other factors                                   | None identified.  |
| Conclusions   | <p>Kineton is the smallest of the Main Rural Centres and supports only a modest range of shops and services. Although quite close to M40 Junction 12 it is some distance from larger urban areas which affects the length of journeys for a wide range of purposes.</p> <p>There are significant physical constraints to further large-scale development on the edge of the village. There is high landscape sensitivity around much of the urban area, including steeply rising land to the north-west, and the floodplain along the valley of the River Dene along the southern edge. The narrow gap between Kineton and Little Kineton should be retained.</p> <p>There is potential for some small-scale development on various edges of the village but not of a strategic nature.</p> <p>On that basis, Kineton should NOT be considered further as part of the option assessment exercise for the Core Strategy.</p> |

| <b>SETTLEMENT ASSESSMENT: SHIPSTON-ON-STOUR</b>         |   |  |
|---|---|--|
| <b>Factor</b>   | <b>Comments</b>   |  |
| Location  | 16km (10 miles) south of Stratford-upon-Avon; 22km (14 miles) west of Banbury; 10 km (6 miles) north-east of Moreton-in-Marsh.  |  |
| Function  | Rural market town supporting wide range of shops and services to an extensive local catchment including a large number of rural communities.  |  |
| Shops and services                                      | Approx. 65 commercial outlets in town centre; planning permission for medium-sized foodstore on edge of town; primary school and secondary school (no 6 <sup>th</sup> Form); medical centre (larger replacement medical centre has planning permission); hospital (minor injuries unit and day cases only); leisure centre/swimming pool.   |  |
| Dwellings   | Approx. 2,400 in settlement (2011 Census)   |  |
| Employment  | Approx. 2,460 jobs in parish (2011 Census)  |  |
| Commuting   | <p>Within Warwick &amp; Stratford-upon-Avon Travel to Work Area; adjacent to boundary with Banbury TTWA.</p> <p>Data from the 2011 Census shows that of those who are resident in the area and in employment, 30.9% work at/from home or elsewhere in Shipston, 25.2% work elsewhere in the District, 7.4% work in Cotswold District, 5.1% work in Cherwell District and 4.7% work in Warwick District.</p> |  |
| Anticipated scale of development within the plan period | <p>Approx. 300 dwellings plus proportion of MRC Unspecified figure of approx. 690 dwellings (see Housing Implementation Strategy, January 2015).</p> <p>Of these, approx. 489 are built/have planning permission (as at March 2015).</p> <p>Employment development off Tilemans Lane – approx. 2 hectares.</p>  |  |
| Green Belt  | Outside Green Belt  |  |
| Heritage (asset and setting)                            | No primary assets on edge of urban area.  | Conservation Area covers historic core of town and adjacent river environs. Large number of listed buildings within CA; none on edge of urban area.  |
| Landscape   | High and high/medium sensitivity around eastern and northern edges of urban area.   | <p>Medium sensitivity around western edge of urban area. No areas of medium/low or low sensitivity.</p> <p>Land rises at Hansen Hill and Whaddon Hill to west of town.</p> <p>Area of Restraint along entire eastern flank of urban area associated with River Stour environs.</p> |
| Water/Flood risk  | Flood Zone 2 and 3 along eastern edge of urban area associated with River Stour. Also along minor   | Localised parts of urban area extending into countryside to east and west of town within 200 year surface  |

| <b>SETTLEMENT ASSESSMENT: SHIPSTON-ON-STOUR</b>     |   |  |
|---|---|--|
|   | watercourse to south of town.<br>Localised parts of urban area within 30 year surface flooding zone.  | flooding zone.   |
| Biodiversity  | TPO group around edge of ex-Norgren factory on Campden Road   | Local Wildlife Site along River Stour and field opposite ex-Norgren factory on Campden Road. |
| Geodiversity  | None.   | None.  |
| Agricultural land                                   | No Grade 1 or 2 abutting urban area.  | Grade 3 surrounds most of urban area; Grade 4 along river valley to east of town.            |
| Coalescence   | No impact.  |  |
| Infrastructure capacity (opportunities/constraints) | Upgrading of waste water infrastructure network required. Primary and secondary schools may require expansion. Another primary school may be needed if further large-scale development in the town.   |  |
| Housing market considerations                       | Situated within the Coventry/Warwickshire Housing Market Area but on the edge of Cheltenham Housing Market Area. Part of extensive rural area that covers southern part of Stratford District and northern parts of West Oxfordshire, Cherwell and Cotswold Districts. Not closely related to principal settlements within the wider Coventry & Warwickshire HMA or Birmingham HMA.   |  |
| Transport/accessibility (opportunities/constraints) | Town is situated on A3400 between Stratford-upon-Avon and Oxford. A429 Fosse Way to Moreton-in-Marsh and Stow-on-the-Wold runs to the west. Portobello crossroads on Fosse Way is an accident blackspot that would benefit from upgrading.<br>Hourly bus service to/from Stratford-upon-Avon. Infrequent bus services to Banbury and Chipping Norton.   |  |
| Economic development                                | Town has lost a number of large employers in recent years. Industrial area on Darlingscote Road is modest with various vacant plots and new employment area is being taken up very slowly.  |  |
| Minerals safeguarding                               | None.   |  |
| Recreation Assets                                   | Indoor leisure centre and swimming pool next to secondary school on Darlingscote Road. Range of sports pitches to east of A3400 London Road. Facilities associated with Norgren Sports & Social Club north of Campden Road.   |  |
| Regeneration potential                              | Scope to upgrade industrial estate on Darlingscote Road.  |  |
| Any other factors                                   | None identified.  |  |
| Conclusions   | <p>Shipston-on-Stour is one of the most sustainable settlements in the rural parts of the District as it supports a wide range of shops and services. It is not well-related to the major sources of in-migratory and commuting flows but is an attractive place to live. The town is some distance from larger urban areas which affects the length of journeys for a wide range of purposes.</p> <p>There are significant physical constraints to further large-scale development on the edge of the town. The floodplain along the eastern edge restricts growth in that direction. Rising ground and ridges to the north and west should be</p> |  |

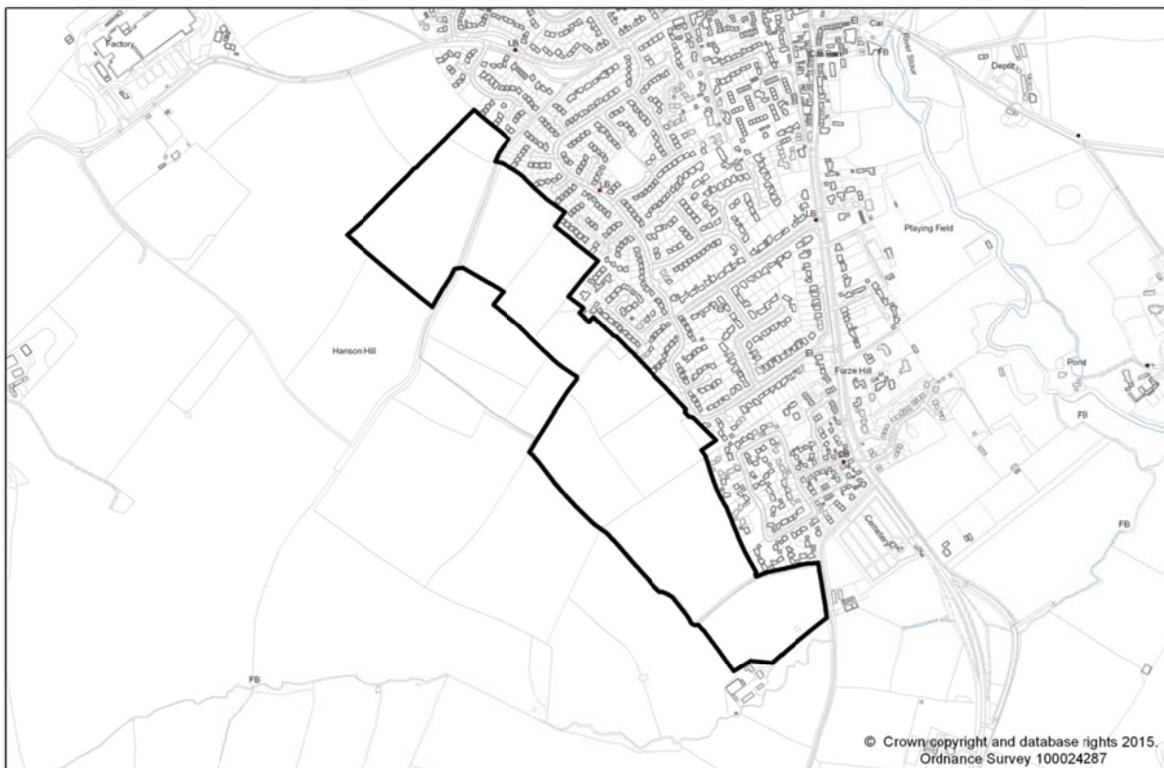
**SETTLEMENT ASSESSMENT: SHIPSTON-ON-STOUR**

avoided due to landscape sensitivity and to protect the setting of the town.

There is potential for some development on the south-western flank although the scale of this is likely to be limited by highway access constraints.

On that basis, Shipston-on-Stour should be considered further as part of the option assessment exercise for the Core Strategy.

**Sites Considered: Shipston-on-Stour**



**Stratford-on-Avon Core Strategy July 2015**

| <b>SETTLEMENT ASSESSMENT: SOUTHAM</b>                   |   |   |
|---|---|---|
| <b>Factor</b>   | <b>Comments</b>   |   |
| Location  | 10 km (6 miles) east of Leamington; 15km (9 miles) south-west of Rugby; 14 km (9 miles) west of Daventry; 22km (14 miles) south-east of Coventry  |   |
| Function  | Rural market town supporting wide range of shops and services to an extensive local catchment including a large number of rural communities.  |   |
| Shops and services                                      | Approx. 45 commercial outlets in town centre; medium-sized foodstore on edge of town, three primary schools and a secondary school; two medical centres; leisure centre/swimming pool   |   |
| Dwellings   | Approx. 2,800 in settlement (2011 Census)   |   |
| Employment  | Approx. 3,330 jobs in parish (2011 Census)  |   |
| Commuting   | Within Warwick & Stratford-upon-Avon Travel to Work Area.<br><br>Data from the 2011 Census shows that of those who are resident in the area and in employment, 30.0% work at/from home or elsewhere in Southam, 14.5% work elsewhere in the district, 22.3% work in Warwick District and 5.7% work in Coventry. |   |
| Anticipated scale of development within the plan period | Approx. 530 dwellings plus proportion of MRC Unspecified figure of approx. 690 dwellings (see Housing Implementation Strategy, January 2015).<br>Of these, approx. 528 are built/have planning permission (as at March 2015).<br>Employment development off Kineton Road – approx. 4 hectares.                  |   |
| Green Belt  | Outside Green Belt  |   |
| Heritage (asset and setting)                            | Scheduled Ancient Monument (Holy Well) to west of town.   | Conservation Area covers historic core of town. Large number of listed buildings within CA; none on edge of urban area.   |
| Landscape   | High and high/medium sensitivity around northern, north-eastern and western edges of urban area.  | Medium sensitivity around south-eastern and southern edges of urban area. No areas of medium/low or low sensitivity.<br>Minor ridge on Leamington Road on western edge of town.<br>Area of Restraint along valley of River Stowe on western side of urban area. |
| Water/Flood risk  | Valley of River Stowe within Flood Zone 2 and 3 running east/west through urban area.   | Localised parts of urban area and large area of countryside to south of town within 200 year surface flooding zone.   |
| Biodiversity  | None adjacent to urban area.  | Local Wildlife Sites at Southam Quarry and embankments at northern end of bypass.   |
| Geodiversity  | None.   | None.   |
| Agricultural land                                       | No Grade 1 or 2 abutting  | Grade 3 surrounds urban   |

| <b>SETTLEMENT ASSESSMENT: SOUTHAM</b>               |   |   |
|---|---|---|
|   | urban area.   | area; Grade 4 along Stowe valley on western side of town. |
| Coalescence   | No impact.  |   |
| Infrastructure capacity (opportunities/constraints) | Water/drainage; primary/secondary education   |   |
| Housing market considerations                       | Within Coventry & Warwickshire Housing Market Area and is closest large settlement in the District to Coventry. Has a relatively close relationship with Leamington at the more local level. Site is within the Warwickshire South Broad Rental Market Area.  |   |
| Transport/accessibility (opportunities/constraints) | Town is situated on A423 between Coventry and Banbury; A425 between Leamington and Daventry; and A426 to Rugby. No known constraints on road network. At least hourly bus services to/from Leamington and Rugby; approx. two-hourly to/from Daventry and Banbury.   |   |
| Economic development                                | Has a well-established industrial area supporting a wide range of companies, with some scope for re-use/intensification. Approx. 4 ha available for additional employment development.  |   |
| Minerals safeguarding                               | None, although land south of Rugby Road has planning permission for extension of limestone quarrying.   |   |
| Recreation Assets                                   | Indoor leisure and swimming pool next to secondary school on Welsh Road West. Cricket, football and rugby clubs. Extensive area of open space/rights of way along valley of River Stowe on western side of the town.  |   |
| Regeneration potential                              | Nothing specific identified.  |   |
| Any other factors                                   | Proposed route of High Speed Two runs immediately to the south and south-west of the town.  |   |
| Conclusions   | <p>Southam is one of the most sustainable settlements in the rural parts of the District as it supports a wide range of shops and services and a large industrial area. It is the closest part of the District to Coventry, although it does not have a very strong functional relationship based on commuting patterns. The town is situated between various larger urban areas but is some distance from them.</p> <p>There are a number of potential strategic locations on the edge of the urban area that are worthy of assessment, although each of them has specific issues that need to be addressed and overcome satisfactorily.</p> <p>On that basis, Southam should be considered further as part of the option assessment exercise for the Core Strategy.</p> |   |

**Sites Considered: Southam**

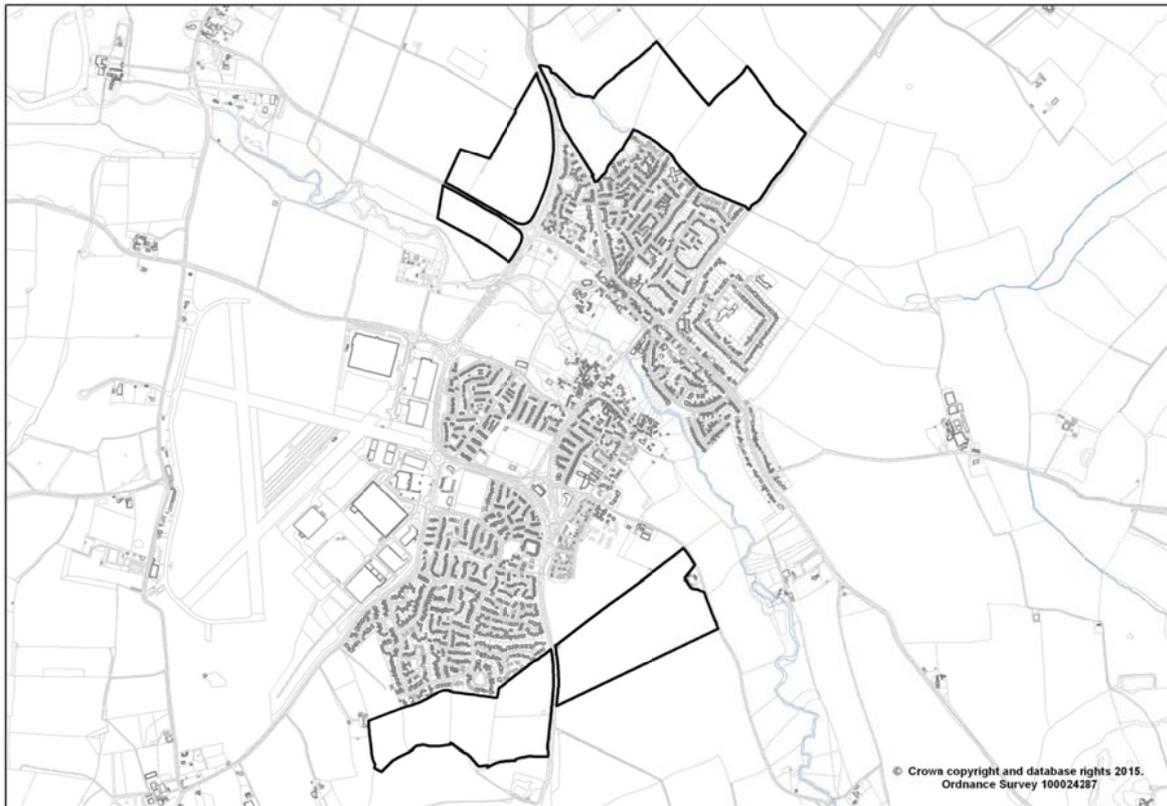


| <b>SETTLEMENT ASSESSMENT: STUDLEY</b>                   |   |
|---|---|
| <b>Factor</b>   | <b>Comments</b>   |
| Location  | Close to the edge of Redditch.  |
| Function  | Large village supporting a good range of local shops and services.  |
| Shops and services                                      | Approx. 55 commercial outlets in village centre; primary and secondary schools; medical centre.   |
| Dwellings   | Approx. 2,500 in settlement (2011 Census)   |
| Employment  | Approx. 2,820 in parish (2011 Census)   |
| Commuting   | <p>Within Birmingham Travel to Work Area; has close relationship with Redditch at the local level.</p> <p>Data from the 2011 Census shows that of those who are resident in the area and in employment, 20.4% work at/from home or elsewhere in Studley, 16.7% elsewhere in the district, 24% work in Redditch Borough and 7.5% work in Birmingham.</p> |
| Anticipated scale of development within the plan period | <p>Approx. 75 dwellings plus proportion of MRC Unspecified figure of approx. 690 dwellings (see Housing Implementation Strategy, January 2015).</p> <p>Of these, approx. 92 are built/have planning permission (as at March 2015).</p>  |
| Green Belt  | Settlement surrounded entirely by Green Belt therefore other factors below have not been assessed.  |
| Heritage (asset and setting)                            |   |
| Landscape   |   |
| Water/Flood risk  |   |
| Biodiversity  |   |
| Geodiversity  |   |
| Agricultural land                                       |   |
| Coalescence   |   |
| Infrastructure capacity (opportunities/constraints)     |   |
| Housing market considerations                           |   |
| Transport/accessibility (opportunities/constraints)     |   |
| Economic development                                    |   |
| Minerals safeguarding                                   |   |
| Recreation Assets                                       |   |
| Regeneration potential                                  |   |
| Any other factors                                       |   |
| Conclusions   | <p>Green Belt is an overriding constraint in current Core Strategy so other factors have not been assessed.</p> <p>On that basis, Studley should NOT be considered further as part of the option assessment exercise for the Core Strategy.</p>   |

| <b>SETTLEMENT PROFORMA: WELLESBOURNE</b>                |  |   |
|---|--|---|
| <b>Factor</b>   | <b>Comments</b>  |   |
| Location  | 8 km (5 miles) east of Stratford-upon-Avon; 11 km (7 miles) south of Warwick/Leamington  |   |
| Function  | Large village supporting a modest range of local shops and services.   |   |
| Shops and services                                      | Approx. 40 commercial outlets in the village centre; large and medium sized foodstores on edge of village; primary school; medical centre; limited leisure facilities.   |   |
| Dwellings   | Approx. 2,500 dwellings in settlement (2011 Census)  |   |
| Employment  | Approx. 2,910 jobs in parish (2011 Census)   |   |
| Commuting   | Within Warwick & Stratford-upon-Avon Travel to Work Area.<br><br>Data from the 2011 Census shows that of those who are resident in the area and in employment, 23.5% work at/from home or elsewhere in Wellesbourne, 31.2% work elsewhere in the district, 19.0% work in Warwick District and 4.1% work in Coventry. |   |
| Anticipated scale of development within the plan period | Approx. 390 dwellings plus proportion of MRC Unspecified figure of approx. 690 dwellings (see Housing Implementation Strategy, January 2015).<br>Of these, approx. 482 are built/have planning permission (as at March 2015).<br>Reconfiguration/redevelopment of industrial area off Loxley Road.                   |   |
| Green Belt  | Outside Green Belt   |   |
| Heritage (asset and setting)                            | Scheduled Ancient Monument north of Stratford Road to west of village.   | Conservation Area covers historic core of village. Small number of listed buildings within it; none on edge of village  |
| Landscape   | High and high/medium sensitivity around northern, western and south-western edges of urban area and along valley of River Dene.  | Medium sensitivity on eastern and east of Ettington Road.<br>Land rises on Ettington Road at southern edge of village. Special Landscape Area to south of village.<br>Area of Restraint covers environs of River Dene between Charlecote Road and Stratford Road. |
| Water/Flood risk  | Valley of River Dene and land on northern edge of village within Flood Zone 2 and 3.]<br>Localised areas within Flood Zone, and land to south and east of urban area, within 30 year surface, flooding zone.   | Localised areas within Flood Zone and land to south, east and west of urban area within 30 year, surface flooding zone.   |
| Biodiversity  | Ancient Woodland to south of urban area.   | None.   |
| Geodiversity  | None.  | None.   |
| Agricultural land                                       | Extensive areas of Grade 2   | Grade 4 along river valley  |

| <b>SETTLEMENT PROFORMA: WELLESBOURNE</b>            |   |                                |
|---|---|--------------------------------|
|   | and 3a around northern, eastern and southern edges of urban area.   | through and beyond urban area. |
| Coalescence   | No impact.  |                                |
| Infrastructure capacity (opportunities/constraints) | Drainage, primary education.  |                                |
| Housing market considerations                       | Within area of overlap between Coventry/Warwickshire and Birmingham Housing Market Areas. Has a relatively close relationship with Stratford-upon-Avon and Warwick/Leamington at the local level.   |                                |
| Transport/accessibility (opportunities/constraints) | Situated on A429 between Wellesbourne and Moreton-in-Marsh, B4086 to Stratford-upon-Avon. Half-hourly bus service to Leamington and Stratford-upon-Avon.  |                                |
| Economic development                                | Large industrial area that is currently being revitalised; airfield operations have some economic benefit.  |                                |
| Minerals safeguarding                               | None, but extensive area all around village is in a Minerals Consultation Area.   |                                |
| Recreation Assets                                   | Network of public footpaths along river valley.   |                                |
| Regeneration potential                              | Nothing specific identified.  |                                |
| Any other factors                                   | Flightpaths associated with Wellesbourne Airfield may have a bearing on location of development.<br>High pressure gas pipeline runs close to south-eastern edge of urban area.  |                                |
| Conclusions   | <p>Wellesbourne is a very large village but supports only a modest range of shops and services and an established industrial area. It is situated between various larger urban areas and has a strong functional relationship with Stratford-upon-Avon in particular.</p> <p>There are a number of potential strategic locations on the edge of the urban area that are worthy of assessment, although each of them has specific issues that need to be addressed and overcome satisfactorily.</p> <p>On that basis, Wellesbourne should be considered further as part of the option assessment exercise for the Core Strategy.</p> |                                |

**Sites Considered: Wellesbourne**



## APPENDIX D: ANALYSIS OF STRATEGIC SITES

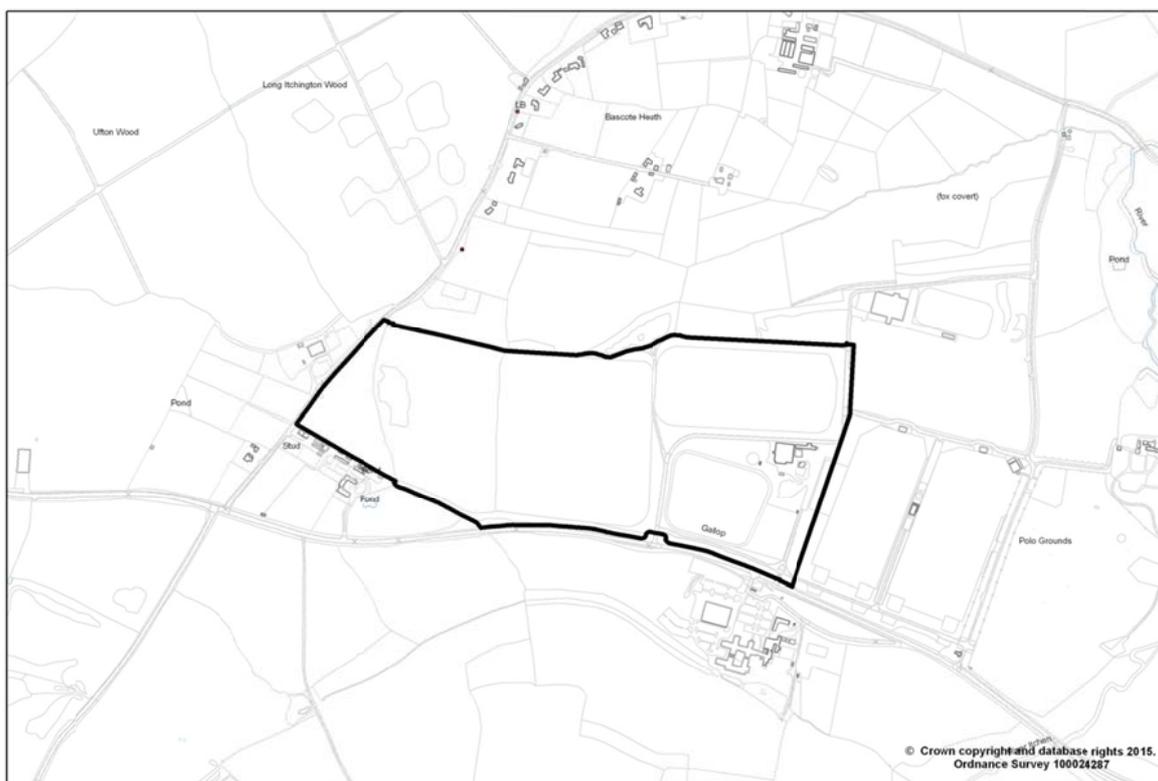
| <b>STRATEGIC SITE ASSESSMENT: DALLAS BURSTON POLO GROUNDS</b> |  |
|---|--|
| Summary of Proposed Development                               | <p>Size of site (ha.): 25 Dwelling capacity: 700 dwellings</p> <p>Other components include:</p> <ul style="list-style-type: none"> <li>• 99 extra-care units (Use Class C2);</li> <li>• 80 bed Care Home with Dementia unit (Use Class C2);</li> <li>• one-form entry Primary School with associated open space;</li> <li>• local centre comprising 240sq.m floorspace (Use Class A1, A2, A3 and A5), 370sq.m neighbourhood store, 240sq.m office space (Use Class B1);</li> <li>• 100 bed hotel (Use Class C1);</li> <li>• alterations to existing access off A425 to form roundabout; the creation of second vehicular access off A425;</li> <li>• pedestrian and cycle access to provide link between the site and Southam on the A425 and Welsh Road West;</li> <li>• landscaping and open space.</li> </ul> |
| Existing planning status                                      | <p>Outline planning permission for a 140 bed hotel, new spectator facilities and associated development granted in November 2013.</p> <p>Application for the change of use of grazing land for the purposes of a camping site and as a static holiday caravan site, together with ancillary development pending consideration.</p> <p>Outline application for the development as described under 'summary of proposed development' refused in March 2015.</p>  |
| Location  | Leamington is approximately 6 miles (9.6km) to west ; Southam is approximately 1.2 miles (2km) to east and Coventry is approximately 14 miles (22km) to the north-west.  |
| <b>Factor</b>   | <b>Comments</b>  |
| Green Belt  | No impact on the Green Belt  |
| Heritage (asset and setting)                                  | <p>Stoneythorpe House and its stables are grade II listed buildings located to the east of the site. The house and its parkland and the stables are contained on land that falls away to the east and to the River Itchen. No significant effects on the setting of the House and Stables are anticipated.</p> <p>Stoneythorpe Lodge, gates and gate piers are grade II listed and located approximately 400m to the east of the proposed development and adjoining the A425. The development would be visible from these listed buildings. The setting of the lodge, the gates and gate piers does not extend to the application site which is beyond the retained polo fields and their associated buildings, mounds and fencing. No significant effects on the setting of these features are anticipated.</p> |
| Landscape   | <p>No direct impact on AONB, Areas of Restraint or proposed Special Landscape Areas.</p> <p>Landscape is judged to be of medium sensitivity (Landscape and Visual Impact Assessment, Aspect, for Dallas Burstun Property Ltd, July 2014). No impact on key ridgelines or slopes.</p> <p>Site lies within an extensive area of open countryside that is some distance from a settlement. This landscape character is experienced from A425 to south of site and Bascote Heath Lane to west of site, and is only partially compromised by the formal Polo Grounds to the east. Public footpath runs along northern boundary of the site. Setting of Long Itchington and Ufton Woods is affected.</p>   |

| <b>STRATEGIC SITE ASSESSMENT: DALLAS BURSTON POLO GROUNDS</b> |  |
|---|--|
| Water/Flood risk  | <p>The site is within Flood Zone 1. A series of attenuation ponds forming part of a Sustainable Urban Drainage Scheme are proposed together with use of existing ponds which would ensure existing greenfield run off rates can be achieved and flood risk from surface water run-off is reduced to acceptable levels.</p> <p>The site is not located within a Groundwater Protection Zone or Groundwater Vulnerability Zone.</p>  |
| Biodiversity  | <p>Long Itchington &amp; Ufton Wood which is a SSSI and adjacent to the western boundary of Bascote Heath Road (C97). There is no direct impact on the SSSI and Natural England has indicated in its response to application 14/02213/OUT that provided no public access is permitted to the SSSI there should not be any significant effects.</p>   |
| Geodiversity No   | <p>impact on designated sites.</p>   |
| Agricultural land   | <p>42ha of Grade 3 Agricultural Land affected (not clear if 3a or 3b). Natural England suggested the developer uses an appropriately qualified soil specialist to advise on and supervise soil handling and that the relevant construction code of practice is followed. This would ensure the soil is able to retain as many of its ecologically important functions and services.</p>  |
| Coalescence Level   | <p>opment would not result in coalescence of settlements.</p>  |
| Infrastructure capacity (opportunities/constraints)           | <p>Severn Trent Water's response to the planning application indicates that there would be a need to upgrade the Itchen Bank Sewage Treatment Works to accommodate development at this site.</p>   |
| Housing market considerations                                 | <p>The site is in the Coventry &amp; Warwickshire Housing Market Area and Warwickshire South Broad Rental Market Area.</p> <p>Affordable housing would be provided in compliance with Stratford-on-Avon District Council policy, which requires 35% of all homes to be affordable, either through social rent or shared ownership agreements.</p>  |
| Commuting considerations                                      | <p>The site is in the Warwick and Stratford-upon-Avon Travel to Work Area.</p> <p>14.5% of people in work that live in Southam commute elsewhere in the District. Warwick District is the main source of employment outside of Stratford District for Southam residents (22.3% at 2011 Census, Coventry City and Rugby Borough are the next most important (5.7% and 4.2% respectively at 2011 Census).</p>  |
| Transport/ accessibility (opportunities/constraints)          | <p>The site is accessed directly from the A425 to Leamington and Daventry and close to the A423 (Coventry and Banbury) and A426 to Rugby.</p> <p>Key points are:</p> <ul style="list-style-type: none"> <li>• As with all strategic sites there is an opportunity to produce a site wide Travel Plan to promote sustainable modes of transport;</li> <li>• The Highway Authority objected to the outline application, partly on the grounds that it would impact on the Harbury Lane/Fosse Way junction and at the Southam Road/Fosse Way roundabout. Other objections related to methodology used for the Transport Assessment. It may be that these objections could be addressed</li> </ul> |

| <b>STRATEGIC SITE ASSESSMENT: DALLAS BURSTON POLO GROUNDS</b> |   |
|---|---|
|   | <p>through further work and consideration of mitigation measures;</p> <ul style="list-style-type: none"> <li>• The proposal includes cycle/footway links to the A425 and Welsh Road West and onwards to Southam (delivery of the latter is subject to detailed design);</li> <li>• Opportunity to increase the frequency of existing bus services to Leamington, Southam, Banbury and Daventry.</li> </ul> <p>No realistic opportunity to provide rail access.</p>                              |
| Economic development  | <p>Codemaster site adjacent to the proposed development site has planning permission for expansion. Adjacent Polo Grounds themselves also provide a relatively significant number of jobs.</p> <p>Mixed development with some employment opportunities to be made available on site. These consist of 240 sq m Class A uses, 370 sq m neighbourhood store and 240 sq m Class B1 use plus the hotel, school and care uses and the existing polo ground activities and facilities.</p>            |
| Minerals safeguarding   | The site is not within a Minerals safeguarding area.  |
| Recreation Assets   | Polo pitches and associated club house would be retained on site. The proposals include a cricket pitch, bowls club, football pitch, woodland walks and green infrastructure.   |
| Regeneration potential  | <p>The site is currently in equine-related recreational use.</p> <p>The site does not sit within an area where social exclusion is a significant issue. Southam West is the nearest area and is the 9<sup>th</sup> most socially excluded Lower Super Output Area in the district.</p>  |
| Deliverability/ Viability                                     | <p>The site is considered to be deliverable over the plan period (see comments below in relation to HS2).</p> <p>No abnormal costs anticipated and the scheme is considered to be viable.</p>   |
| Potential contribution to 5 year housing land supply          | <p>The site could make a contribution to 5 year housing land supply early in the plan period.</p> <p>The documents submitted with the previous application suggested that should planning permission be granted it could commence in the second quarter of 2016 with some 301 houses being constructed in the period up to 2020 and the remaining units constructed between 2020 and 2027 (this assumes HS2 is constructed between 2019 and 2022). The care housing would commence in 2019.</p> |
| Any other factors   | The proposed route of HS2 passes beneath this site. HS2 consider the developments can coexist with the proposals not affecting HS2 ecology mitigation areas and not clashing with construction work subject to timing.  |
| Conclusions   | <p>The extant planning permissions for a range of equine related buildings on this site and on what would be the remaining polo grounds together with the permission for the hotel and allowing a roundabout on the A425 are relevant to the evaluation of this site.</p> <p>The site could accommodate 700 dwellings, a primary school and local centre.</p>   |

| <b>STRATEGIC SITE ASSESSMENT: DALLAS BURSTON POLO GROUNDS</b> |  |
|---|--|
|   | Scope to support shops and facilities in Southam and to enhance its role as a service centre and strengthen existing bus services to Leamington, Southam, Banbury and Daventry.  |
| Recommendation  | The findings of this site assessment need to be considered alongside the Sustainability Appraisal and the Strategic Transport Assessment and other reasonable alternatives in deciding whether or not this site should be recommended for allocation in the Core Strategy. |

**Site Location: Dallas Burston Polo Grounds**



Stratford-on-Avon Core Strategy July 2015

| <b>STRATEGIC SITE ASSESSMENT: GAYDON/LIGHTHORNE HEATH</b> |  |
|---|--|
| Summary of Proposed Development                           | <p>Size of site (ha.): 290 Dwelling capacity: 3,000 (2,300 by 2031).<br/>Other components:</p> <ul style="list-style-type: none"> <li>• Approximately 100ha to enable the expansion of Jaguar Land Rover;</li> <li>• Approximately 4.5ha to enable the expansion of Aston Martin Lagonda;</li> <li>• Village Centre comprising a range of shops and services including community, health and leisure facilities and a primary school;</li> <li>• A contribution to support off-site provision for secondary (including sixth form) schooling;</li> <li>• Green infrastructure;</li> <li>• Frequent, express bus services to Warwick/Leamington and Banbury; including railway stations.</li> </ul>   |
| Existing planning status                                  | <p>Outline application pending decision (with all matters reserved except for principal means of access to the highway) for construction of a residential development (up to 2000 houses, including extra care housing), village centre (including primary school, community hub, health centre, retail and other services (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2)), managed ecological reserve, public open space, recreation areas (including sports pavilion), play areas, acoustic bunding and associated infrastructure including roads, primary substation, sewers and attenuation ponds and demolition of identified buildings and structures.</p> <p>Draft Supplementary Planning Document prepared for the site.</p>  |
| Location  | The site is approximately 13 km (8 miles) south of Leamington Spa and 22km (14 miles) north of Banbury.  |
| <b>Factor</b>   | <b>Comments</b>  |
| Green Belt  | No impact on the Green Belt  |
| Heritage (asset and setting)                              | <p>Historic England's response to the current planning application identifies Chesterton Windmill and the Lighthorne Conservation Area as the most significant designated assets in the vicinity of the development. They conclude that on the basis of the evidence submitted there is potentially some harm to the significance of the windmill, and also the Conservation Area. However this is less than substantial harm and could be mitigated to a considerable degree by the appropriate landscaping scheme.<sup>1</sup></p> <p>There are sixteen listed buildings, all Grade II, located within a 1 km distance of the site's boundary. These are concentrated within the villages of Gaydon to the south, and Lighthorne to the west.</p> <p>Bronze Age round barrow identified within the site boundary, this feature is affected a road proposal and the associated planning permission requires archaeological investigations prior to development.</p> |
| Landscape   | <p>No direct impact on AONB, Areas of Restraint or proposed Special Landscape Areas.</p> <p>Southern part of area proposed for residential and associated</p>  |

<sup>1</sup> Historic England's response to application 15/00976/OUT, 1<sup>st</sup> May 2015

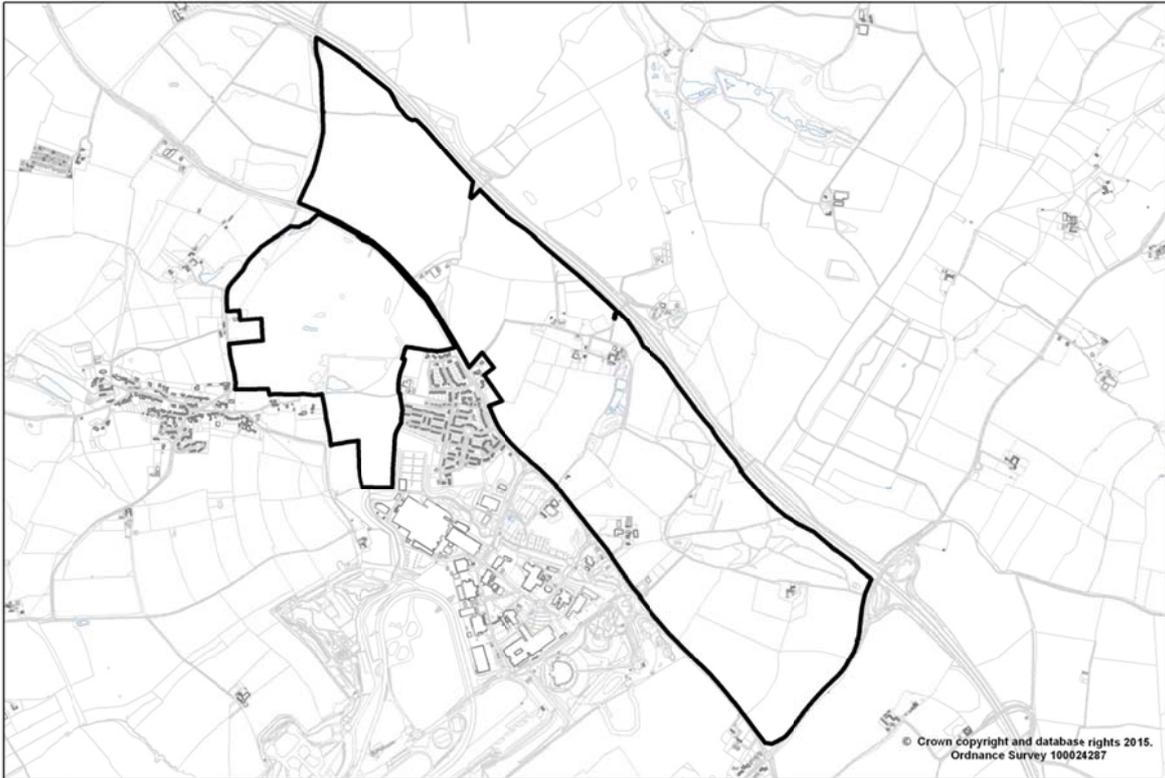
| <b>STRATEGIC SITE ASSESSMENT: GAYDON/LIGHTHORNE HEATH</b> |   |
|---|---|
|   | <p>development is an elevated area of landscape. However, it has a strong measure of enclosure due to mature hedgerows and areas of trees. Consequently it is not highly visible from any direction outside the site. Northern part comprises a single large field that is exposed in the landscape and visible from a range of vantage points close to and some distance from the site, including Chesterton Windmill. There will be distant views from Burton Dassett Hills Country Park but these would be predominantly of the Jaguar Land Rover land component.</p> <p>A number of public footpaths cross the site from B4100 and to bridges over M40.</p>   |
| Water/Flood risk  | <p>The site lies within flood zone 1, an area at low risk of flooding. The Draft SPD identifies the need to mitigate against the risk of overland flooding, both within the site and from the site to the lower lying settlement of Gaydon.</p> <p>The Environment Agency's response to the current application identifies that part of the site is classified as being a Secondary A aquifer and part Secondary B aquifer. The vulnerability of controlled waters is considered to be low.</p>   |
| Biodiversity  | <p>Gaydon Coppice lies within the site and is an area of Ancient Semi-Natural Woodland and a Local Wildlife Site. The Draft SPD identifies a need for an appropriate off-set. A similar off-set would be required for Chesterton Wood, a Local Wildlife site and Ancient Semi Natural Woodland. Lighthorne Quarry is also a Local Wildlife site.</p> <p>The Draft SPD identifies the opportunity to increase habitat connectivity between Gaydon Coppice and Chesterton Wood, by planting of hedgerow and tree lines as part of the development. The important hedgerow running parallel to the B4100 would be retained as this acts as a corridor for commuting bats.</p> <p>Existing fishing lakes would be retained and their biodiversity enhanced.</p> |
| Geodiversity  | <p>The Draft SPD identifies potential for a managed ecological reserve at Lighthorne Quarry.</p>  |
| Agricultural land   | <p>An Agricultural Land Classification assessment was carried out for the site in June 2014 and the results are summarised in the Draft SPD. The majority of the site is classed as Grade 3b or lower (almost 230 hectares) with 50 hectares comprising Grade 3a land.</p>  |
| Coalescence Devel   | <p>opment would not result in coalescence with historic settlements, as physical separation is maintained between the site and both Gaydon and Lighthorne. There are tensions between maintaining physical separation from Lighthorne Heath and encouraging integration, for example through siting of the new centre so that it is accessible to residents of Lighthorne Heath.</p>  |
| Infrastructure capacity (opportunities/constraints)       | <p>Key points:</p> <ul style="list-style-type: none"> <li>• Severn Trent Water has confirmed that Lighthorne Heath Sewage Treatment Works has limited capacity and the site would need to connect to Longbridge Sewage Treatment Works.</li> <li>• A new primary sub-station would be required to deal with the additional loading created by the development.</li> <li>• A new main gas pipeline would be required as part of the</li> </ul>   |

| <b>STRATEGIC SITE ASSESSMENT: GAYDON/LIGHTHORNE HEATH</b> |  |
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|   | <p>development and opportunities to provide gas to existing villages should be explored;</p> <ul style="list-style-type: none"> <li>• Superfast fibre optic broadband should be delivered and opportunities to extend this to existing settlements should be explored.</li> </ul>  |
| Housing market considerations                             | <p>The site is in the Coventry &amp; Warwickshire Housing Market Area and Warwickshire South Broad Rental Market Area.</p> <p>An allocation here could facilitate the delivery of 35% of dwellings as affordable housing. The majority of this provision would be delivered on site in line with the principles of the Core Strategy. However, this is a significant site and the proximity of existing social accommodation provides an opportunity for a broader strategy to be considered which facilitates an improved local affordable housing offer across the wider local community.</p>  |
| Commuting considerations                                  | <p>The site is in the Warwick and Stratford-upon-Avon Travel to Work Area.</p> <p>Given that this is a proposed new settlement it is not considered appropriate to use data on travel to work for the local area from the 2011 census. The site is well related to centres of employment along the M40 corridor.</p>   |
| Transport/ accessibility (opportunities/ constraints)     | <p>The site is located adjacent to the M40, Junction 12, providing access to the Warwick/Leamington and Banbury and Oxford etc. The local road network includes the B4100 (for Warwick/Banbury), the B4451 Kineton/Bishops Itchington and the B4455 Fosse Way.</p> <p>A Strategic Transport Assessment (STA) was commissioned by Warwickshire County Council and Stratford-on-Avon District Council. This identifies the need for a number of interventions to accommodate the proposed expansion of Jaguar Land Rover and new housing development. This includes improvements to junctions on the M40.</p> <p>Local interventions to avoid significant effects on other settlements would need to be considered.</p> <p>The Draft SPD identifies opportunities for cycle links including links to the employment areas of Aston Martin Lagonda and Jaguar Land Rover and also towards Gaydon.</p> <p>There is also an opportunity for frequent, express bus services to Warwick/Leamington and Banbury, including railway stations.</p> <p>No realistic opportunity to provide rail access.</p> |
| Economic development                                      | <p>Jaguar Land Rover's expansion associated with the proposed allocation at the site may include publicly accessible event, hospitality, display, leisure and conference facilities and marketing infrastructure and Automotive education and training, including ancillary accommodation, in addition to further research and development facilities. Aston Martin Lagonda also has expansion plans. All this will provide employment opportunities for residents in addition to the existing employment offer at Jaguar Land Rover and Aston Martin Lagonda.</p>   |
| Minerals safeguarding                                     | <p>The site is not within a Minerals safeguarding area.</p>  |

| <b>STRATEGIC SITE ASSESSMENT: GAYDON/LIGHTHORNE HEATH</b> |  |
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| Recreation Assets   | An allocation of this scale would support a range of recreational facilities as identified in the Draft SPD including: a network of open space to include provision for children's play, formal sports, allotments and community woodland.   |
| Regeneration potential                                    | <p>This is a predominantly greenfield site although there are some areas where landfilling has taken place in the past, these would require remediation.</p> <p>Provision of a new local centre, employment and other local facilities could help address existing problems of social isolation associated with Lighthorne &amp; Lighthorne Heath which is the 13<sup>th</sup> most socially excluded area in the district.</p>  |
| Deliverability/ Viability                                 | The site is considered to be deliverable and viable, see previous assessment undertaken by PBA <sup>2</sup> .  |
| Potential contribution to 5 year housing land supply      | <p>Subject to obtaining consent and approval of reserved matters the site could make a contribution to 5 year housing land supply early in the plan period.</p> <p>Assuming start on site 2017/18 there would be potential for 425 dwellings by 2020/21.</p>   |
| Any other factors   | <p>Poor air quality associated with proximity to the M40 has been raised as an issue previously. The Environmental Statement submitted with the current application concludes that projected pollutant concentrations to 2030 are well within the relevant air quality standards.</p> <p>Screening from road traffic noise generated by the M40 would be required. This could take the form of a solid earth bund or a combination of a bund and fence. The Environmental Statement submitted with the current application identifies a need for a 7m high bund or a combination of a 4m bund and a 3m high fence.</p>           |
| Conclusions   | <p>The scale of development that can be accommodated here provides the critical mass for a new Main Rural Centre adjacent to a major existing and proposed employment offer. Development would need to be sensitive to built-heritage (including Chesterton Windmill), landscape and ecological considerations, including Local Wildlife Sites and Ancient Semi Natural Woodland.</p> <p>Proximity to Lighthorne Heath and the opportunity to provide a new local centre and improved public transport is also important.</p> <p>Can deliver all necessary infrastructure and contribute to affordable housing requirements.</p> |
| Recommendation  | The findings of this site assessment need to be considered alongside the Sustainability Appraisal and the Strategic Transport Assessment and other reasonable alternatives in deciding whether or not this site should be recommended for allocation in the Core Strategy.   |

### Site Location: Gaydon / Lighthorne Heath

<sup>2</sup> Viability and Deliverability of Strategic Sites, PBA, April 2014



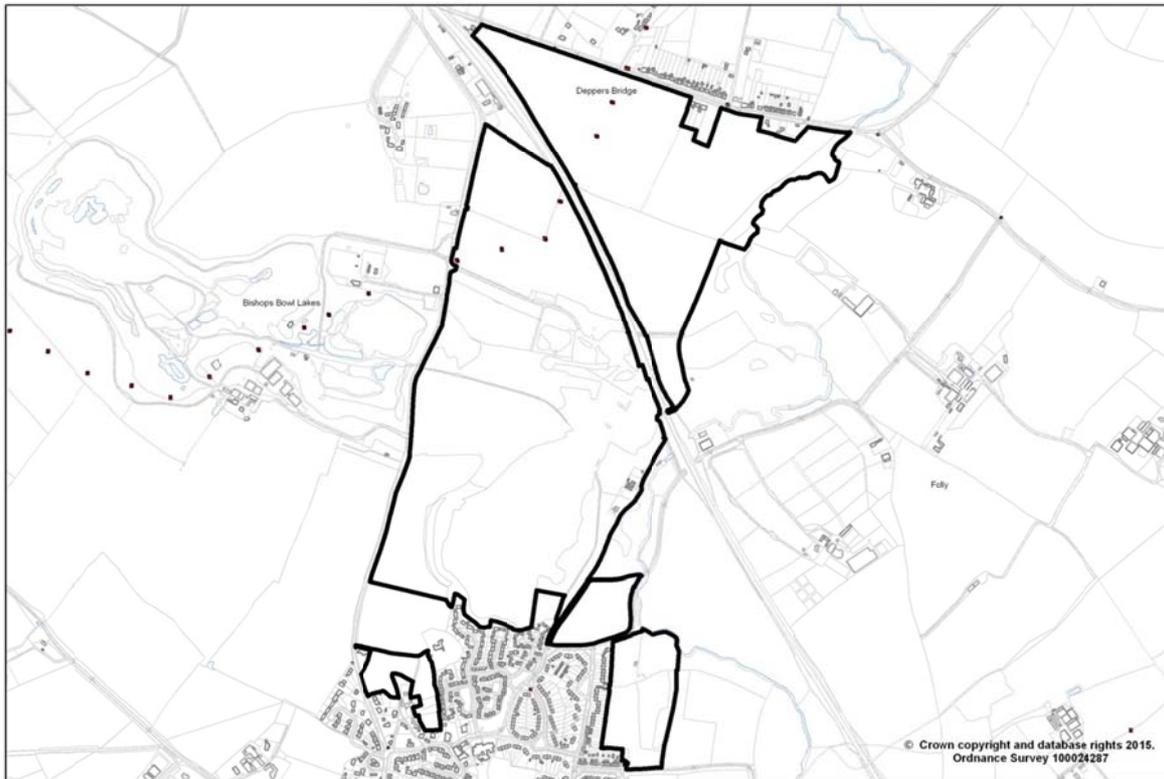
Stratford-on-Avon Core Strategy July 2015

| <b>STRATEGIC SITE ASSESSMENT: HARBURY ESTATE (CEMENT WORKS)</b> |  |
|---|--|
| Summary of Proposed Development                                 | Overall site area approximately 35 hectares.<br>Three components put forward by promoters:<br>(i) Additional 100 dwellings (on top of 200 dwellings) to replace employment land and care home elements of outline planning permission granted in 2014 to east of Station Road and west of railway.<br>(ii) Approx. 200 dwellings on land between area in (i) and railway.<br>(iii) Approx. 500 dwellings on land between Deppers Bridge and railway.   |
| Existing planning status  | Quarry and associated cement works finally closed in 1994. Buildings demolished since then but substantial area of hardstanding on land east of Station Road and west of railway. Part of this area has a Certificate of Lawful Development for a distribution centre and depot but not being used for such. Outline planning permission granted in 2014 on part of this area for 200 dwellings, employment uses and care home and creation of nature reserve on former tip to south. Appeal dismissed in March 2015 for a solar farm comprising up to 45,000 solar panels on land between Deppers Bridge and railway. |
| Location  | Site is approximately 2.5 miles (4 km) south of Southam and approximately 7 miles (11 km) south-east of Leamington.  |
| <b>Factor</b>   | <b>Comments</b>  |
| Green Belt  | Not within the Green Belt – no impact.   |
| Heritage (asset and setting)                                    | Elements of industrial archaeology throughout site west of the railway but nothing of significance is known to remain. Nothing specific on land between Deppers Bridge and railway.  |
| Landscape   | Not within an AONB or proposed Special Landscape Area or Area of Restraint.<br><br>Area (i) is within what was the operational area of the cement works and has limited visibility except from railway.<br>Area (ii) is greenfield and visible from B4451.<br>Area (iii) is an attractive, undulating landscape with mature trees and hedgerows. It is visible from B4451 along northern edge of site and public footpath that runs down its eastern boundary. It is in open countryside and detached from any major settlement.   |
| Water/Flood risk  | Flood Zone 3a runs along eastern edge of land between Deppers Bridge and railway.  |
| Biodiversity  | Much of area between railway and Bishops Itchington is a complex, sensitive and important habitat. Large part of it is designated a Local Wildlife Site.<br>Area (ii) south of railway and area (iii) between Deppers Bridge and railway do not have significant ecological value.   |
| Geodiversity  | Land between Deppers Bridge and railway has no known value.  |
| Agricultural land   | Area (ii) south of railway is Grade 3. Area (iii) between Deppers Bridge and railway is understood to be Grade 3b.   |
| Coalescence   | Development of land north of railway would close gap between Deppers Bridge and Bishops Itchington although they would not be inter-visible.   |
| Infrastructure capacity (opportunities/constraints)             | Severn Trent Water emphasise need to increase waste water treatment capacity given the red status of Itchen Bank (Southam) Works in the Water Cycle Study 2014.<br>Likely to require a primary school to be provided on site.  |
| Housing market considerations                                   | Within Coventry & Warwickshire Housing Market Area.<br>Reasonably well-related to in-migration flows from adjacent areas.  |

| <b>STRATEGIC SITE ASSESSMENT: HARBURY ESTATE (CEMENT WORKS)</b> |   |
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|   | Affordable housing would be provided in compliance with Stratford-on-Avon District Council policy, which requires 35% of all homes to be affordable, either through social rent or shared ownership agreements.   |
| Commuting considerations  | <p>Within Warwick &amp; Stratford Travel to Work Area.</p> <p>14.5% of people in work that live in Southam (nearest main settlement) commute elsewhere in the District. Warwick District is the main source of employment outside of Stratford District for Southam residents (22.3% at 2011 Census, Coventry City and Rugby Borough are the next most important at 5.7% and 4.2% respectively - 2011 Census).</p>  |
| Transport/ accessibility (opportunities/ constraints)           | <p>B4451 between Southam and Kineton runs along edge of site. M40 Junction 12 is 4 km to south of site beyond Bishops Itchington.</p> <p>Approx. hourly bus service between Southam and Leamington passes site.</p> <p>No realistic opportunity to provide rail access.</p>   |
| Economic development  | No specific provision anticipated or proposed.  |
| Minerals safeguarding   | Not within a minerals safeguarding area and does not affect mineral reserves that are likely to be worked in the future.  |
| Recreation Assets   | No specific opportunity to utilise site for recreational purposes, other than to serve development itself.  |
| Regeneration potential  | <p>None relating to the greenfield land between Deppers Bridge and railway.</p> <p>Site is remote from existing areas of social exclusion.</p>  |
| Deliverability and viability                                    | No known significant physical or financial constraints. Site previously assessed by PBA in 2013. <sup>3</sup>   |
| Potential contribution to 5 year housing land supply            | Part of site should be developable within 5 years – assume 150 dwellings over 3 years @ 50 dpa.   |
| Any other factors   | None identified.  |
| Conclusions   | <p>Of the three components put forward by promoter:</p> <p>(i) Anticipated planning application will be considered on its merits.</p> <p>(ii) &amp; (iii) Greenfield land that is detached from Bishop's Itchington and there is no strong physical or functional relationship with it or between them due to distances involved and barrier created by railway.</p> <p>(iii) Would involve loss of an attractive rural landscape.</p> <p>There are no significant benefits in allocating this site given its detachment from existing communities and lack of scale to support its own local facilities.</p> |
| Recommendation  | The findings of this assessment need to be considered alongside the Sustainability Appraisal and the Strategic Transport Assessment, and in comparison with other reasonable alternatives, in deciding whether or not this site should be allocated in the Core Strategy.   |

<sup>3</sup> Stratford-on-Avon District Council Assessment of Potential New Settlements and Sustainable Urban Extensions, June 2013.

**Site Location: Harbury Estate (Cement Works)**



Stratford-on-Avon Core Strategy July 2015

| <b>STRATEGIC SITE ASSESSMENT: LONG MARSTON AIRFIELD</b> |  |
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| Summary of Proposed Development                         | <p>Size of site (ha.): 205 Dwelling capacity: 3,500 new homes, promoter suggests 2,100 could be provided within the plan period.</p> <p>Other components:</p> <ul style="list-style-type: none"> <li>• Total dwelling provision includes 1,225 affordable homes</li> <li>• 13.5 ha of employment land</li> <li>• Neighbourhood and Local centre (shops, community centre, library, GP surgery)</li> <li>• A Secondary School and two Primary Schools</li> <li>• 21 ha of formal open space including playing fields, outdoor sports, children's play areas, allotments and community gardens</li> <li>• 56 ha natural and semi natural accessible green space, which could take the form of a Country Park</li> <li>• Range of transport measures including an extension to the Western Relief Road associated with the West of Shottery development. The extension is referred to as the South-Western Relief Road to differentiate it from the Western Relief Road.</li> </ul>   |
| Existing planning status                                | <p>Outline application pending decision (with all matters reserved for future determination) for the erection of up to 400 dwellings (Class C2/C3), up to 4,000m<sup>2</sup> employment hub (Class B1(a)-(c)) and a community hub (Class A1-A5/B1(a)/C3/D1/D2). Application reference 14/03579/OUT.</p> <p>A range of uses are permitted on site. These include acceptance, depollution and breakdown/dismantling of End of Live Vehicles (12/01358/COUNTY) - granted June 2013, use of land for motorsports (93/00740/FUL), open air retail market and car boot sale (97/00550/FUL) and various other commercial and business activities. It has also been used for temporary activities, including Global Gathering Festivals.</p>   |
| <b>Factor</b>   | <b>Comments</b>  |
| Green Belt  | No impact on the Green Belt  |
| Heritage (asset and setting)                            | <p>Technical work submitted by the promoter of the site to the Core Strategy comments as follows:</p> <ul style="list-style-type: none"> <li>• No designated assets are recorded within the site;</li> <li>• The remains of a deserted medieval village are recorded in the eastern area of the site. The Masterplan work undertaken by the promoter retains this area as open space.</li> <li>• Ridge and furrow earthworks, of medieval date, are recorded at several points within the site. The Masterplan undertaken by the promoter proposes to retain more prominent areas.</li> </ul> <p>Also need to ensure that non-designated World War 2 heritage assets are retained where possible.</p> <p>No significant effects on designated heritage features outside of the site are anticipated.</p> <p>Work undertaken on behalf of the promoters identifies the potential for archaeological remains within the valley of the River Avon, though these do not indicate a clear constraint to development on the proposed bridge location or link road. The presence of the Grade II listed Springfield Bridge on the A3400 would have an influence on the location and design of the junction to the link road as the physical preservation and setting of this asset would need to be considered.</p> |

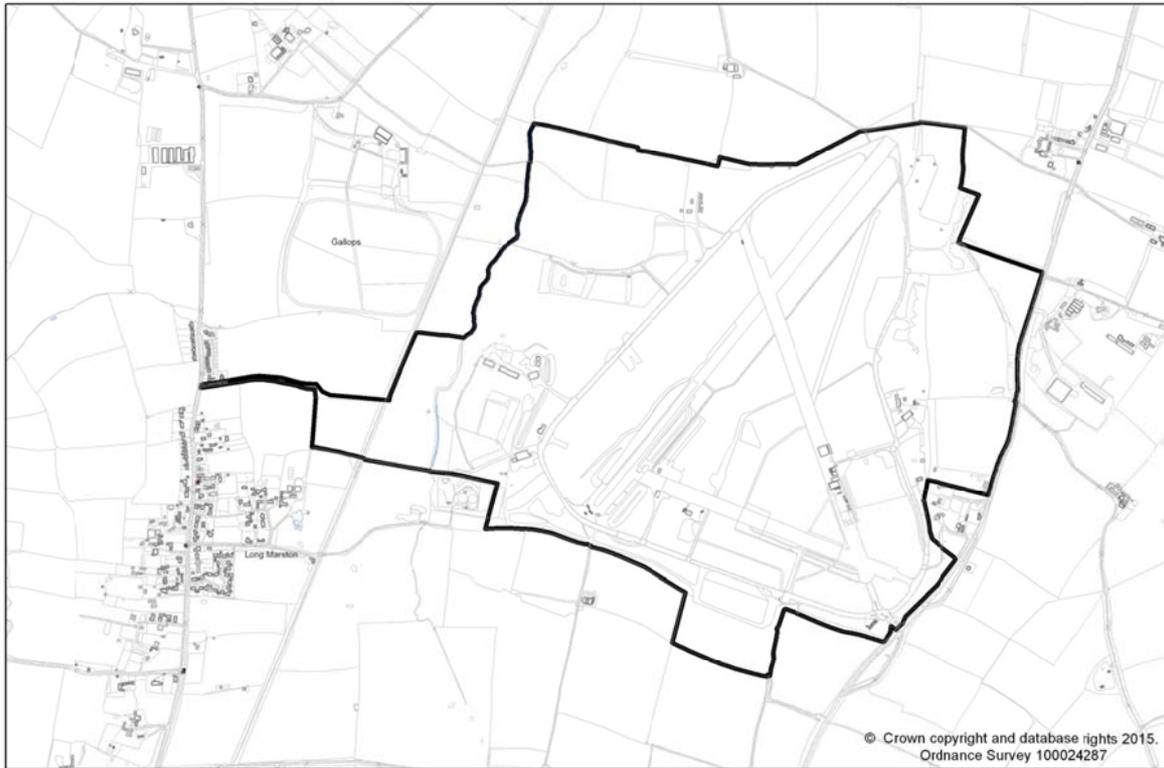
| <b>STRATEGIC SITE ASSESSMENT: LONG MARSTON AIRFIELD</b> |  |
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| Landscape   | <p>No direct impact on AONB, Areas of Restraint or proposed Special Landscape Areas.</p> <p>This site and surrounding landscape are mainly flat and low lying. As such, there are limited views between them from public vantage points. Views into the site from Campden Road are limited due to low bunds and planting along its eastern boundary. A public footpath runs close to the southern boundary of the site Meon Hill is about 3 km to the south and lies within the Cotswolds AONB. However, there are no public footpaths on the hill itself that would have afforded views across the site.</p> <p>There are extensive views of landscape over which route of South Western Relief Road crosses from various public footpaths, including the Greenway, alongside the River Avon and across the Racecourse and meadows to its west. Visual impact will be increased by need for long sections of the road to be elevated to cross river and Greenway.</p>   |
| Water/Flood risk  | <p>Technical work submitted by the promoter to the Core Strategy indicates that 93.5 % of the site is in flood zone 1 (low risk of flooding). The remaining areas identified as being in flood risk zone 2 (moderate risk, 0.1% and zone 3 (high risk 1%) are to remain as green spaces within the proposed development site.</p> <p>The site is not located within a Groundwater Protection Zone or Groundwater Vulnerability Zone.</p> <p>The Environment Agency indicated that the flood risk posed to the site from the tributary of Marchfront Brook would need to be assessed by a Level 2 Strategic Flood Risk Assessment, ideally prior to allocation, but the Council considers that this is a matter that could be addressed at detailed planning stage given that the area at risk of flooding is proposed to be retained as open space. Detailed design work would need to ensure that there was no increase in flood risk (including surface water flooding) further downstream if the site comes forward.</p>  |
| Biodiversity  | <p>The majority of the Long Marston Airfield site is a Proposed Local Wildlife Site (pLWS). This is due to the potential for grassland habitats and overwintering birds. The Masterplan submitted by the promoters identifies the potential for appropriate retention of better quality areas and has the ability to be refined during the planning process. The promoters suggest that an improved position across the whole site could be achieved. In respect of overwintering birds, a full survey is yet to be undertaken but the Masterplan includes the creation of a Country Park with a habitat and wildlife corridor along the brook which runs to the west of the site. This would include creation of wader scrapes and other habitat features to enhance the habitat for overwintering birds. The retention and improvement of grassland, together with enhanced provision for overwintering birds, suggests that the proposals would align with the aims and objectives of the pLWS designation.</p> <p>There are a number of culverted sections of watercourse crossing</p> |

| <b>STRATEGIC SITE ASSESSMENT: LONG MARSTON AIRFIELD</b> |   |
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|   | <p>the development site. These would be returned to open channel.</p> <p>The Environmental Statement for the 400 dwellings also identifies potential for bats and Great Crested Newts on the application site. Neither is considered to render the site unsuitable for development.</p>   |
| Geodiversity No   | impact on designated sites.   |
| Agricultural land                                       | Grade 3b Agricultural land affected.  |
| Coalescence Devel                                       | opment would not result in coalescence of settlements. Physical separation is maintained between Long Marston, Lower Quinton and Meon Vale.   |
| Infrastructure capacity (opportunities/constraints)     | <p>The promoters are setting aside land for a secondary school and two primary schools with nurseries.</p> <p>A 3 GP health facility is proposed. A neighbourhood/local facility would also be provided including community centres, a library, sports and recreational facilities and a commercial gym. There is potential/capacity for such facilities to serve the wider area as well as the new community.</p> <p>There are capacity considerations associated with sewage treatment. Long Marston sewage treatment works (STW) is the closest to the site but this has limited capacity and there may also be volumetric and water quality constraints with the Gran Brook which may restrict the ability to discharge this increased treated affluent. Severn Trent Water has indicated that their preferred approach to providing additional capacity to serve the area is to abandon Long Marston STW (irrespective of whether or not LMA is allocated for development). The preferred option is to transfer flows to Milcote STW which lies around 4.7km to the north east. A new rising main would be required to enable this, potentially crossing the Greenway.</p> |
| Housing market considerations                           | <p>The site is in the area of overlap between the Coventry/Warwickshire and Birmingham Housing Market Areas and the Warwickshire South Broad Rental Market Area.</p> <p>Affordable housing would be provided in compliance with Stratford-on-Avon District Council policy, which requires 35% of all homes to be affordable, either through social rent or shared ownership agreements.</p>   |
| Commuting considerations                                | <p>The site is in the Warwick and Stratford-upon-Avon Travel to Work Area.</p> <p>Given that this is a proposed new settlement it is not considered appropriate to use data on travel to work for the local area from the 2011 census.</p>  |
| Transport/accessibility (opportunities/constraints)     | <p>The site is accessed from the B4632 Campden Road.</p> <p>Key points are:</p> <ul style="list-style-type: none"> <li>• The provision of a range of services on site provides opportunity for walking and cycling;</li> <li>• The transport impact modelling work undertaken on behalf of the promoter assumes a 15% reduction of trips when compared against the baseline. This is considered to be a modest reduction by the promoters;</li> </ul>   |

| <b>STRATEGIC SITE ASSESSMENT: LONG MARSTON AIRFIELD</b> |   |
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|   | <ul style="list-style-type: none"> <li>• There is potential to divert existing bus services, or create a new one with new bus stops and real-time information provided within the development;</li> <li>• The Stratford Greenway provides an opportunity for a public transport link between LMA and Stratford-upon-Avon. There is also opportunity for reinstatement of the Stratford to Honeybourne railway line along the Greenway. A Guided Busway is not considered viable;</li> <li>• As with all strategic sites there is an opportunity to produce a site wide Travel Plan to promote sustainable modes of transport;</li> <li>• To enable development to exceed 400 units the entire South-Western Relief Road would need to be developed and operational; and</li> <li>• The Stratford Transport Package, additional junction improvements and Variable Message Signs would be required on Warwick Road and Birmingham Road to mitigate the delivery of 3,500 units and employment development.</li> </ul>  |
| Economic development                                    | <p>The permitted uses on site provide some employment which would be displaced if the site were developed for housing, equivalent to 24.5 Full Time Equivalents. Jobs associated with regular but temporary events would also be displaced, but these are difficult to quantify. There would also be some loss of employment associated with larger scale temporary events, the largest of which is the Global Gathering, although there is no lease agreement for this event. The promoters have estimated that other events do not contribute significantly to the local economy, for example it is estimated that the Bulldog Bash generates 10 Full Time Equivalent jobs in the District. Stratforward have expressed a similar view.</p> <p>LMA is a centre for micro-light flights and this use would need to be relocated if the site were to be developed.</p> <p>The promoters propose to include 13.5 ha of land for employment but have indicated that there is a need for flexibility in terms of the range of uses accommodated on site. Employment associated with the development is estimated at 4,345 jobs, however this is based on an office led scheme and the actual level of provision is likely to be lower. Some provision relates to the period beyond 2031.</p> |
| Minerals safeguarding                                   | The site is not within a Minerals safeguarding area.  |
| Recreation Assets                                       | <p>Relevant points are:</p> <ul style="list-style-type: none"> <li>• The Masterplan includes 21ha of formal open space and there is an opportunity to help address shortfalls in the wider area.</li> <li>• The site could link into the Stratford Greenway and there is potential for footpath/cycle links with Long Marston.</li> </ul> <p>There is potential for a short term / temporary impact on the Greenway associated with a new rising main linking to the sewage treatment works at Milcote (see discussion under Infrastructure).</p>   |
| Regeneration potential                                  | <p>This site comprises a mix of previously developed land and greenfield land. Redevelopment of the site would involve the removal of existing areas of bunding which include material that was imported to the site.</p> <p>The site does not sit within an area where social exclusion is a significant issue. Provision of a mixed use scheme, including affordable housing and a range of social and community facilities,</p>  |

| <b>STRATEGIC SITE ASSESSMENT: LONG MARSTON AIRFIELD</b> |  |
|---|--|
|   | together with public transport provision should help ensure that future development does not lead to social exclusion.   |
| Deliverability and viability                            | <p>The main issue around deliverability relates to the delivery of a relief road. As at May 2015 the promoters have indicated that they are close to agreement with the necessary landowners to enable delivery of a south western relief road and associated mitigation, e.g. balancing ponds.</p> <p>The full scheme would also be dependent on the delivery of the Western Relief Road associated with the West of Shottery development (application reference 09/02196/OUT) and for the purposes of assessing the LMA and plan making it is assumed that the West of Shottery development will be delivered along with the associated relief road.</p> <p>Previous work undertaken on behalf of the Council suggests that the scheme is viable (Viability and Deliverability of Strategic Sites, April 2014, PBA).</p> |
| Potential contribution to 5 year housing land supply    | Initial work to deliver a scheme of 400 dwellings has been undertaken and an outline planning application submitted. Subject to obtaining consent and approval of reserved matters the site could therefore make a contribution to 5 year housing land supply early in the plan period. It is understood that existing uses on site would cease if the current application were to be approved. The Council's anticipated trajectory for the site concludes that 400 dwellings could be delivered in the next five years, commencing 2017/18.  |
| Any other factors                                       | There is a gas main crossing the site. Discussions have been held on behalf of the promoter with National Grid. Reinforcement and diversion is agreed in principle and provision has been made in the development budget for this work.  |
| Conclusions   | The scale of development that can be accommodated here provides the critical mass for a new Main Rural Centre but proximity to Stratford-upon-Avon may be a factor in inhibiting this; in any event the range of facilities that could be provided is significant. Development would need to be sensitive to built-heritage, landscape and ecological considerations and existing high pressure gas pipelines.   |
| Recommendation  | The findings of this assessment need to be considered alongside the Sustainability Appraisal and the Strategic Transport Assessment, and in comparison with other reasonable alternatives, in deciding whether or not this site should be allocated in the Core Strategy.  |

**Site Location: Long Marston Airfield**



**Stratford-on-Avon Core Strategy July 2015**

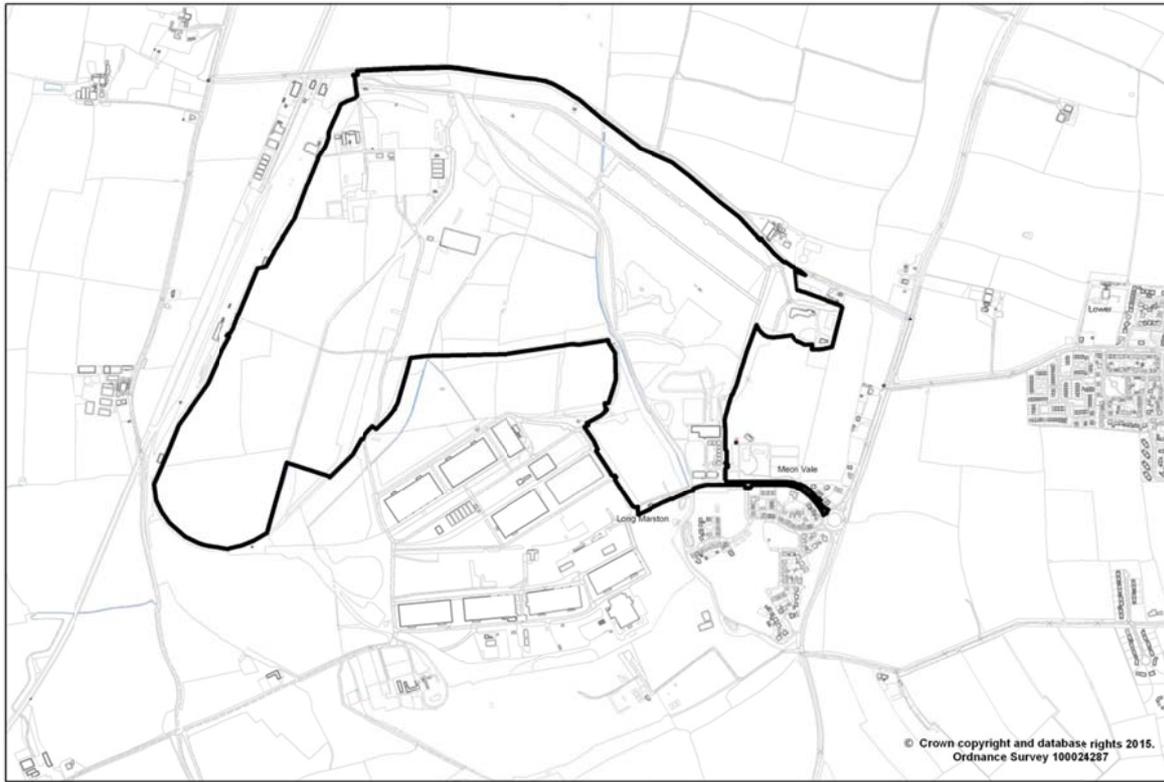
| <b>STRATEGIC SITE ASSESSMENT: MEON VALE (LONG MARSTON DEPOT)</b> |   |
|--|---|
| Summary of Proposed Development                                  | The former depot covers a total of 190 ha. Potential for an additional 800 dwellings.   |
| Existing planning status   | <p>The land that could accommodate the additional 800 dwellings has outline planning consent (14/01186/OUT) for the development of up to 550 dwellings, a one form entry Primary School, a leisure village comprising of up to 300 units of self-catering lodges and holiday homes, a touring camping and caravan site with up to 80 pitches and associated development.</p> <p>In 2010 outline planning permission was granted for, amongst other things, up to 80,000 sqm of commercial storage space (retention), rail storage enterprise (retention), up to 500 dwellings, new leisure village with 150 holiday homes and 150 self catering lodges. In 2012/13 reserved matters applications (access, layout, scale, appearance) were granted for various elements of the scheme.</p>                     |
| <b>Location</b>  | Meon Vale is located approximately 6 miles (10km) south of Stratford-upon-Avon.   |
| <b>Factor</b>  | <b>Comments</b>   |
| Green Belt   | No impact on the Green Belt   |
| Heritage (asset and setting)                                     | The site does not contain any designated cultural heritage assets. One Grade II Listed Building 'Long Marston Grounds' lies approximately 30m from the northern boundary of the site. In assessing the previous outline application it was concluded that there would be no significant harm to the setting of the Listed Building. There are some World War II era buildings on site and the existing consent requires a programme of historic building recording before they are removed. There would be some impact on areas of ridge and furrow and known and potentially unknown archaeology – appropriate mitigation would therefore be required.   |
| Landscape  | <p>No direct impact on AONB, Areas of Restraint or proposed Special Landscape Areas.</p> <p>The only obvious short distance views of the site are from Long Marston Road and Station Road. From the former, these views are across railway sidings and rolling stock. Although the roofs of dwellings would be visible over this, the value of the view is compromised. A strong hedgerow alongside Station Road limits views into adjacent part of the site.</p> <p>Potential for effects on the Cotswolds Area of Outstanding Natural Beauty were considered in determining the latest outline planning consent. A Landscape and Biodiversity Management Strategy was submitted with the last application. The revised proposals would similarly need to be assimilated into the site and surroundings.</p> |
| Water/Flood risk   | There are three watercourses running through the site. A small area of the site is within Flood Risk Zones 2 and 3 but the existing outline consent does not include any development in this area.  |
| Biodiversity   | There are no designated sites within the site. A number of protected species were identified on site, including water vole, bats, great crested newts, reptiles and badgers. The previous application included a Landscape and Ecological Management Plan, Construction Environmental Management Plan, Protected Species Mitigation   |

| <b>STRATEGIC SITE ASSESSMENT: MEON VALE (LONG MARSTON DEPOT)</b> |  |
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|  | Strategy, Biodiversity Lighting Strategy and achieved an overall net gain in biodiversity.   |
| Geodiversity No  | impact on designated sites.  |
| Agricultural land  | Predominantly brownfield site, remaining land is not classified as agricultural land and principle of development is established through outline consent.  |
| Coalescence  | No coalescence with existing settlements.  |
| Infrastructure capacity (opportunities/constraints)              | Warwickshire County Council has indicated that a new secondary school is likely to be required to accommodate this development.<br><br>Existing railway sidings that lie outside of the site would not be affected.  |
| Housing market considerations                                    | The site is in the area of overlap between the Coventry/Warwickshire and Birmingham Housing Market Areas and in the Warwickshire South Broad Rental Market Area.<br><br>Affordable housing would be provided in compliance with Stratford-on-Avon District Council policy, which requires 35% of all homes to be affordable, either through social rent or shared ownership agreements.  |
| Commuting considerations   | The site is in the Warwick and Stratford-upon-Avon Travel to Work Area.<br><br>Given that this is settlement in a relatively rural location it is not considered appropriate to use on travel to work for the local area from the 2011 census.   |
| Transport/ accessibility (opportunities/constraints)             | The site is accessed from the B4362 Campden Road.<br><br>Key points are: <ul style="list-style-type: none"> <li>• A Framework Travel Plan was prepared for the previous application and this would assist personal travel planning for residents;</li> <li>• The previous consent identified the need for a package of local highway improvements;</li> <li>• Opportunity to strengthen existing bus services – there is already a half hourly bus service between the site and Stratford-upon-Avon town centre;</li> <li>• The Greenway provides a cycle link into Stratford-upon-Avon;</li> <li>• Honeybourne railway station is approximately 6 miles (10km) away providing links to London, Oxford, Reading, Hereford and Worcester.</li> </ul> <p>The Stratford Greenway provides an opportunity for a public transport link between Meon Vale and Stratford-upon-Avon. There is also opportunity for reinstatement of the Stratford to Honeybourne railway line along the Greenway. This site would be well related to the line should it be reinstated but could not provide it in isolation.</p> |
| Economic development   | Meon Vale Business Park benefits from a permanent planning consent for approximately 900,000 sq ft of distribution and office accommodation.<br><br>Planning permission for a mixed use development (W/13/00132) comprising up to 380 dwellings, up to 5,000m <sup>2</sup> of employment (Class B2) floor space, a minimum of 400m <sup>2</sup> of community (Class  |

| <b>STRATEGIC SITE ASSESSMENT: MEON VALE (LONG MARSTON DEPOT)</b> |  |
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|  | D2) building(s), public open space with associated landscaping and infrastructure obtained by Codex Land Promotions on adjoining land to the south. The planning permission includes a condition requiring a Connectivity Plan for the two sites to be drawn up and implemented.   |
| Minerals safeguarding  | The site is not within a Minerals safeguarding area.   |
| Recreation Assets  | The Meon Vale proposals as a whole include: <ul style="list-style-type: none"> <li>• Sports hall/leisure centre;</li> <li>• Sports pavilion &amp; pitches;</li> <li>• Children's play area and skate park;</li> <li>• All-weather sport pitch;</li> <li>• 14 allotments;</li> <li>• Public open space and sports pitches;</li> <li>• Car parking for the Greenway;</li> <li>• Camping and caravan pitches;</li> <li>• Public access to 35 acres of woodland.</li> </ul>                |
| Regeneration potential   | Development would entail the use of previously developed land and buildings and other land that has an existing outline consent for development.<br><br>The site does not sit within an area where social exclusion is a significant issue. Provision of a mixed use scheme, including affordable housing and a range of social and community facilities, together with public transport provision should help ensure that future development does not contribute to social exclusion. |
| Deliverability and viability                                     | Previous work suggests that development here would be deliverable and viable <sup>4</sup>  |
| Potential contribution to 5 year housing land supply             | Other parts of Meon Vale already benefit from planning permission for residential development with the trajectory assuming the extant permission is built out between 2013/14 and 2023/4.  |
| Any other factors  | 10% of the site falls within the consultation zone for a number of high pressure gas pipelines. There was no objection to the previous planning application but the implications of additional dwellings at this site would need to be explored further.   |
| Conclusions  | The fall-back position for this site is the extant outline planning permission. The permitted proposals include a significant leisure element (self-catering cottages/holiday homes) that would be superseded by additional residential development. This would consolidate the development now under construction and new residents could take advantage of existing/planned facilities. There would be an impact on Secondary School provision.                                      |
| Recommendation   | The findings of this assessment need to be considered alongside the Sustainability Appraisal and the Strategic Transport Assessment, and in comparison with other reasonable alternatives, in deciding whether or not this site should be allocated in the Core Strategy.  |

<sup>4</sup> Viability and Deliverability of Strategic Sites, PBA, April 2014

**Site Location: Meon Vale (Long Marston Depot)**



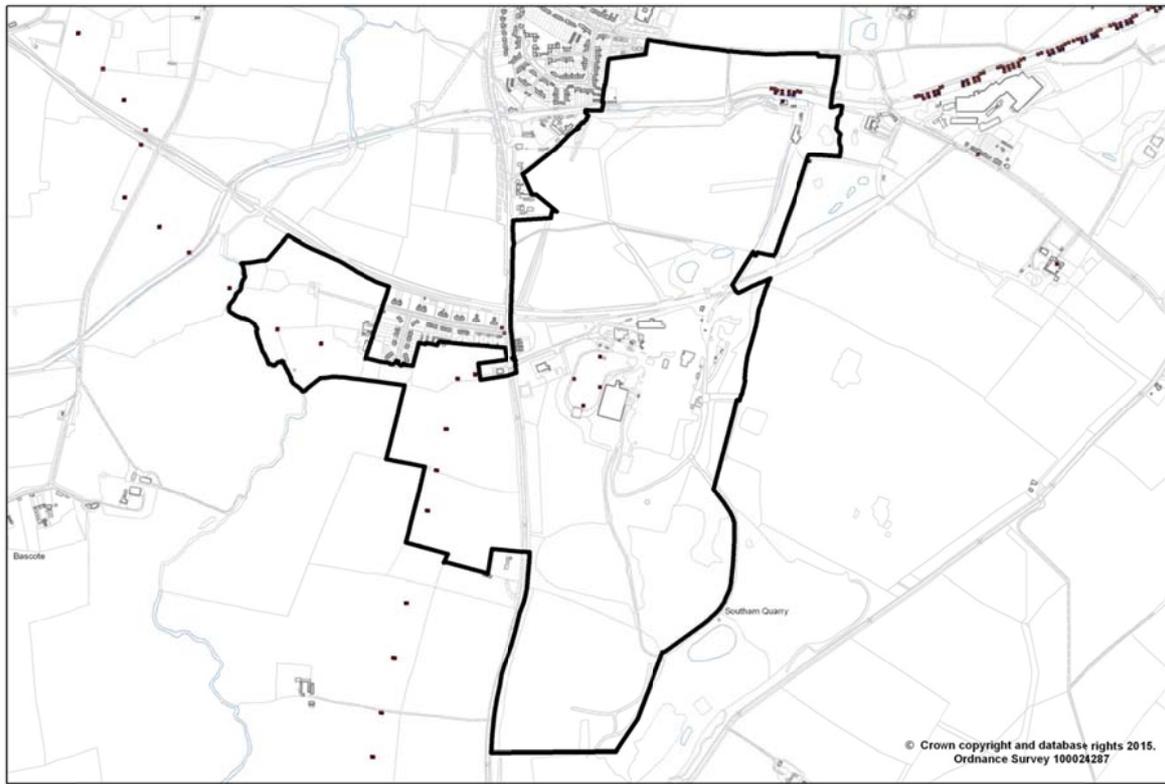
Stratford-on-Avon Core Strategy July 2015

| <b>SITE ASSESSMENT: SOUTHAM CEMENT WORKS</b> |   |
|--|---|
| Summary of Proposed Development              | <p>Overall site area approximately 120 hectares.</p> <p>Two approaches put forward by promoters:</p> <p>(i) Approx. 1,525 dwellings with inclusion of non-residential uses such as business and retail floorspace, but would not generate comparable value to fund abnormal costs of relocating mineral extraction infrastructure.</p> <p>(ii) Approx. 2,500 dwellings, local centre comprising a range of shops, services, community and leisure facilities, primary school, employment land, managed recreational park.</p>   |
| Existing planning status                     | <p>Cement works closed in 1999 and demolition of some buildings has been carried out. Continuing operational function relating to mineral extraction to the south. Substantial structure on site (stacker shed) used to grade and sort material.</p> <p>Climate Manufacturing Facility granted permission in March 2009 to supply Rugby Cement Works with solid recovered fuel (Climafuel) manufactured from mixed household and commercial and industrial wastes.</p>  |
| Location                                     | 1.5km (1 mile) north of Southam; 11km (7 miles) east of Leamington; 15km (9 miles) south-west of Rugby; 15km (9 miles) west of Daventry; 20 km (12 miles) south of Coventry.  |
| <b>Factor</b>                                | <b>Comments</b>   |
| Green Belt                                   | Not within the Green Belt – no impact.  |
| Heritage (asset and setting)                 | <p>Area to west of A423 includes part of the site of 1642 Battle of Southam. Whilst this is not a registered battlefield it is nonetheless important as being one of the first brigade sized actions of the English Civil War.</p> <p>Impact on character and setting of Model Village. Battlefields Trust would oppose any attempts to develop this site on the grounds of the threat to extant archaeology and the significant impact on the landscape that would seriously impair the understanding of the battlefield landscape.</p> <p>Impact on canal and associated buildings and structures, including two Grade II listed buildings.</p> |
| Landscape                                    | <p>Not within an AONB or proposed Special Landscape Area or Area of Restraint.</p> <p>Site of disused cement works is well screened from short distance views by tree belt alongside A423. Long distance but intermittent views of this area from Stockton Road to north and A426 to south-east. Greenfield parts of site to west of A423 (particularly to south of Model Village), and between Stockton Road and disused railway are more visible from range of local public vantage points within and close to site, including canal towpath that runs through northern part.</p>   |
| Water/Flood risk                             | <p>Within Flood Zone 1.</p> <p>Canal &amp; River Trust would require any development adjacent to the canal to not adversely affect the integrity of the waterway structure, quality of the water, or result in unauthorised discharges and run off or encroachment.</p>   |

| <b>SITE ASSESSMENT: SOUTHAM CEMENT WORKS</b>         |  |
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| Biodiversity   | Long Itchington Quarry is a designated Local Wildlife Site, which includes areas of deciduous woodland, a Priority habitat. Warwickshire Wildlife Trust states that development proposals should protect and enhance the landscape and biodiversity assets, including by buffering, linking and connecting as a part of a wider green infrastructure network.  |
| Geodiversity   | Includes part of a Local Geological Site (NB. this term replaces Regionally Important Geological Site).  |
| Agricultural land                                    | Those parts of site not previously developed are classified Grade 3.   |
| Coalescence  | Would reduce gap between Long Itchington and Southam, particularly to west of A423 where there is no existing development, although they would not be inter-visible.<br><br>Subsumes Model Village into an extensive area of housing.  |
| Infrastructure capacity (opportunities/constraints)  | Severn Trent Water emphasise need to increase waste water treatment capacity given the red status of Itchen Bank (Southam) Works in the Water Cycle Study 2014. Both options likely to require a primary school to be provided on site.<br><br>Southam College would require expansion under both options.   |
| Housing market considerations                        | Within Coventry & Warwickshire Housing Market Area and the Warwickshire South Broad Rental Market Area.<br><br>Southam is closest large settlement in Stratford District to Coventry.<br><br>Reasonably well-related to in-migration flows from Warwick/Leamington and Coventry and other adjacent areas.<br><br>See comments under deliverability/viability in relation to provision of affordable housing. |
| Commuting considerations                             | Within Warwick & Stratford Travel to Work Area.<br><br>14.5% of people in work that live in Southam commute elsewhere in the District. Warwick District is the main source of employment outside of Stratford District for Southam residents (22.3% at 2011 Census, Coventry City and Rugby Borough are the next most important (5.7% and 4.2% respectively at 2011 Census).                                 |
| Transport/ accessibility (opportunities/constraints) | A423 to Coventry is adjacent to site. A426 to Rugby; A425 to Leamington and Daventry are close to site. Approx. hourly bus service between Long Itchington and Southam passes site.<br><br>Scope to provide more frequent service, including rerouting hourly service between Rugby and Leamington into site. No realistic opportunity to provide rail access.   |
| Economic development                                 | Scope to provide employment opportunities within the development, particularly as part of the larger option.   |
| Minerals safeguarding                                | Does not affect mineral reserves and helps to facilitate long-term mineral extraction in an effective manner.  |
| Recreation Assets                                    | Design of development should incorporate range of existing features within the site, e.g. canal and disused railway corridors, and associated walking/cycling routes.  |

| <b>SITE ASSESSMENT: SOUTHAM CEMENT WORKS</b>         |  |
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|  | Opportunity to provide a major open space and leisure asset on the former quarry area east of A423.  |
| Regeneration potential                               | Opportunity to redevelop extensive area of unused and despoiled land.  |
| Deliverability and viability                         | Major works need to be undertaken to prepare large part of site for residential development, including demolition of buildings/structures, potential decontamination, and relocation of stacker shed. This affects timing of implementation and viability relating to scale of development. Promoters state that smaller scheme necessitates a flexible approach to s106 obligations including affordable housing.   |
| Potential contribution to 5 year housing land supply | Likely to be limited scope to provide dwellings within 5 years due to site preparation works required, unless initial phases utilise greenfield parts of site. Previous work assumed a delivery rate of around 135 dwellings per annum.  |
| Any other factors                                    | None identified.   |
| Conclusions  | <p>Site has potential due to its location in relation to established and likely future in-migration and commuting patterns.</p> <p>Provides scope to utilise a large area of brownfield land and to clear the site of disused and unsightly buildings.<br/>Facilitates effective long-term mineral extraction.</p> <p>Sensitivity of site for its biodiversity value needs to be addressed rigorously and may be both a constraint and an opportunity.<br/>Scope to support shops and facilities in Southam and to enhance its role as a service centre.</p> <p>Needs a comprehensive delivery strategy for whole site.<br/>Preference is for 2,500 dwelling option as smaller one has significant viability constraints to providing facilities and affordable housing.</p> |
| Recommendation                                       | The findings of this assessment need to be considered alongside the Sustainability Appraisal and the Strategic Transport Assessment, and in comparison with other reasonable alternatives, in deciding whether or not this site should be allocated in the Core Strategy.  |

**Site Location: Southam Cement Works**



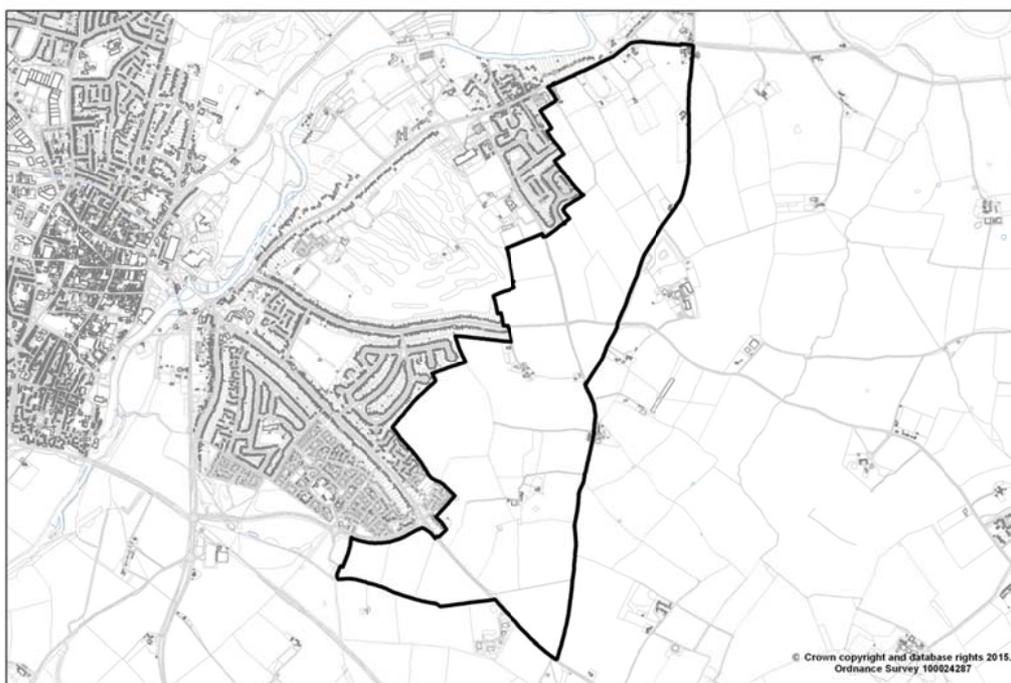
Stratford-on-Avon Core Strategy July 2015

| <b>STRATEGIC SITE ASSESSMENT: SOUTH EAST STRATFORD</b> |   |
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| Summary of Proposed Development                        | <p>Focussed consultation document considered the following:</p> <ul style="list-style-type: none"> <li>• 2,750 homes (previously assessed on the basis of 2,500 dwellings by 2031 but now assume maximum of 2,000 dwellings by 2031 to be consistent with other strategic sites);</li> <li>• 8 ha of employment land;</li> <li>• Local centre comprising a range of shops, community and leisure facilities;</li> <li>• Primary school;</li> <li>• Secondary School (location to be determined)</li> </ul> <p>An eastern relief road for Stratford-upon-Avon would be necessary in order to enable the full development of 2,500 to 2,750 homes. Previously assumed that up to 1,000 dwellings could be provided in the absence of the relief road but this figure is now much lower as a result of subsequent permissions south of the river</p>   |
| Existing planning status                               | Two proposals for 85 units and 41 units permitted (off Milestone Road), and a further 270 units at appeal (Arden Heath Farm, Loxley Road).  |
| Location   | South eastern edge of Stratford-upon-Avon approximately 3.5 km (2.2 miles) to the town centre.  |
| <b>Factor</b>  | <b>Comments</b>   |
| Green Belt   | Not within the Green Belt – no impact.  |
| Heritage (asset and setting)                           | A scheduled monument lies to the west of Tiddington (a Romano-British Burial Ground) and there are further heritage assets nearby. In their response to the Focussed Consultation (February / March 2014) English Heritage highlighted the need to consider the impact of developing the rising land to the south – east of the town - on the setting of Stratford-upon-Avon and potential effects on Alveston Conservation Area.   |
| Landscape  | <p>Not within an AONB or proposed Special Landscape Area or Area of Restraint.</p> <p>Landscape sensitivity study identifies the eastern part of the site as being of medium sensitivity to housing development and the western and southern edge as being high/medium.</p> <p>More sensitive areas reflect the higher land forming Alveston Hill which is an attractive backdrop to the town and from which there are extensive views from public vantage points across the town and to Welcombe Hills. Route of Eastern Relief Road should also avoid higher ground. Public footpath runs through Arden Heath Farm south of Loxley Road and along southern boundary of area south of Trinity Way.</p> <p>Section of Eastern Relief Road between Wellesbourne Road and Warwick Road crosses low lying river meadows and is broken up by mature hedgerows and trees. Views across this area are limited although there is a public footpath running from A439 to the River Avon north of Oxstalls Farm.</p> |
| Water/Flood risk                                       | Within Flood Zone 1.  |
| Biodiversity   | There are no designated sites within the area. There are two proposed Local Wildlife Sites at Bridgetown and the Croft Preparatory School Plantation. There are some small areas of   |

| <b>STRATEGIC SITE ASSESSMENT: SOUTH EAST STRATFORD</b> |   |
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|  | woodland on site and existing hedgerows that would need to be retained where possible.  |
| Geodiversity   | No impact on designated sites.  |
| Agricultural land                                      | The area includes Grade 2 and 3a Agricultural Land.   |
| Coalescence  | Need to ensure that Tiddington's identity is maintained.  |
| Infrastructure capacity (opportunities/constraints)    | Milcote Sewage Treatment Works would require expansion.<br><br>New Secondary School would be required. A Primary School would be required on site and allowance has been made for this in the land budget.  |
| Housing market considerations                          | The site is in the area of overlap between the Coventry & Warwickshire and Birmingham Housing Market Areas and in the Warwickshire South Broad Rental Market Area.<br><br>Affordable housing would be provided in compliance with Stratford-on-Avon District Council policy, which requires 35% of all homes to be affordable, either through social rent or shared ownership agreements.   |
| Commuting considerations                               | Within Warwick & Stratford Travel to Work Area.<br><br>Data from the 2011 Census suggests that 39.4% of people in work who live in Stratford-upon-Avon work in the town, 13.4% work elsewhere in the District and 7.2% work in Warwick.   |
| Transport/ accessibility (opportunities/constraints)   | Site is adjacent to the Loxley Road on the southern boundary of the site. Tiddington Road (B4086) lies to the north.<br><br>Opportunity for existing bus services into Stratford to be strengthened and/or diverted into the site.<br><br>Opportunity to encourage walking and cycling into Stratford-upon-Avon and Tiddington although the Golf Course affects permeability from the central part of the site.<br><br>Previous indications from Warwickshire County Council are that a new Eastern Relief Road would be required if development at this site was to exceed 1,000 dwellings (capacity now reduced by other recent commitments).<br><br>No realistic opportunity to provide rail access. |
| Economic development                                   | Scope to provide employment opportunities within the development, particularly as part of the larger option.<br><br>Close to Stratford-upon-Avon as a main employment area.   |
| Minerals safeguarding                                  | The area between Loxley Road and Tiddington Road includes a Consultation Area for minerals (sand and gravel).   |
| Recreation Assets                                      | Potential impact on existing allotment site but this could be relocated if necessary. Site is of a size that could incorporate a range of facilities.   |
| Regeneration potential                                 | Greenfield site.<br><br>Stratford-upon-Avon has areas that are relatively deprived, however these are on the western side of the town and in the town centre. Proximity to Stratford-upon-Avon and provision of a mixed use scheme, including affordable housing and a range of social and community facilities, together with public transport provision should  |

| <b>STRATEGIC SITE ASSESSMENT: SOUTH EAST STRATFORD</b> |   |
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|  | help ensure that future development here does not contribute to social exclusion.   |
| Deliverability/<br>Viability                           | Previously assessed on the basis that 1,000 dwellings could be provided before a south eastern relief road was required but this now much lower due to recent permissions on sites south of the river. Previous work undertaken on behalf of the Council indicates that development here would be viable <sup>5</sup> .   |
| Potential contribution to 5 year housing land supply   | The site could make a contribution to 5 year housing land supply early in the plan period. Previous work assumed an average delivery rate of 170 dwellings per annum.   |
| Any other factors                                      | Consultation zone for a high pressure mains gas line crosses the southern corner of the site.   |
| Conclusions  | <p>A comprehensive approach would need to be taken to development of this site in order to ensure that its potential was optimised and that delivery of an eastern relief road was not compromised in the short term.</p> <p>At present there is no evidence that any of the promoters of the site are actively seeking to secure an eastern relief road or take a comprehensive approach to development of the site.</p> |
| Recommendation   | The findings of this assessment need to be considered alongside the Sustainability Appraisal and the Strategic Transport Assessment, and in comparison with other reasonable alternatives, in deciding whether or not this site should be allocated in the Core Strategy.   |

#### Site Location: South East Stratford



Stratford-on-Avon Core Strategy July 2015

<sup>5</sup> Viability and Deliverability of Strategic Sites PBA, April 2014

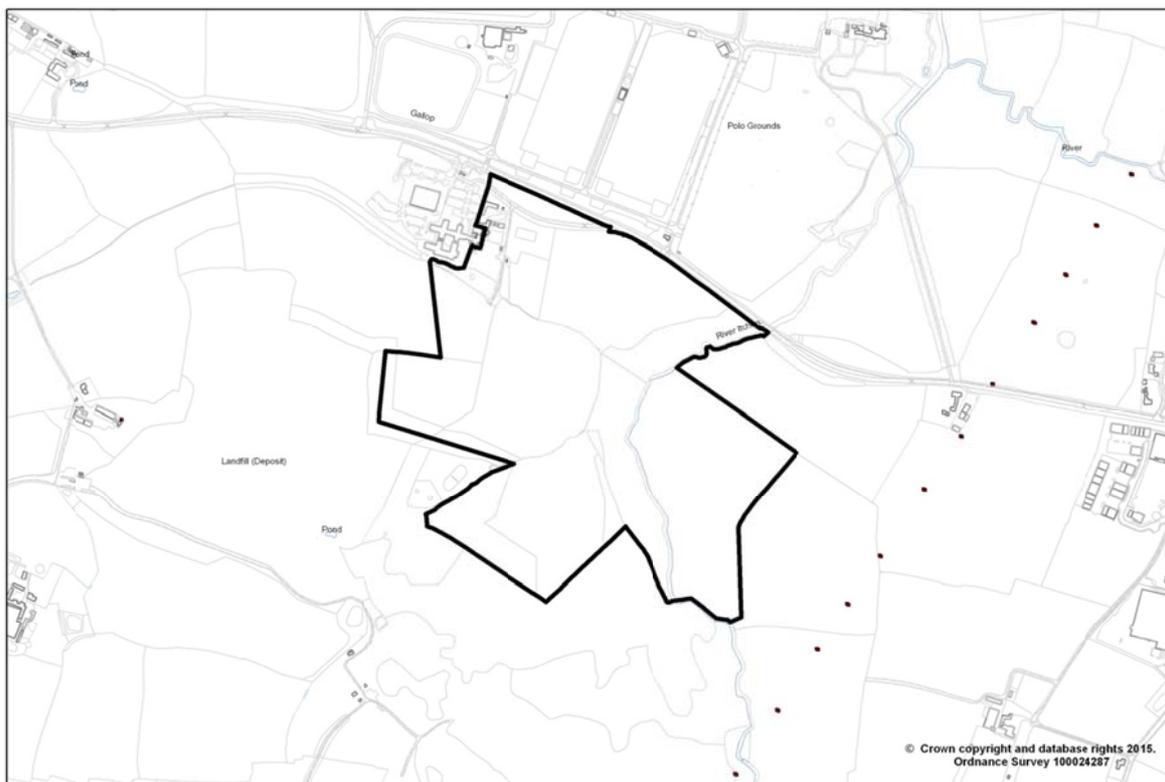
| <b>STRATEGIC SITE ASSESSMENT: STONEYTHORPE (LOWER FARM)</b> |  |
|---|--|
| Summary of Proposed Development                             | <p>Size of site (ha.): 40 Dwelling capacity: 800 to 1,000 dwellings</p> <p>Other components include:</p> <ul style="list-style-type: none"> <li>• Employment land (0.12 ha),</li> <li>• a community hub,</li> <li>• primary school,</li> <li>• communications and security centre,</li> <li>• Ecology offset mitigation,</li> <li>• Flood Zones,</li> <li>• Public open space and</li> <li>• the provision of associated infrastructure.</li> </ul>  |
| Existing planning status                                    | <p>Scoping under the Town &amp; Country Planning (Environmental Impact Assessment) Regulations 2011 undertaken in February 2015 for an outline planning application described as outlined above.</p> <p>The adjoining Codemaster site has an outline planning consent for demolition of existing buildings with the exception of 4-storey office building and erection of new Class B1 office campus up to 15,000 sq.m gross internal, ancillary D2 leisure facilities up to 2,000 sq.m gross internal, change of use and extension of existing 4-storey office building to provide up to 100 bed ancillary staff accommodation, new access off A 425 and associated car parking and landscaping.</p>                    |
| Location  | Leamington is approximately 6 miles (9.6km) to the west; Southam is approximately 1.2 miles (2km) to the east and Coventry is approximately 14 miles (22km) to the north west.   |
| <b>Factor</b>   | <b>Comments</b>  |
| Green Belt  | No impact on the Green Belt  |
| Heritage (asset and setting)                                | <p>No heritage features on site.</p> <p>There are four Listed Buildings in the immediate vicinity to the north the site being Stoneythorpe Lodge, two at Stoney Thorpe Hall and one at Holy Well. No significant effect on these features is anticipated.</p>  |
| Landscape   | <p>No direct impact on AONB, Areas of Restraint or proposed Special Landscape Areas.</p> <p>The Landscape Sensitivity Study (White Consultants) identifies the area to the east of the site as high/medium sensitivity and also notes that development to the west (encompassing this site) would take development over the hill.</p> <p>Site comprises attractive, undulating countryside with mature hedgerows and trees and river environs. Part of wider extensive landscape that is detached from and has no inter-visibility with existing settlements. Limited visibility from A425 but views would be opened up through provision of access to site. Public footpath runs through site from A425 southwards.</p> |
| Water/Flood risk  | The majority of the site is within Flood Zone 1. The River Itchen runs through the eastern part of the site. The proposals prepared by the promoter to date indicate how the river and its flood plain could be accommodated but measures would also be required to ensure that development does not increase surface water run-off  |

| <b>STRATEGIC SITE ASSESSMENT: STONEYTHORPE (LOWER FARM)</b> |   |
|---|---|
|   | <p>rates.</p> <p>The site is not located within a Groundwater Protection Zone or Groundwater Vulnerability Zone.</p>  |
| Biodiversity  | <p>A number of potential Local Wildlife sites are relevant:</p> <ul style="list-style-type: none"> <li>• The River Itchen; which crosses through the site;</li> <li>• To the immediate south of the site Ufton Hill Farm Quarry - calcareous grassland, scrub and wetland.</li> <li>• On the west side of the site Lower Farm Wood and Pool - an area of woodland and wetland with an old hedgerow thought to be an important wildlife corridor.</li> </ul> <p>The promoters of the site have identified opportunities for ecological enhancement/offsetting as part of the information produced to date.</p> <p>It is proposed to form an Estate Management Company to manage the adjacent woodland sites and to plant the adjacent landfill site with new woodland. to produce a new facility of diverse species.</p> |
| Geodiversity No   | impact on designated sites.   |
| Agricultural land   | Information submitted with the Scoping consultation suggests there would be a loss of 28.7 ha of agricultural land but no loss of best and most versatile agricultural land.  |
| Coalescence Devel   | opment would not result in coalescence of settlements.  |
| Infrastructure capacity (opportunities/constraints)         | There would be a need to upgrade the Itchen Bank Sewage Treatment Works to accommodate development at this site.  |
| Housing market considerations                               | <p>The site is in the Coventry &amp; Warwickshire Housing Market Area and the Warwickshire South Broad Rental Market Area.</p> <p>Affordable housing would be provided in compliance with Stratford-on-Avon District Council policy, which requires 35% of all homes to be affordable, either through social rent or shared ownership agreements.</p>   |
| Commuting considerations                                    | <p>The site is in the Warwick and Stratford-upon-Avon Travel to Work Area.</p> <p>14.5% of people in work that live in Southam commute elsewhere in the District. Warwick District is the main source of employment outside of Stratford District for Southam residents (22.3% at 2011 Census, Coventry City and Rugby Borough are the next most important (5.7% and 4.2% respectively at 2011 Census).</p>   |
| Transport/ accessibility (opportunities/constraints)        | <p>The site is accessed directly from the A425 to Leamington and Daventry and close to the A423 (Coventry and Banbury) and A426 to Rugby.</p> <p>Key points are:</p> <ul style="list-style-type: none"> <li>• As with all strategic sites there is an opportunity to produce a site wide Travel Plan to promote sustainable modes of transport;</li> </ul>  |

| <b>STRATEGIC SITE ASSESSMENT: STONEYTHORPE (LOWER FARM)</b> |   |
|---|---|
|   | <ul style="list-style-type: none"> <li>• Opportunities identified for walking and cycling links into Southam and existing industrial estates/business parks on the edge of Southam.</li> <li>• Opportunity to increase the frequency of existing bus services to Leamington, Southam, Banbury and Daventry.</li> </ul> <p>No realistic opportunity to provide rail access.</p>  |
| Economic development  | <p>Codemaster site adjacent to the proposed development site has planning permission for expansion.</p> <p>Mixed development with some limited employment opportunities to be made available on site.</p>   |
| Minerals safeguarding                                       | <p>The site is not within a Minerals safeguarding area.</p>   |
| Recreation Assets   | <p>Potential for the landfill site that adjoins the site to be utilised as an off-road cycling facility once operation ceases.</p> <p>The proposals submitted to date by the promoter identify potential for open space to be provided on site (approximately 2.7ha).</p>   |
| Regeneration potential                                      | <p>This is a greenfield site.</p> <p>The site does not sit within an area where social exclusion is a significant issue. Southam West is the nearest area and is the 9<sup>th</sup> most socially excluded Lower Super Output Area in the district.</p>   |
| Deliverability and viability                                | <p>The site is considered to be deliverable over the plan period. The promoters have submitted material confirming that the development is viable.</p>  |
| Potential contribution to 5 year housing land supply        | <p>There could be a potential issue in relation to the timing of delivery of the site. Whilst it could be developed within the plan period there may be issues in relation to timing of the development because the site is affected by the proposed HS2 development (see below). Previous work assumed an average yield of 100 dwellings per annum and a start in 2019/20.</p>   |
| Any other factors   | <p>The proposed High Speed 2 (HS2) scheme crosses the north-eastern part of the site. This includes the route itself as well as an area of land either side of the route, including land identified for ecological mitigation. The proposals accommodate the HS2 proposals.</p> <p>Warwickshire County Council has indicated that Ufton Landfill site is likely to remain active for at least another six years, although the life span of the site will depend on fill rates. The site is licensed to receive household waste.</p> <p>The landowners have indicated that they are not seeking to sell the land at residential land value and want to retain a 'hands on approach' to delivery of the site.</p> <p>Aspiration for buildings on site to be self-sufficient in energy terms and for homes to be built to Code Level 5 and BREEAM Excellent for non-residential buildings.</p> |
| Conclusions   | <p>The promoters have indicated that the site could accommodate 800 -1,000 dwellings, a primary school, employment and local centre.</p>  |

| <b>STRATEGIC SITE ASSESSMENT: STONEYTHORPE (LOWER FARM)</b> |   |
|---|---|
|   | <p>Timing issues around implementation of HS2 and the fact that Ufton landfill site is still operational and anticipated to be so for at least the next 6 years.</p> <p>Scope to support shops and facilities in Southam and to enhance its role as a service centre.</p> <p>Aspiration for buildings on site to be self-sufficient in energy terms and for homes to be built to Code Level 5 and BREEAM Excellent for non-residential buildings.</p> |
| Recommendations   | The findings of this assessment need to be considered alongside the Sustainability Appraisal and the Strategic Transport Assessment, and in comparison with other reasonable alternatives, in deciding whether or not this site should be allocated in the Core Strategy.   |

**Site Location: Stoneythorpe (Lower Farm)**



Stratford-on-Avon Core Strategy July 2015

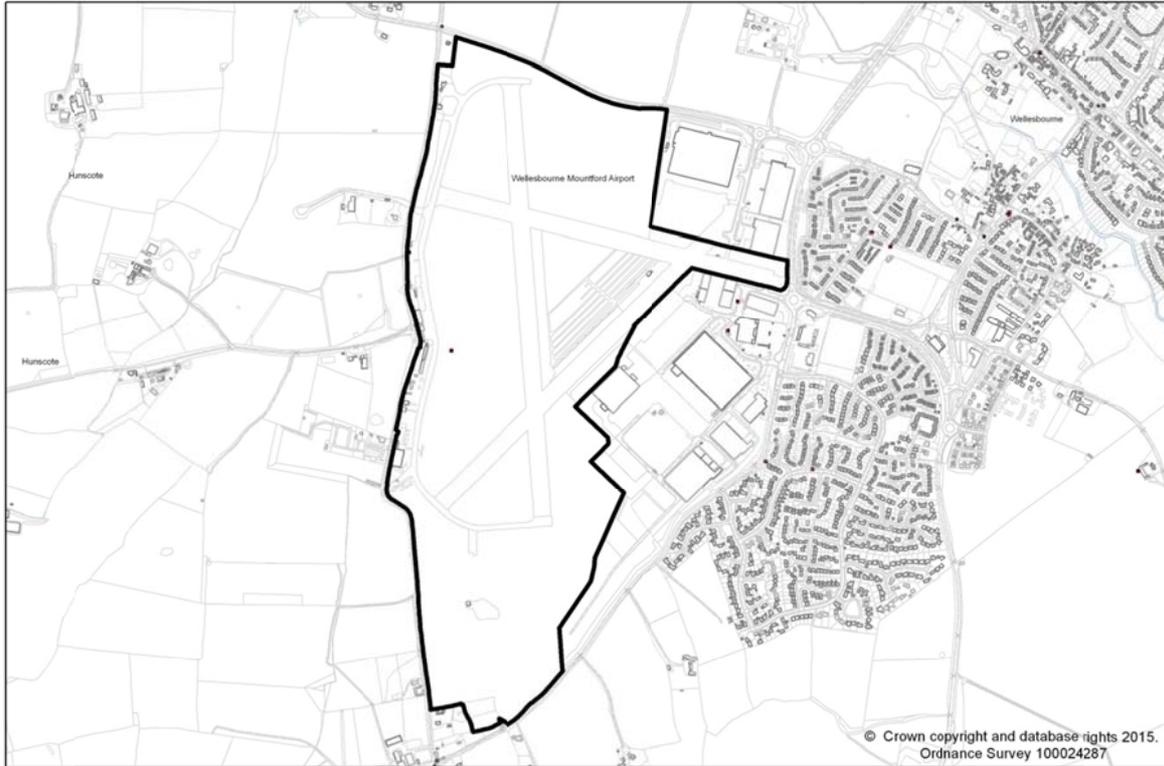
| <b>STRATEGIC SITE ASSESSMENT: WELLESBOURNE AIRFIELD</b> |  |
|---|--|
| Summary of Proposed Development                         | <p>Size of site (ha.): 96.5 ha Dwelling capacity: 1,500</p> <p>Other components:</p> <ul style="list-style-type: none"> <li>• 4ha (10 acres) of employment land (b1)</li> <li>• A site for a Primary school</li> <li>• A site for a Secondary school</li> <li>• Village centre with convenience store and several shops</li> <li>• GP surgery</li> <li>• Supporting access, transportation proposals and utilities</li> <li>• Comprehensive landscape framework, including public open space and habitat creation</li> </ul>   |
| Existing planning status                                | <p>This is a private airfield on land that was formerly a military airfield (RAF Wellesbourne Mountfield). There is a small aviation museum on site and a café. The eastern portion of the area originally covered by the military airfield has already been partly redeveloped for warehousing and a supermarket (opened May 2015), and permissions also exist for further commercial development (B2/B8 units) and residential uses.</p> <p>Scoping consultation undertaken in respect of an outline planning application for development as described above under 'summary of proposals' in June 2014.</p>  |
| <b>Factor</b>   | <b>Comments</b>  |
| Green Belt  | No impact on the Green Belt  |
| Heritage (asset and setting)                            | <p>No designated assets are recorded within the site.</p> <p>The site forms part of a former World War 2 bomber command RAF Airfield. The site includes an underground emergency wartime command and control bunker which is now used as a museum.</p> <p>The Historic Environment Record identifies a Scheduled Ancient Monument off site to the north of Wellesbourne Airfield (Enclosures 550m East of King's Mead). The master plan put forward by the promoter aims to set back development with landscaping at the northern edge of the site to provide a suitable offset.</p> <p>Charlecote Park is a Registered Park and Garden which is in the custodianship of the National Trust. It lies within the Charlecote and Hampton Lucy Conservation Areas which both extend to a common southern boundary that lies approximately 200m from the north west extent of the airfield site.</p> <p>There are listed buildings in Charlecote Registered Park and Garden including the main Grade I Listed Country House that sits in extensive parkland. Other associated listed buildings include the Gatehouse (Grade I), Laundry and Brewhouse (Grade I), the north and south courtyard walls and gates (Grade II*) and the bridges that cross the River Dene to the south and east of the house (Grade II). St Leonard's Church also lies at the edge of Charlecote Park and lies opposite the Charlecote Pheasant Hotel.</p> <p>Other heritage assets include listed buildings in Wellesbourne which are mostly clustered around the two village centres. The majority of these buildings also lie within the Wellesbourne Conservation Area.</p> |

| <b>STRATEGIC SITE ASSESSMENT: WELLESBOURNE AIRFIELD</b> |   |
|---|---|
|   | The last remaining Avro Vulcan B2 Bomber, which is maintained in groundworthy condition, has been located at the Airfield since 1984.   |
| Landscape   | <p>No direct impact on AONB, Areas of Restraint or proposed Special Landscape Areas.</p> <p>The landscape sensitivity study identifies the site as having a high to medium sensitivity to housing development. There are extensive and attractive views across the site from Stratford Road to the north of the site and Loxley Lane to the west towards the wooded scarp slope which forms a southern backdrop to the village. Views to and from industrial areas on western edge of village are not as sensitive.</p>   |
| Water/Flood risk  | The site is wholly in Flood Zone 1 and the promoters have indicated that there is potential for the scheme to incorporate Sustainable Urban Drainage.   |
| Biodiversity  | <p>Information submitted on behalf of the promoter indicates that the grass verge adjacent to the eastern boundary is subject to a non-statutory ecological designation.</p> <p>The site includes areas of hard standing and previously used land. Other areas are heavily managed arable land and improved grassland which are of negligible conservation value and no constraint to development. Smaller areas of semi-improved grassland are present.</p> <p>Hedgerows are present at the site boundaries and in the south of the site. The majority of hedgerows are species rich and qualify as Habitats of Principal Importance under the NERC Act (2006). The hedgerow which is located along the south western site boundary qualifies as Important under the Hedgerow Regulations (1997). All hedgerows are retained in the outline concept.</p> <p>The promoters suggest that the introduction of managed ecological areas could improve the biodiversity value of the area over the long term.</p> |
| Geodiversity No   | impact on designated sites.   |
| Agricultural land                                       | Development would involve the loss of some Grade 2 and 3 Agricultural land.   |
| Coalescence Devel                                       | opment would not result in coalescence of settlements.  |
| Infrastructure capacity (opportunities/constraints)     | <p>The promoters have made provision for land for a new Secondary School and Primary School.</p> <p>The promoters envisage that the existing GP surgery in Wellesbourne would relocate to an expanded medical centre facility built as part of this development. However there is another application pending consideration that could allow for the GP surgery to expand.</p>  |
| Housing market considerations                           | <p>The site is in the area of overlap between the Coventry &amp; Warwickshire and Birmingham Housing Market Areas and in the Warwickshire South Broad Rental Market Area.</p> <p>Affordable housing would be provided in compliance with Stratford-on-Avon District Council policy, which requires 35% of all homes to be affordable, either through social rent or shared ownership agreements.</p>  |

| <b>STRATEGIC SITE ASSESSMENT: WELLESBOURNE AIRFIELD</b> |  |
|---|--|
| Commuting considerations                                | <p>The site is in the Warwick and Stratford-upon-Avon Travel to Work Area.</p> <p>31.2% of people in work that live in Wellesbourne commute elsewhere in the District Warwick District is the main source of employment outside of the District for Wellesbourne residents (19%), 14.1% of residents commute to Coventry (2011 census).</p>  |
| Transport/ accessibility (opportunities/ constraints)   | <p>The site would access onto the A429 which connects Wellesbourne to Warwick and the M40. The B4086 provides a link west to Stratford-on-Avon.</p> <p>Key points are:</p> <ul style="list-style-type: none"> <li>• The provision of a range of services on site provides opportunity for walking and cycling, facilities within Wellesbourne centre are within 2km;</li> <li>• The nearest railway stations to the development site are located in Stratford-upon-Avon, which is approximately 7km to the west of the site. Stations are also located in Warwick Parkway and Leamington Spa which are 10km and 11km from the site respectively;</li> <li>• There is potential to divert existing bus services onto the site which currently offer 2 buses per hour to Stratford, via a direct route, and also offering 2 buses per hour to Leamington and Coventry, one of which operates via Warwick. The operator, Stagecoach Midlands, is looking to independently develop the quality of service offered on this route;</li> <li>• As with all strategic sites there is an opportunity to produce a site wide Travel Plan to promote sustainable modes of transport.</li> </ul> <p>No realistic opportunity to provide rail access.</p> |
| Economic development                                    | <p>The site is located approximately 6 miles (9.6 km) east of Stratford-upon-Avon. Employment opportunities are also available adjacent to the site at Loxley Park/M40 Distribution Park. The site is in the Warwick and Stratford-upon-Avon Travel to Work Area.</p> <p>The promoters propose to include 4 ha of land for employment and other facilities, GP surgery and schools would also provide employment opportunities.</p> <p>Allowing for the displacement/loss of existing activities on site it is estimated that the net increase in jobs is 249 FTEs.</p>  |
| Minerals safeguarding                                   | <p>The site is within a minerals consultation area.</p>  |
| Recreation Assets                                       | <p>The promoters have identified the opportunity for a connected network of open spaces accommodating playing fields, parks, informal open space, play areas and natural green space structured around the historic airfield pattern and rural edges of the site and would be integrated with existing natural features.</p>   |
| Regeneration potential                                  | <p>This is an operational General Aviation Airfield which also attracts a range of other uses, including the largest outdoor market in the country held every Saturday and Bank Holiday Monday. The site mainly comprises previously developed land and buildings but there would also be the loss of some greenfield land if the site were to be developed.</p> <p>The site does not sit within an area where social exclusion is a significant issue.</p>  |

| <b>STRATEGIC SITE ASSESSMENT: WELLESBOURNE AIRFIELD</b> |  |
|---|--|
|   | Provision of a mixed use scheme, including affordable housing and a range of social and community facilities, together with public transport provision should help ensure that future development does not contribute to social exclusion.   |
| Deliverability/<br>Viability                            | No specific issues identified in relation to deliverability.<br><br>No abnormal costs anticipated and the scheme is considered to be viable.   |
| Potential contribution to 5 year housing land supply    | The site could make a contribution to 5 year housing land supply early in the plan period. Assuming a 2017/18 start and a similar trajectory to other sites of a similar size and an average yield of 140 dwellings per annum the site could contribute 405 dwellings in the period to 2020/21.  |
| Any other factors                                       | A working or former aerodrome could be put forward for consideration as a site for mixed use development (National Planning Policy Framework paragraph 17) that includes continuing, adapting or restoring aviation services in addition to other uses. The promoters have indicated that a further mix of uses on the site is not appropriate – therefore it is concluded that a mixed use development as envisaged by paragraph 17 of the NPPF is not a reasonable alternative.<br><br>Requirements in relation to the high pressure gas main in the north of the site led to the adjustment of development areas to ensure adequate buffer zones and easements.   |
| Conclusions   | Development here would result in the loss of a General Aviation airfield. There is no scope for a mixed use development that could maintain the General Aviation function. There would be an impact in terms of the loss of the existing activities on site but overall a net gain in employment is anticipated.<br><br>Development would need to be sensitive to built-heritage, landscape and ecological considerations.<br><br>Scope to enhance and support the retail offer in Wellesbourne and integrating the new development with the existing settlement by extending one of the main streets into the new development.<br><br>Scope for additional Secondary School that could help meet wider needs. |
| Recommendations   | The findings of this assessment need to be considered alongside the Sustainability Appraisal and the Strategic Transport Assessment, and in comparison with other reasonable alternatives, in deciding whether or not this site should be allocated in the Core Strategy.  |

**Site Location: Wellesbourne Airfield**



**Stratford-on-Avon Core Strategy July 2015**

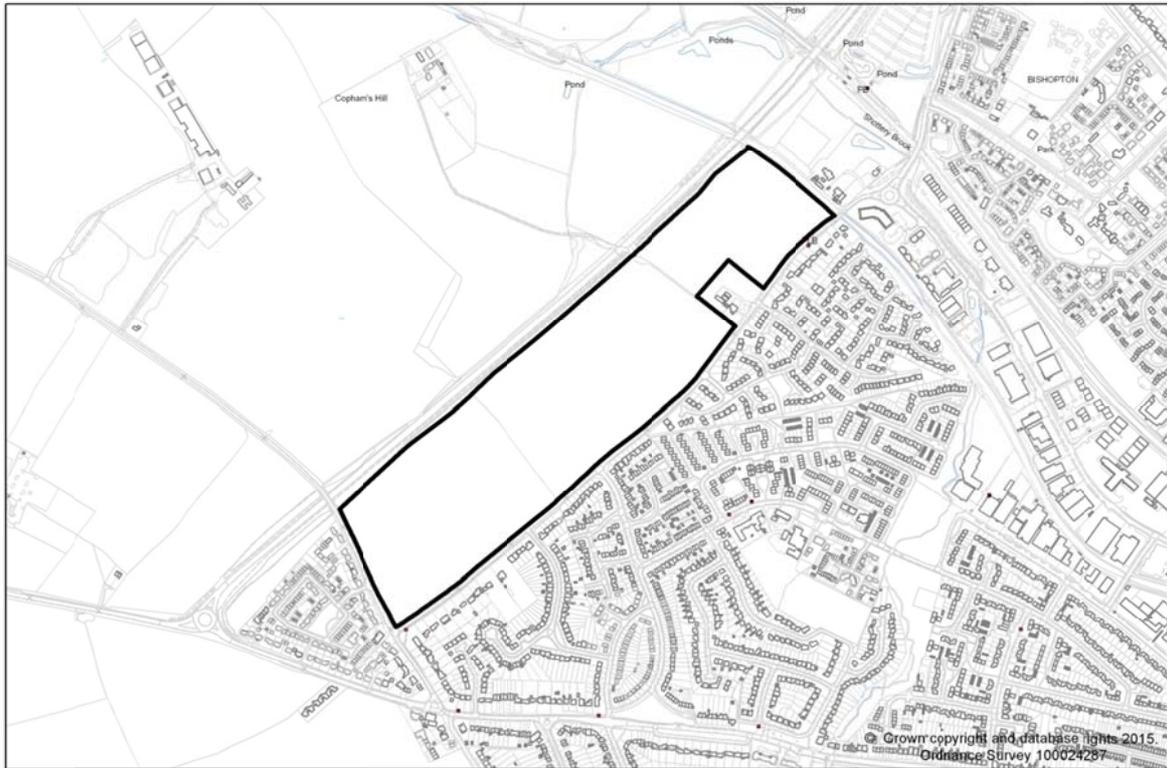
**Detailed Assessment of Shortlisted Sites in around Stratford-upon-Avon and Main Rural Centres**

| <b>STRATEGIC SITE ASSESSMENT: BISHOPTON LANE, STRATFORD-UPON-AVON</b> |   |
|---|---|
| Summary of Proposals  | Size of site (ha.): 25 Dwelling capacity: 450 dwellings<br>Other components:<br><ul style="list-style-type: none"> <li>• Primary School</li> <li>• Public Open Space</li> </ul>   |
| Existing planning status  | Planning permission for residential development refused in 1994.  |
| <b>Factor</b>   | <b>Comments</b>   |
| Green Belt  | No impact on the Green Belt   |
| Heritage (asset and setting)  | <p>The Victoria Spa Lodge and Bruce Lodge, together with the Pump House, are located on the opposite side of the Stratford-upon-Avon Canal. Development within the application site will therefore have to take into account the historic settings of these listed buildings.</p> <p>The hedgerow along the Bishopton Lane frontage can also be classified as historically important under the Hedgerows Regulations as it is associated with an entry within the Warwickshire Historic Environment Record, namely the Early Medieval <i>Sealt Stret</i>.</p> <p>Earthworks, probably relating to ridge and furrow cultivation have been identified on site.</p>  |
| Landscape   | <p>No direct impact on AONB, Areas of Restraint or proposed Special Landscape Areas.</p> <p>The 2011 Landscape Sensitivity Study identified the southernmost field within the site as having medium to low sensitivity to development. The remainder of the site was identified as having medium sensitivity to housing development.</p>  |
| Water/Flood risk  | <p>The Environment Agency flood map shows that the site is located predominantly within Flood Zone 1 (low probability of flooding) and therefore development is sequentially acceptable in these areas. However, part of the land adjacent to the A46 is shown to be located in Flood Zones 2 (&lt;1000 years) and 3 (&lt;100 years) due to flooding extending from the Shottery Brook which is located on the western side of the A46.</p> <p>Following discussions between the site promoter and the Environment Agency, it has been identified the existing model used to prepare the above flood map is out of date and not based on a site specific assessments using detailed topographical survey information of the site area, key watercourses, ditches and other hydraulic structures and features.</p> <p>The revised predicted flood plan indicates a greater extent of Flood Zone 1. To ensure the development is sequentially acceptable, the proposals ensure all development is confined to Flood Zone 1 only. The proposed development has the potential to increase run off rates as a result of additional hardstanding areas. To ensure this is controlled, and the risk of flooding is not increased, attenuation features will be provided along the western boundary of the site (outside the identified flood zones) adjacent to the A46.</p> |

| <b>STRATEGIC SITE ASSESSMENT: BISHOPTON LANE, STRATFORD-UPON-AVON</b> |   |
|---|---|
| Biodiversity  | <p>There are no nationally or internationally important designations covering any part of the site. There are no non-statutory designations on the site but there are Local Wildlife Sites and Potential Local Wildlife Sites adjacent to it. These include the Canal, vegetation along Bishopton Lane and Shottery Brook.</p> <p>Work undertaken on behalf of the promoter indicates that six of the hedgerows on site would qualify as Important under the Wildlife and Landscape criteria of the Hedgerow Regulations 1997.</p>  |
| Geodiversity No   | impact on designated sites.   |
| Agricultural land   | Grade 3b agricultural land affected.  |
| Coalescence Devel   | opment would not result in coalescence of settlements.  |
| Infrastructure capacity (opportunities/ constraints)                  | <p>In terms of foul water, modelling is being undertaken to confirm what works need to be implemented by Severn Trent Water to enable the development proposals to come forward.</p> <p>Some existing services that cross the site will need to be diverted to enable development to proceed.</p>   |
| Housing market considerations   | <p>The site is in the area of overlap between the Coventry &amp; Warwickshire and Birmingham Housing Market Areas and in the Warwickshire South Broad Rental Market Area.</p> <p>Affordable housing would be provided in compliance with Stratford-on-Avon District Council policy, which requires 35% of all homes to be affordable, either through social rent or shared ownership agreements.</p>  |
| Commuting considerations  | <p>The site is in the Warwick and Stratford-upon-Avon Travel to Work Area.</p> <p>Data from the 2011 Census suggests that 39.4% of people in work who live in Stratford-upon-Avon work in the town, 13.4% work elsewhere in the District and 7.2% work in Warwick.</p>  |
| Transport (opportunities/ constraints)                                | <p>Key points are:</p> <ul style="list-style-type: none"> <li>• The existing Bishopton Lane canal bridge is narrow with a blind summit and has limited access for pedestrians. An improvement scheme has been agreed in principle by the promoter with Warwickshire County Council whereby shuttle traffic lights will be provided to control the flow of traffic over the bridge as well as providing a dedicated on-demand pedestrian phase to enable pedestrians to use the bridge free of traffic;</li> <li>• There are existing bus services close by along The Ridgeway (no. 229) and Bishopton Lane (no. 19). The site is also located close to the Stratford Park and Ride and Stratford-upon-Avon Parkway railway station, which provides regular services to Birmingham and London. Improvements to local bus services would be facilitated by the development by providing appropriate contributions;</li> <li>• There are existing footways and cycleways along Bishopton Lane, The Ridgeway and alongside the canal, which forms part of the National Cycle Route network. These provide access to employment places, schools, shops and other leisure facilities. Improved links will be created from the development along with enhancements north of the canal bridge towards the Parkway Station.</li> </ul> <p>No potential for direct rail access, but close proximity to existing</p> |

| <b>STRATEGIC SITE ASSESSMENT: BISHOPTON LANE, STRATFORD-UPON-AVON</b> |  |
|---|--|
|   | station.   |
| Economic development  | No employment proposed on site although the new Primary School would provide some opportunities for teachers and support staff. Site would be close to existing employment opportunities in Stratford-upon-Avon and close to Parkway Station, providing transport choice in accessing employment further afield.   |
| Minerals safeguarding   | The site is not within a Minerals safeguarding area.   |
| Recreation Assets   | No impact on existing open spaces. Opportunity to provide new public open space as part of the development to help meet the needs of new residents.  |
| Regeneration potential  | This is a greenfield site.   |
| Deliverability and viability  | The site is considered to be deliverable and viable.   |
| Potential contribution to 5 year housing land supply                  | The site could make a contribution to 5 year housing land supply. Assuming a start in 2017/18 the site could deliver 280 dwellings by 2021.  |
| Any other factors   | <p>Site is adjacent to the A46 and The Ridgeway therefore noise is a potential issue. Preliminary work undertaken by the promoter, in consultation with the District Council, suggests that a suitable external noise environment can be provided by setting development back from the road and through design of the housing layout.</p> <p>The need for an Air Quality Assessment has been discussed with the Council's Environmental Health Officer. The need for a detailed assessment will be informed by comparing 'with development' and 'without development' traffic flow data to determine whether there is a risk of a significant air quality effect within designated Air Quality Management Areas. If this scoping exercise indicates that full assessment is required, then this will be undertaken for identified locations. If assessment findings indicate that mitigation to manage pollutant concentrations is required, then measures to ameliorate air quality will be provided.</p> |
| Conclusions   | Development at this location would need to take account of built heritage, ecology, noise and air quality issues. Improvements to the Bishopton Lane Canal Bridge would be essential. Development would result in the loss of a greenfield site but one that is in a relatively sustainable location given proximity to services within Stratford-upon-Avon and Stratford Parkway.   |
| Recommendation  | The findings of this assessment need to be considered alongside the Sustainability Appraisal and the Strategic Transport Assessment, and in comparison with other reasonable alternatives, in deciding whether or not this site should be allocated in the Core Strategy.  |

## Bishopton Lane, Stratford-upon-Avon

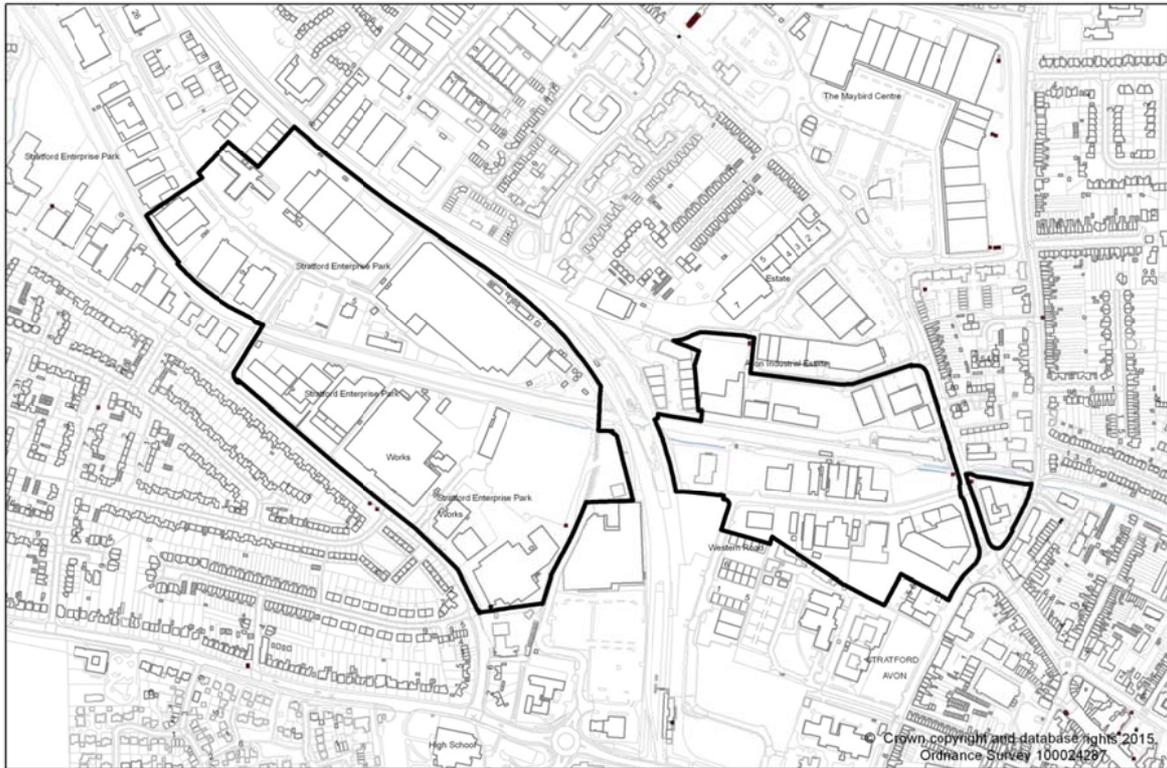


Stratford-on-Avon Core Strategy July 2015

| <b>STRATEGIC SITE ASSESSMENT: CANAL QUARTER, STRATFORD-UPON-AVON</b> |  |
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| Summary of Proposals   | Size of site (ha.): approx. 27ha Dwelling capacity: 650 dwellings in the plan period, longer term potential for a total of 1,000 dwellings<br>Other components: <ul style="list-style-type: none"> <li>• Environmental, ecological and recreational enhancement of the canal corridor</li> <li>• Measures to improve connectivity over the Canal and links to the Railway Station</li> <li>• Traffic management measures</li> <li>• De-culvert watercourses</li> </ul> |
| Existing planning status   | There are a range of existing uses within the area that benefit from planning permission/established use rights.   |
| <b>Factor</b>  | <b>Comments</b>  |
| Green Belt   | No impact on the Green Belt  |
| Heritage (asset and setting)   | Listed buildings and Stratford-upon-Avon Town Centre Conservation Area beyond the eastern boundary of the site. Redevelopment of Warwick House already approved.   |
| Landscape  | No direct impact on AONB, Areas of Restraint or proposed Special Landscape Areas.<br><br>Canal Quarter Study (PBA April 2014) included consideration of landscape issues at this location. Opportunity to improve views and visual amenity by replacing current large scale units with residential scale, good quality development and public realm; utilising the canal as a focus for waterfront development.  |
| Water/Flood risk   | The Canal Quarter Study identified potential risks associated with the canal breaching/overtopping. A watercourse was identified on the eastern side of Timothy's Bridge Road and there is an opportunity to de-culvert this.  |
| Biodiversity   | Canal Quarter Study (PBA April 2014) included consideration of potential effects on ecology. Opportunity identified to enhance the suitability of the canal for otters, opportunity to introduce semi-natural habitat for reptiles. Opportunity to enhance bankside habitat for bats. A sensitive lighting strategy would also be required. Opportunity to introduce bat roosts. Opportunity to provide habitat for nesting birds.                                     |
| Geodiversity No  | impact on designated sites.  |
| Agricultural land  | No direct impact on agricultural land.   |
| Coalescence Devel  | opment would not result in coalescence of settlements.   |
| Infrastructure capacity (opportunities/constraints)                  | Main issues are likely to be in relation to Primary and Secondary School places.   |
| Housing market considerations  | The site is in the area of overlap between the Coventry & Warwickshire and Birmingham Housing Market Areas and in the Warwickshire South Broad Rental Market Area.<br><br>Work undertaken by PBA highlighted that the additional costs associated with redeveloping the area might inhibit the level of affordable housing that the Canal Quarter could support, in addition to making contributions through the Community Infrastructure Levy.                        |
| Commuting considerations   | The site is in the Warwick and Stratford-upon-Avon Travel to Work Area.  |

| <b>STRATEGIC SITE ASSESSMENT: CANAL QUARTER, STRATFORD-UPON-AVON</b> |  |
|--|--|
|  | Data from the 2011 Census suggests that 39.4% of people in work who live in Stratford-upon-Avon work in the town, 13.4% work elsewhere in the District and 7.2% work in Warwick. This site is well located in relation to existing employment in Stratford-upon-Avon.  |
| Transport (opportunities/constraints)                                | Key points are: <ul style="list-style-type: none"> <li>• Opportunity to improve connectivity over the canal between Timothy's Bridge Road and Masons Road;</li> <li>• Opportunity to remove Heavy Goods Vehicles from the town centre;</li> <li>• Opportunity to provide improved walking and cycling links into the town centre and Railway Station;</li> <li>• Need to implement measures identified in the Stratford Transport Package.</li> </ul>  |
| Economic development   | Potential for 9,000 sqm of B1 to be provided across the Canal Quarter as a whole. Site would be close to existing employment opportunities in Stratford-upon-Avon and close to Stratford-upon-Avon Railway Station, providing transport choice in accessing employment further afield.<br><br>Opportunity to help existing companies in the area re-locate and consolidate/expand their existing operations.   |
| Minerals safeguarding  | The site is not within a Minerals safeguarding area.   |
| Recreation Assets  | No impact on existing recreation assets, former football stadium is now used for storage of vehicles and previously planning permission was granted for its redevelopment for employment. There is an opportunity to create a new linear park along the Canal.   |
| Regeneration potential   | Development here would utilise previously developed land and buildings. It would however require the release of greenfield land to assist with the relocation of existing occupants. About 10ha of land are required to enable relocation of existing uses within the plan period.   |
| Deliverability and viability   | The site is considered to be deliverable and viable, see PBA report April 2014.  |
| Potential contribution to 5 year housing land supply                 | A site within the Canal Quarter has already contributed to 5 year housing land supply with the approval of the redevelopment of Warwick House for 82 dwellings. The trajectory for the remainder of the site recognises the need for existing firms to relocate. A contribution of a further 40 dwellings is anticipated in 2020/21.   |
| Any other factors  | Need to consider noise associated with the railway line and nearby uses. Need to consider air quality and ensure that new development does not significantly affect it.  |
| Conclusions  | Opportunity to create a new residential-led urban quarter in a relatively sustainable location close to Stratford-upon-Avon Town Centre. Opportunity to re-use previously developed land and buildings. Opportunity to open up the Canal, with a new linear park and waterfront development. Development would require the relocation of existing companies, probably onto greenfield land but this also provides the opportunity for companies to consolidate and expand their existing operations. |
| Recommendation   | The findings of this assessment need to be considered alongside the Sustainability Appraisal and the Strategic Transport Assessment, and in comparison with other reasonable alternatives, in deciding whether or not this site should be allocated in the Core Strategy.  |

## Canal Quarter Stratford-upon-Avon

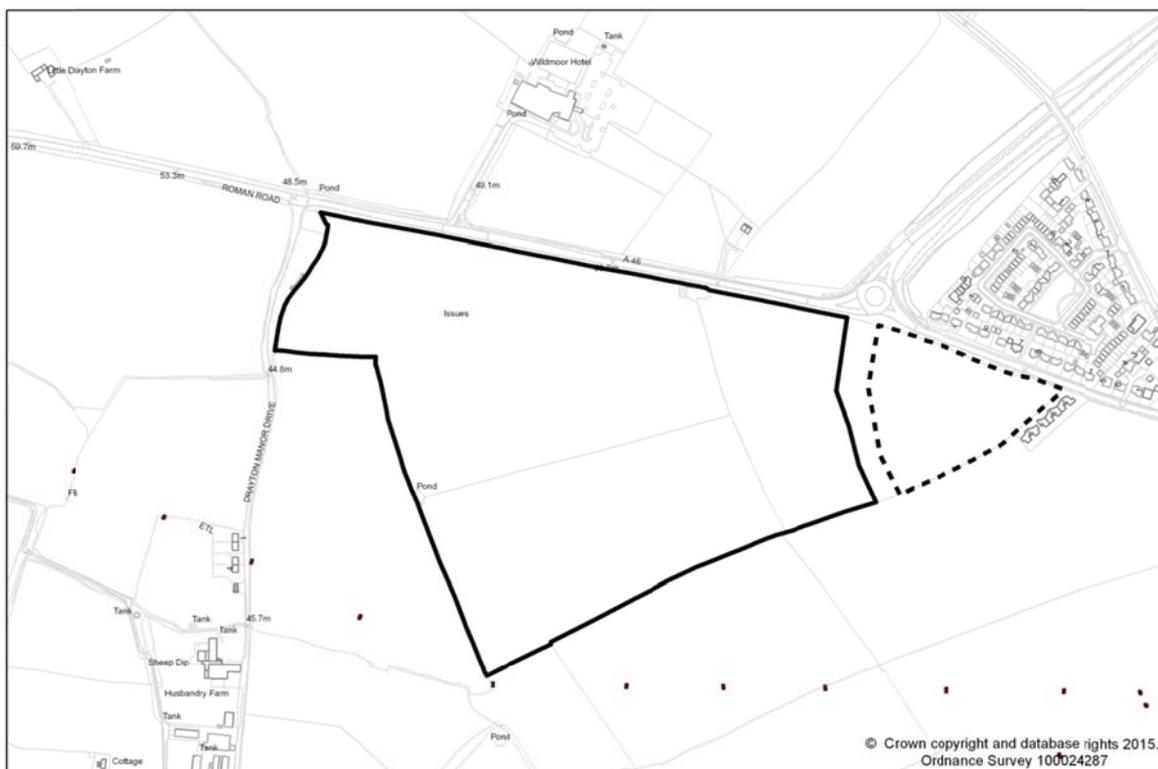


Stratford-on-Avon Core Strategy July 2015

| <b>STRATEGIC SITE ASSESSMENT: SOUTH OF ALCESTER ROAD, STRATFORD-UPON-AVON</b> |   |
|---|---|
| Summary of Proposals  | Size of site (ha): 2 [NB. forms part of a larger allocation] Dwelling capacity: 65  |
| Existing planning status  | Planning permission for 68 dwellings refused in July 2014. Appeal lodged.   |
| <b>Factor</b>   | <b>Comments</b>   |
| Green Belt  | No impact on the Green Belt   |
| Heritage (asset and setting)  | Roman road known as the Saltway running from Droitwich to Finmere forms the northern boundary of this site. This road continued in use through the early medieval period when it was known as Sealt Stret (Early medieval saltway). Although few archaeological sites have been previously recorded in the immediate vicinity of the site, evidence for prehistoric and Roman activity has been recorded from the wider area. |
| Landscape   | No direct impact on AONB, Areas of Restraint or proposed Special Landscape Areas.<br><br>Landscape Sensitivity Study identifies site as being of high/medium sensitivity to residential development. However, it will be enclosed by approved Western Relief Road so context will change considerably.  |
| Water/Flood risk  | The Environment Agency flood map shows that the site is located within Flood Zone 1 (low probability of flooding) and therefore development is sequentially acceptable.   |
| Biodiversity  | Area of improved grassland – no significant value   |
| Geodiversity No   | impact on designated sites.   |
| Agricultural land   | Small area of Grade 3 agricultural land affected.   |
| Coalescence Devel   | opment would not result in coalescence of settlements.  |
| Infrastructure capacity (opportunities/constraints)                           | No known constraints.   |
| Housing market considerations   | The site is in the area of overlap between the Coventry & Warwickshire and Birmingham Housing Market Areas and in the Warwickshire South Broad Rental Market Area.<br><br>Affordable housing would be provided in compliance with Stratford-on-Avon District Council policy, which requires 35% of all homes to be affordable, either through social rent or shared ownership agreements.                                     |
| Commuting considerations  | The site is in the Warwick and Stratford-upon-Avon Travel to Work Area.<br><br>Data from the 2011 Census suggests that 39.4% of people in work who live in Stratford-upon-Avon work in the town, 13.4% work elsewhere in the District and 7.2% work in Warwick District.  |
| Transport (opportunities/constraints)   | Access to the site would be off Alcester Road to east of Wildmoor roundabout and is not dependent on construction of Western Relief Road.<br><br>Frequent bus service runs along Alcester Road  |
| Economic development  | Site would be close to a range of existing employment opportunities in Stratford-upon-Avon and as proposed on remainder of allocated site.  |

| <b>STRATEGIC SITE ASSESSMENT: SOUTH OF ALCESTER ROAD, STRATFORD-UPON-AVON</b> |   |
|---|---|
| Minerals safeguarding   | The site is not within a Minerals safeguarding area.  |
| Recreation Assets   | None.   |
| Regeneration potential  | This is a greenfield site.  |
| Deliverability and viability  | The site is considered to be deliverable and viable.  |
| Potential contribution to 5 year housing land supply                          | The site could make a contribution to 5 year housing land supply. Assuming a start in 2017/18 the site could deliver 65 dwellings by 2021.  |
| Any other factors   | None identified.  |
| Conclusions   | There are no constraints relating to the implementation of this site.   |
| Recommendation  | The findings of this assessment need to be considered alongside the Sustainability Appraisal and the Strategic Transport Assessment, and in comparison with other reasonable alternatives, in deciding whether or not this site should be allocated in the Core Strategy. |

### South of Alcester Road (Proposed Extension to SUA.2)

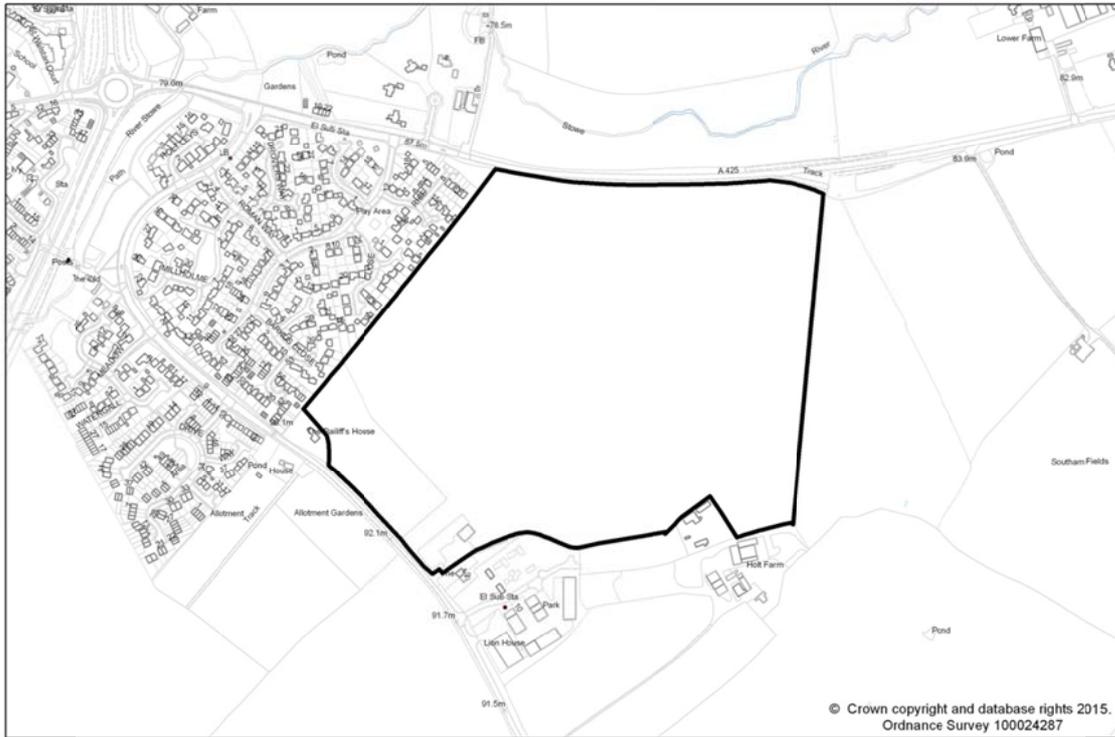


Stratford-on-Avon Core Strategy July 2015

| <b>STRATEGIC SITE ASSESSMENT: SOUTH OF DAVENTRY ROAD, SOUTHAM</b> |  |
|---|--|
| Summary of Proposals  | Size of site (ha.): 22 Dwelling capacity: 500<br>Other components:<br><ul style="list-style-type: none"> <li>• Primary School</li> <li>• General store</li> <li>• Public open spaces</li> </ul>  |
| Existing planning status  | None.  |
| <b>Factor</b>   | <b>Comments</b>  |
| Green Belt  | No impact on the Green Belt  |
| Heritage (asset and setting)                                      | Remnants of World War 2 airfield may be present on the site but they would not be a significant constraint.  |
| Landscape   | No direct impact on AONB, Areas of Restraint or proposed Special Landscape Areas.<br><br>Landscape Sensitivity Study identifies the site as having only medium sensitivity to residential development.   |
| Water/Flood risk  | The Environment Agency flood map shows that the site is located within Flood Zone 1 (low probability of flooding) and therefore development is sequentially acceptable.  |
| Biodiversity  | Hedgerows along northern, eastern and southern boundaries are important habitats and should be retained as far as possible.  |
| Geodiversity  | No impact on designated sites.   |
| Agricultural land   | Grade 3 agricultural land affected.  |
| Coalescence Development   | Development would not result in coalescence of settlements.  |
| Infrastructure capacity (opportunities/constraints)               | Itchen Bank Water Treatment Works is close to capacity taking into account dwellings granted permission within its catchment which also includes Bishop's Itchington, Harbury, Long Itchington and Stockton.<br><br>Southam College is at capacity and the proposed development would be required to make a financial contribution.<br><br>Primary schools in Southam are at capacity so land for an additional primary school to serve the town would be required to be provided on the site, together with a financial contribution to its construction. |
| Housing market considerations                                     | The site is in the Coventry & Warwickshire Housing Market Area and Stratford Broad Rental Market Area.<br><br>Affordable housing would be provided in compliance with Stratford-on-Avon District Council policy, which requires 35% of all homes to be affordable, either through social rent or shared ownership agreements.  |
| Commuting considerations  | The site is in the Warwick and Stratford Travel to Work Area. Employment opportunities are also available at Coventry, Banbury and Rugby.  |
| Transport (opportunities/constraints)                             | A primary access can be provided off Daventry Road and there is scope for a secondary access of Welsh Road East.<br><br>A two-hourly bus service runs along Daventry Road and there may be scope to increase frequency of this service, or to re-route other services, through the residential area east of the bypass.<br><br>Existing subway under the bypass provides a well-established walking and cycling route to the town centre and other attractors.   |

| <b>STRATEGIC SITE ASSESSMENT: SOUTH OF DAVENTRY ROAD, SOUTHAM</b> |   |
|---|---|
| Economic development  | A range of jobs are available in Southam.   |
| Minerals safeguarding   | The site is not within a Minerals safeguarding area.  |
| Recreation Assets   | Scope to provide open space and play facilities as part of development.   |
| Regeneration potential  | Large-scale development will help to support shops and services in the town centre and bolster its vitality.  |
| Deliverability and viability                                      | The site is considered to be deliverable and viable.  |
| Potential contribution to 5 year housing land supply              | The site could make a contribution to 5 year housing land supply. Assuming a start in 2017/18 the site could deliver 200 dwellings by 2021.   |
| Any other factors   | Although the site extends the built form of the town in a rather elongated manner, residential areas have already been created on the eastern side of the bypass and have become well-established. Development of this site provides an opportunity to consolidate this situation and to provide key facilities, eg. primary school, general store, that would serve existing and new residents |
| Conclusions   | Development of this site would involve the loss of a large greenfield site. However, there are no other significant constraints to overcome and there is scope to secure significant community and economic benefits for the town.  |
| Recommendation  | The findings of this assessment need to be considered alongside the Sustainability Appraisal and the Strategic Transport Assessment, and in comparison with other reasonable alternatives, in deciding whether or not this site should be allocated in the Core Strategy.   |

## South of Daventry Road Southam



Stratford-on-Avon Core Strategy July 2015