

Sustainability Appraisal of the Stratford-on-Avon Core Strategy

**SA Report meeting the
requirements of the SEA Directive**

May 2014



LEPUS CONSULTING

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of the SEA Directive

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Abbreviations

AA	Appropriate Assessment
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
ASNW	Ancient Semi-Natural Woodland
BAP	Biodiversity Action Plan
BREEAM	Building Research Establishment Environmental Assessment Method
CfSH	Code for Sustainable Homes
CIL	Community Infrastructure Levy
CRC	Commission for Rural Councils
DAMs	Detailed Assessment Matrices
DC	District Council
DCLG	Department for Communities and Local Government
EIA	Environmental Impact Assessment
GI	Green Infrastructure
HGV	Heavy Goods Vehicle
HQE	High Quality Employment
JLR	Jaguar Land Rover
LGS	Local Geological Site
LPA	Local Planning Authority
LSV	Local Service Villages
LTP	Local Transport Plan
LWS	Local Wildlife Site
NPPF	National Planning Policy Framework
PPP	Plans, Policies and Programmes
PROW	Public Rights of Way
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SDC	Stratford-on-Avon District Council
SEA	Strategic Environmental Assessment
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage Systems
SWMP	Site Waste Management Plan
TPO	Tree Preservation Orders

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Non-technical summary

What is Sustainability Appraisal?

Lepus Consulting is conducting an integrated Sustainability Appraisal (SA) process for the Stratford-on-Avon Core Strategy on behalf of Stratford-on-Avon District Council (DC). The plan's official title is 'Stratford-on-Avon District Council Proposed Submission Core Strategy, April 2014'.

SA is the process of informing and influencing the preparation of the Stratford-on-Avon Core Strategy to optimise the sustainability performance of the plan. The integrated approach is designed to meet the requirements of the Strategic Environmental Assessment (SEA) Directive.

This document is known as an SA Report. It includes the requirements of an environmental report in accordance with the SEA Directive.

Purpose and content of the Sustainability Appraisal report

The purpose of this SA Report is to:

- Identify, describe and evaluate the likely significant effects of the Core Strategy and its reasonable alternatives; and
- Provide an early and effective opportunity for statutory consultees, interested parties and the public to offer views on any aspect of the SA process which has been carried out to date.

The SA Report contains:

- An outline of the contents and main objectives of the Core Strategy and its relationship with other relevant plans, programmes and strategies;
- Relevant aspects of the current state of the environment and key sustainability issues for Stratford-on-Avon;
- The SA Framework of objectives and indicators against which the Core Strategy has been assessed;
- The appraisal of reasonable alternatives to the Core Strategy;
- The likely significant effects of the Core Strategy in sustainability terms;
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects which may arise as a result of the Core Strategy;
- A description of the measures envisaged concerning monitoring; and
- The next steps for the SA.

The scoping stage

A Scoping Report was prepared by Lepus Consulting in May 2011. This set out the intended scope and level of detail to be included in the SA Report and included a plan, programme and policy review, an evidence base for the assessment, key issues and environmental challenges to address. It also included an SA Framework of objectives and indicators against which the Core Strategy could be assessed.

The Scoping Report was published for consultation on 20th May 2011 for a period of five weeks until 24th June 2011. Drawing on consultation responses an updated SA Framework was produced in August 2011.

Assessment of reasonable alternatives

In the UK, reasonable alternatives are commonly referred to as 'options'. The assessment of reasonable alternatives refers to the plan making process stage of exploring policy options. The District Council have been through numerous options stages. These presented a range of reasonable alternatives for guiding new development in Stratford-on-Avon, these have been assessed as part of the SA process; the stages are:

- Part 1 Options SA Report (October 2011)
- Part 2 Options SA Report (November 2011)
- Part 3 Housing Development Options SA Report (January 2012)
- Potential Development Options SA Report (February 2012)
- Potential Strategic Allocations SA Report (June 2013)
- Alternative Strategic Options SA Report (January 2014)

The main findings and assessment results of these options stages are discussed in **Chapter 4**.

Assessing the Proposed Submission Version of the Core Strategy

Stratford-on-Avon DC Core Strategy contains six sections of policies: sustainability framework; district resources; district designations; development strategy; area strategies; and infrastructure. Within these six sections there are 26 policies, plus 11 area strategies. Within the area strategies, Stratford-on-Avon, Alcester and Southam also include site proposals. There is also a new settlement proposal and discussion of two site proposals in the Redditch area.

The assessment of the Stratford-on-Avon Proposed Submission Version of the Core Strategy was undertaken using a combination of empirical evidence, and to a lesser extent, professional judgement. The findings are presented in matrix format and are accompanied by a commentary on identified effects. The matrix is not a conclusive tool. Its main function is to show visually whether or not the proposed options are likely to bring positive, adverse or uncertain effects in relation to the SA Objectives. The commentary is then used to interpret the matrix findings.

The established likely positive significant effects are presented in **Table N1**. Some have been associated with uncertain sustainability performance, meaning they could be either positive, negative or possibly both depending on the range of receptors that may be affected. **Table N2** provides summary details of some potentially significant negative

effects. In the case of any potential negative effects, recommendations are made in terms of mitigation and monitoring.

Table N1: Potential positive sustainability effects of the Stratford-on-Avon Core Strategy

Potential positive sustainability effects of the Core Strategy
<p>Accessibility and transportation</p> <p>The expansion of firms must take into account the site's accessibility, including its proximity to public transport; Promotes improvements to transport networks and infrastructure, sustainable travel through access to rail and provision of new and existing pedestrian and cycle routes.</p>
<p>Air quality</p> <p>Improved accessibility for walking and cycling, coupled with the endorsement of sustainable modes of transport will enhance the air quality of the area through a reduction in car use.</p>
<p>Biodiversity and geodiversity</p> <p>Places a special emphasis on woodlands and trees, including veteran trees and hedgerows; Establishes protection, enhancement and creation of biodiversity at a range of scales; Aims to protect, enhance, restore and create new green infrastructure where possible; Increases and enhances open space, with consideration given to more diverse forms of provision such as community orchards, allotments and local nature reserves.</p>
<p>Climate change</p> <p>Strong focus on promoting sustainable transport and reducing the area's carbon footprint; Supports the protection and enhancement of GI which contributes to a reduction in Stratford-on-Avon's emissions; Introduces a strategic and inclusive approach to mitigating greenhouse gas emissions and adapting to the effects of climate change, such as flooding; Ensures that development is directed away from flood risk areas through the presumption against developing in certain flood risk zones.</p>
<p>Economic factors</p> <p>Supports the development of a strong and diverse District economy, to maintain economic competitiveness and support the growth of local businesses; Aims to increase tourism throughout the District through creating large-scale schemes in urban areas.</p>
<p>Health</p> <p>Health and wellbeing is supported by the encouragement of non-car use and healthier modes of travel; Public transport is supported, which aids the elderly population through improving their ability to access services and facilities; Encourages more people to use public transport or walk to their destinations if services and facilities are close by; There is a strong emphasis on the health of communities, ensuring that there are adequate sport and leisure facilities for residents, as well as supporting open space.</p>
<p>Historic environment and townscape</p> <p>Emphasises the protection and enhancement of the landscape and its component attributes; Helps ensure that the design and setting of new development is prepared in the context of known cultural heritage sites; Controls development within the Green Belt to protect its openness and character; Strong emphasis on protecting the special landscape areas within Stratford-On-Avon; Housing has to relate well to the existing settlement and be proportional in size and scale to ensure that it does not detract from the character of the existing settlement.</p>

Potential positive sustainability effects of the Core Strategy
Housing
Resists development in areas which are prone to flooding ensures that all housing built is suitable and fit for purpose; Provides approximately 10,800 new homes in the period 2011-2031; All new residential development of 0.2 hectares or more with 5 or more houses will be required to provide affordable housing; Ensures that residential development is balanced and creates a sustainable community with affordable housing provided at a rate contingent on local needs surveys.
Material assets
Supports proposals on vacant and derelict sites; Calls for efficiency, with residential buildings reaching at least CfSH level 3-4 and non-residential meeting BREEAM Good standards; Brings empty homes back into productive use through extensions, subdivisions, adaption and replacement.
Population and quality of life
Enhancements to the area's GI network and woodland will be a key contributor to overall quality of life; Promotes public access; Disperses attractions and accommodation throughout the District, reducing barriers for those living in rural areas.
Water and soil
Aims to improve the water quality of the District; Strongly supports the incorporation of sustainable urban drainage systems (SUDS); States that development should not affect water bodies' status and ability to meet the target of all watercourses to reach 'good' water quality status by 2015.

Table N2: Potential negative sustainability effects of the Stratford-on-Avon Core Strategy

Potential negative sustainability effects of the Core Strategy and areas for improvement
Accessibility and transportation
Large retail development is focused solely in the main settlements; this follows the requirements of para 23 of the NPPF which requires Local Planning Authorities (LPAs) to recognise town centres as the heart of their communities and pursue policies to support their viability and vitality. It is likely that the policy will continue to support driving as the primary mode of transport in rural areas; Some policies advise the creation of car parking facilities, providing increased parking availability could encourage people to drive; Policies should actively encourage sustainable modes of transport, rather than just including this as mitigation against 'unacceptable transport impacts', a reference to active encouragement could be implemented into policies which have been identified as potentially suffering from transport issues; The locations of some employment sites could promote car use and should be targeted for sustainable transportation measures.
Air quality
Car transport has the potential to affect air quality within Stratford-on-Avon. If a modal shift in transportation does not occur, air quality could deteriorate; Development is proposed in and around areas with AQMAs.
Biodiversity
Some sites are located on BAP priority habitat - development may mean the loss of traditional orchards, hedgerows and veteran trees; Proposed LWS' may be affected by development.

Potential negative sustainability effects of the Core Strategy and areas for improvement
Climate change
Some development sites are at risk from flooding; Car transport has the potential to affect carbon emissions within Stratford-on-Avon. If a modal shift in transportation does not occur, greenhouse gas emissions will be affected.
Economic factors
The Vale of Evesham Control Zone could restrict businesses.
Health
Some sites do not have easy access to health services.
Historic environment and townscape
Section 9 of the NPPF sets the criteria of what constitutes 'appropriate development' in the Green Belt. However incorporating the precautionary principle, allowing appropriate development could lead to the nibbling away of Green Belt in the long term; Specific sites have been removed from the Green Belt; Development is proposed on sites where there may be archaeological features, including evidence of a civil war skirmish on a battlefield in Southam; There is the potential for development to harm the setting of heritage assets; Specific proposals will lead to the loss of ridge and furrow.
Housing
Adverse effects of housing development can be mitigated by good design; it is recommended that environmental impact assessments are prepared.
Material assets
Proposals include development to be built on areas of agricultural land, leading to possible loss of high quality land assets.
Population and quality of life
The focus on large retail development in the main rural settlements could promote centralisation; Some sites have barriers to access services and facilities.
Water and soil
Development is likely to cause the loss of agricultural land.

Mitigation

In cases where potentially adverse effects have been identified through uncertainty, mitigation suggestions have been cited in **Chapter 6**. Mitigation should be considered as part of a sequential hierarchy to deal with adverse effects: avoid, reduce, and then mitigate. Mitigation prescriptions might include changes to policy wording, advocating design guides, offsetting biodiversity effects or provision of new supporting green infrastructure. In the case of this SA Report, mitigation has been supplied to help address potential negative effects associated with classifications of uncertainty in the assessment process so that, if possible, no residual affects remain.

Recommendations

Whilst the Core Strategy brings a range of positive sustainability effects, a number of recommendations have been proposed to help further improve its sustainability performance when implemented. These are presented in **Chapter 7**.

Monitoring

Chapter 8 of the SA Report explains why there should be a monitoring programme for measuring the Core Strategy's implementation in relation to the areas where the SA has identified significant effects, and where opportunities for an improvement in sustainability performance may arise. Monitoring for the SA could be carried out in conjunction with other monitoring processes.

Conclusions

Having appraised the Proposed Submission Version of the Core Strategy, the process has identified several positive and a smaller number of negative effects. Through applying a suite of mitigation measures, it is possible to ensure that most of the residual significant adverse effects are overcome. The only remaining issue relates to the loss of ridge and furrow land. These mitigation measures have been presented in **Chapter 6**. Recommendations for dealing with uncertainty in the assessment process are presented in **Chapter 7**.

Next Steps

The Core Strategy must be published for representations by Stratford-on-Avon DC, together with other "proposed submission documents" including this SA Report, before it can be submitted to the Planning Inspectorate for examination. This provides a formal opportunity for the local community and other interests to consider the Core Strategy. Following consultation Stratford-on-Avon DC will review and amend the Proposed Submission Core Strategy to create the Submission Core Strategy. Once this is completed, the publication version of the plan should be submitted to the Planning Inspectorate for examination on behalf of the Secretary of State. Once the Core Strategy is ready for adoption, a post adoption SA Statement will be prepared.

1 Introduction

1.1 Background

- 1.1.1 Lepus Consulting is conducting the Sustainability Appraisal (SA) process for the Stratford on Avon Core Strategy on behalf of Stratford on Avon District Council. SA is the process of informing and influencing the development of the Core Strategy to maximise the sustainability value of the document. In this context, this report should be considered through the on-going evolution of the Core Strategy. SA is integrated with the Strategic Environmental Assessment (SEA) process so that the requirements of both assessment processes are met simultaneously.
- 1.1.2 In the case of a Core Strategy not fully complying with the NPPF and SEA Regulations, the planning inspector is likely to recommend the plan for withdrawal or suspension. For example, a legal challenge was lodged against Forest Heath District Council in 2011, regarding their proposed Core Strategy. The High Court ruled that the Core Strategy did not give clear reasoning as to why alternative policies that were rejected were deemed unreasonable. The ruling should guide current best practice and ensure that the reasons for selecting or rejecting alternatives are explained, and that the public should have an effective opportunity to comment on appraisal of alternatives. The SA report accompanying the plan must refer to, summarise or repeat the reasons that had been given in earlier iterations of the plan and SA, and these must still be valid.
- 1.1.3 Similarly, the planning inspector raised concerns regarding the Bath and North East Somerset Core Strategy in 2012. These concerns were centred on the fact that there was weak justification for selecting the preferred policies, particularly as some of the preferred options did not appear to meet the needs identified in the SA. These cases demonstrate the need for transparency in the plan-making process, including taking the SA findings into account and drawing on the SA to justify the preferred options selected.
- 1.1.4 In addition, a legal challenge was lodged against Rochford District Council to quash parts of the Housing Chapter of the Core Strategy. This was based on the grounds that the Core Strategy failed to set out the reasons for its initial selection of general housing locations and for the selection of preferred alternatives. It was suggested that the inspector unfairly failed to re-open the public hearings regarding the Sustainability Appraisal Addendum. The High Court ruled that these challenges should be refused on the grounds that the Core Strategy adequately addressed these issues either within the report itself or in supporting documents, which were cross-referenced in the main document. Meaning that as long as the SA requirements are satisfied it does not matter whether they are in the SA Report itself or in supporting documentation, as long as they are cross-referenced.

1.2 About Stratford-on-Avon

- 1.2.1 The district of Stratford-on-Avon covers an area of 979 square kilometres of rural south Warwickshire. Amongst the largest of England's lowland districts, it is one of the five Warwickshire districts and boroughs that lie within the West Midlands. The district's population of 118,900 is split between the main settlement of Stratford-upon-Avon (which has a population of 26,150), important rural centres of the district; such as Alcester, Shipston-on-Stour and Southam, and approximately 250 further communities of various sizes.
- 1.2.2 The district enjoys a distinctive settlement hierarchy from Stratford-upon-Avon to the market towns and beyond into the many picturesque villages and hamlets. It also has a strong rural character, which is reflected by vernacular building styles and clearly demarcated field patterns. The Landscape includes features such as ridge and furrow, old and young hedgerows and undulating landscapes with relief features gently carved by the various watercourses, which flow across the area. Much of the north of the district lies within the West Midlands Green Belt, and the Cotswolds AONB extends into the southern fringes of the district. Central to its distinctive character, Stratford-on-Avon has a rich historic environment and cultural heritage resource, reflected by the 76 conservation areas, 3,332 listed buildings and 84 scheduled monuments located in the district. The historic and cultural legacies of the district's past, combined with the attractive rural landscapes are important economic drivers, to tourism and the visitor economy.
- 1.2.3 The character and natural environment of Stratford-on-Avon is distinguished by the many rivers and canals that flow through the district. These include the River Avon and its tributaries, the Rivers Alne, Arrow, Dene, Itchen and Stour, as well as the Grand Union, Oxford and Stratford-upon-Avon Canals. The River Avon and its tributaries present a significant challenge in flood management terms, as highlighted by the floods of July 2007.
- 1.2.4 The district has a rich biodiversity resource, reflected by various statutory and non-statutory nature conservation designations, including 39 SSSIs. The various biodiversity assets in the district are also recognised and prioritised by the Warwickshire, Coventry and Solihull Local Biodiversity Action Plan (BAP) (2007), which includes 26 species action plans and 24 habitat action plans.
- 1.2.5 Residents of Stratford-on-Avon generally have favourable levels of health, are highly skilled and enjoy a good quality of life. This does mask a number of socio-economic challenges for the district, including an ageing population, issues surrounding the affordability of housing, significant out-commuting for employment purposes and difficulties surrounding access and service provision in rural areas.

1.3 The SA Process

- 1.3.1 This report is one of a series of reports that have been prepared to facilitate an iterative and informative approach to sustainability appraisal. The Core Strategy has been in the making for several years and the sustainability appraisal has been prepared at each major stage, as the plan has progressed. Early work on Scoping in 2011 has subsequently been followed by reports to document the appraisal of reasonable alternatives, including spatial options and draft policies.
- 1.3.2 This SA Report, which accompanies the Proposed Submission Version of the Core Strategy, will include the requisite SEA content so that the SA Report represents an Environmental Report under the requirements of the SEA Directive.

1.4 An integrated approach to Sustainability Appraisal and Strategic Environmental Assessment

- 1.4.1 The European Union Directive 2001/42/EC or 'SEA Directive' applies to a wide range of public plans and programmes on land use, energy, waste, agriculture, transport etc. (see Article 3(2) of the Directive for other plan or programme types). The SEA procedure can be summarised as follows: an environmental report is prepared in which the likely significant effects on the environment and the reasonable alternatives of the proposed plan or programme are identified. The public and the relevant environmental authorities are informed and consulted on the draft plan or programme and the environmental report prepared. Further details on methodology are explained in **Chapter 4**.
- 1.4.2 The Directive has been transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations, SI no. 1633).
- 1.4.3 Under the requirements of the SEA Directive and Environmental Assessment of Plans and Programmes Regulations (2004), specific types of plans that set the framework for the future development consent of projects, must be subject to an environmental assessment. Therefore it is a legal requirement for the Stratford-on-Avon Core Strategy to be subject to SA and SEA throughout its preparation.
- 1.4.4 Sustainability Appraisal is a UK-specific procedure used to appraise the impacts and effects of development plans in the UK. It is required by S19(5) of the Planning and Compulsory Purchase Act 2004 and should be an appraisal of the economic, social and environmental sustainability of development plans. The present statutory requirement for SA lies in The Town and Country Planning (Local Planning) (England) Regulations 2012. SEA is a systematic process for evaluating the environmental consequences of proposed plans or programmes to ensure environmental issues are fully integrated and addressed at the earliest appropriate stage of decision-making.

1.5 Best Practice Guidance

1.5.1 The requirements to carry out SA and SEA are distinct, although it is possible to satisfy both obligations using a single appraisal process. Government policy recommends that both SA and SEA are undertaken under a single sustainability appraisal process, which incorporates the requirements of the SEA Directive. This is to be achieved through integrating the requirements of SEA into the SA process. The approach for carrying out an integrated SA and SEA is based on best practice guidance:

- Office of the Deputy Prime Minister (September 2005): A Practical Guide to the SEA Directive; and
- Department for Communities and Local Government (DCLG; 2013) National Planning Practice Guidance - Strategic environmental assessment and sustainability appraisal; web based guidance to accompany the National Planning Policy Framework (NPPF) including guidance on the SEA/SA process

1.5.2 Recently, DCLG released web-based guidance to accompany the NPPF. This includes information on the SA and SEA processes and can be accessed by following the link:

<http://planningguidance.planningportal.gov.uk/blog/guidance/>

1.5.3 The stages of the SA process as described by the DCLG guidance are shown in **Figure 1.1**.

1.5.4 This report represents stages C and D of **Figure 1.1**; the Sustainability Appraisal Report. Stages A and B have already taken place and are discussed in **Chapter 2** and **Chapter 3** respectively.

1.6 The Core Strategy Policies

- 1.6.1 The Council's forward planners have prepared the draft policies. They are to be published as part of a package of information that presents a 'direction of travel' for the Core Strategy as further strategic spatial options are considered and subsequently the Proposed Submission Version of the Core Strategy is written. At this point further SA work will be undertaken to appraise every aspect of the Core Strategy.
- 1.6.2 The Core Strategy policies are presented in **Table 1.1**.

Table 1.1: List of Core Strategy Policies to be appraised

Sustainability Framework	
CS 1	Sustainable Development
District Resources	
CS 2	Climate Change and Sustainable Construction
CS 3	Sustainable Energy
CS 4	Water Environment and Flood Risk
CS 5	Landscape
CS 6	Natural Environment
CS 7	Green Infrastructure
CS 8	Historic Environment
CS 9	Design and Distinctiveness
District Designations	
CS 10	Green Belt
CS 11	Cotswolds Area of Outstanding Natural Beauty
CS 12	Special Landscape Areas
CS 13	Areas of Restraint
CS 14	Vale of Evesham Control Zone
Development Strategy	
CS 15	Distribution of Development
CS 16	Housing Development
CS 17	Affordable Housing
CS 18	Housing Mix and Type
CS 19	Existing Housing Stock and Buildings
CS 20	Gypsies and Travellers and Travelling Showpeople
CS 21	Economic Development
CS 22	Retail Development and Main Centres
CS 23	Tourism and Leisure Development
Area Strategies	
AS 1	Stratford-upon-Avon
SUA 1	Stratford Regeneration Zone
SUA 2	South of Alcester Road
SUA 3	East of Birmingham Road
AS 2	Alcester
ALC 1	North of Allimore Lane (southern part)

ALC 2	North of Allimore Lane (northern part)
ALC 3	North of Arden Road
AS 3	Bidford-on-Avon
AS 4	Henley-in-Arden
AS 5	Kineton
AS 6	Shipston-on-Stour
AS 7	Southam
SOU 1	West of Banbury Road
SOU 2	West of Coventry Road
AS 8	Studley
AS 9	Wellesbourne
GLH	Gaydon/Lighthorne Heath New Settlement
AS 10	Countryside and Villages
AS 11	Large Rural Brownfield Sites
REDD 1	Winyates Green Triangle, Mappleborough Green
REDD 2	Gorcott Hill, Mappleborough Green
Infrastructure	
CS 24	Healthy Communities
CS 25	Transport and Communications
CS 26	Developer Contributions

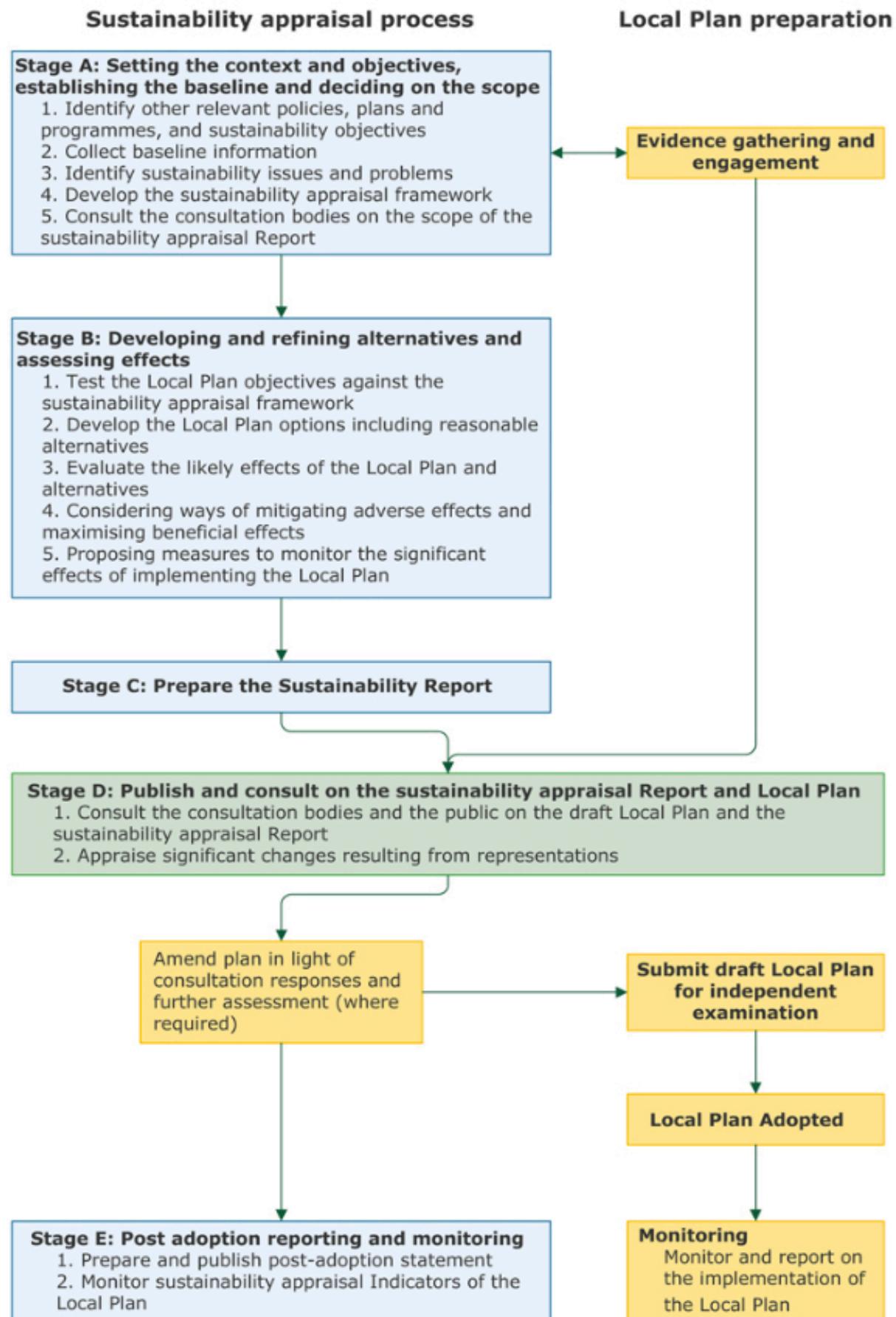


Figure 1.1: SA stages presented in the DCLG guidance (DCLG 2013)

1.7 Meeting the SEA Directive requirements

1.7.1 **Table 1.2** includes the requirements of the SEA Directive and shows where they are met within the SA process.

Table 1.2: Meeting the requirements of the SEA Directive

Requirement for Environmental Report	Location
Include an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes.	SA Scoping Report 2011, Chapters 4 to 6 and Appendix D SA Report Chapter 1
Include information on the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	SA Scoping Report 2011, Chapters 4 to 16
Describe the environmental characteristics of areas likely to be significantly affected	SA Scoping Report 2011, Chapters 4 to 16 SA Report Chapters 1 and 5
Specify any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	SA Scoping Report 2011, Chapters 4 to 16 SA Report Chapters 5 and 6
Consider the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	SA Scoping Report 2011, Chapters 4 to 16 and Appendix D SA Report Chapter 2
Assess the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, and cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	SA Report Chapters 5 and 6
Give details of the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	SA Report Chapters 6 and 7
Give an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	SA Report Chapters 1 and 3
Include a description of the measures envisaged concerning monitoring.	SA Report Chapter 8
Include a non-technical summary of the information provided	SA Report Non-Technical Summary

1.8 How the Core Strategy evolved¹

Context

- 1.8.1 A substantial amount of housing development has taken place in the District in recent decades with the overall number of dwellings increasing by 52% between 1981 and 2011. Much of this has been concentrated in the larger settlements such as Stratford-upon-Avon (increased by 58%), Wellesbourne (increased by 74%), Bidford (increased by 86%) and Shipston (increased by just over 100%). At the same time, the historic and natural environment of the District is very highly valued and contributes significantly to the identity and character of the area. There is widespread concern that additional significant growth would fundamentally and irrevocably alter the character of the District's towns and villages.
- 1.8.2 The plan-making process involves a number of stages of consultation as the Council moves from a range of options to its preferred plan. This has particularly been the case in producing this Core Strategy due to a range of changing circumstances that have had a significant bearing on the context and content of the Plan as it has evolved.
- 1.8.3 In 'honing-down' the most appropriate strategy for distributing development, communities and stakeholders across Stratford-on-Avon District have had a number of opportunities to have their say. Comments received from each consultation have been used to inform the content of subsequent draft documents.
- 1.8.4 At each of the consultation stages, a specific approach was taken in relation to the distribution and location of development and the identification of development sites.

Issues and Options Consultation (May 2007)

- 1.8.5 In May 2007, the Council consulted the public on issues and options that related to the planning of future development in the District. It sought opinions on various different approaches to the distribution of development, from highly concentrated to wide dispersal.
- 1.8.6 The feedback showed that there was a clear preference for a wide dispersal of future housing development across most settlements in the District, with 41% of respondents giving this option as their first choice. The situation was less clear-cut for employment development, with a concentration on the larger settlements in the District gaining similar support to a more dispersed approach.

¹ Information on the evolution of the Core Strategy has been provided by Stratford-on-Avon DC

Draft Core Strategy Consultation (October 2008)

- 1.8.7 Following the Issues and Options consultation, the Council published a Draft Core Strategy based on a strategy of dispersal and the requirements of the Draft West Midlands Regional Spatial Strategy (RSS) Phase Two Revision for 5,600 homes and 68 hectares of employment land over the plan period 2006-2026. This strategy proposed some development in most towns and villages, with a particular focus on the larger rural settlements as a way of ensuring the effective provision of public services and commercial facilities. There was general support for this approach, but it was dependent on the specific amount of development then proposed for each settlement.
- 1.8.8 A number of specific Proposed Development Opportunities for housing and employment uses were identified within and on the periphery of Stratford-upon-Avon and the Main Rural Centres. In total, these sites would have provided approximately 2,550 dwellings out of the total provision at that time.

Housing Growth Scenarios Consultation (Summer 2009)

- 1.8.9 Following publication of the Draft Core Strategy, work on the RSS Revision by the Regional Assembly indicated that the housing requirement for Stratford-on-Avon District might need to increase. As such, the Council consulted the public on how best to deal with any increase. Using the base requirement of 5,600, this consultation considered the options of dispersal, urban extensions and a new settlement against three scenarios of 7,500 homes (an increase of 1,900 homes); 10,100 homes (an increase of 4,500 homes); and 15,000 homes (an increase of 9,400 homes).
- 1.8.10 The feedback showed that, in all scenarios, the approach favoured in over half of all responses was that a new settlement would be the most appropriate way of dealing with an increase in the housing requirement.

Consultation Draft Core Strategy - Directions for Stratford-on-Avon District (February 2010)

- 1.8.11 Following the examination of the RSS Revision, it was recommended by the Panel of Inspectors that Stratford-on-Avon District's housing requirement should be increased to 7,500 homes to 2021, and then by a further 2,500-3,000 to 2026. To meet this new requirement, the Council proposed to amend the distribution set out in the First Draft Core Strategy by: providing an additional 800 homes in Stratford-upon-Avon itself, given its status as by far the largest, most accessible town in the District with the most services and jobs; a further allowance of 950 homes to be provided in the more sustainable villages known as Local Service Villages (LSVs); and allowing scope for a modest amount of housing development on large rural brownfield sites based on meeting local need and/or associated with other uses on the site.

- 1.8.12 This approach was contrary to the results of the public consultation held in 2009, which gave a clear preference that any significant increase in housing should be accommodated by a new settlement. This was because whilst the RSS Panel acknowledged that a new settlement might be required to meet the additional development after 2021, it concluded that 7,500 homes could be accommodated satisfactorily in Stratford-on-Avon District without the need for a new settlement. Legally, the Core Strategy had to conform to the RSS at this stage, so the views of local residents were outweighed by the imposition of top-down planning. Responses to the consultation showed that there was still support for the dispersed approach, although concern was raised as to the prospect of a large-scale urban extension to Stratford-upon-Avon town.
- 1.8.13 This version of the Plan continued the same approach as the first draft, focusing most development at Stratford-upon-Avon and the Main Rural Centres. A range of Proposed Development Sites were identified with precise boundaries. This refinement was based on an assessment of land parcels around these settlements, which covered environmental features, physical characteristics and constraints to implementation. Many of the sites were taken forward from the first draft, with additional ones identified to cater for the increase in the housing requirement.
- 1.8.14 Of the overall housing requirement specified at this stage, the sites identified in this Plan could have accommodated approximately 4,150 dwellings.

Draft Core Strategy Consultation (February 2012)

- 1.8.15 Following publication of the 2010 Core Strategy, and in the context of its localism agenda, the Coalition Government introduced fundamental changes to the planning system including the publication of the National Planning Policy Framework (NPPF), the abolition of regional planning and the introduction of a new tier of neighbourhood planning.
- 1.8.16 In response, the Council took a more 'local' approach to policy making by introducing Area Profiles into the Core Strategy. These include a number of local policy principles and community aspirations whilst, at the same time, balancing the need to plan strategically to meet the overall needs of the District. The Council also looked afresh at the District housing requirement and concluded that a figure of 8,000 was more appropriate for the period 2008 to 2028. Consultation responses showed that there was still support for the dispersed approach although, again, this was subject to the specific amount of development proposed for each settlement.
- 1.8.17 With the introduction of the NPPF and localism and the demise of regional strategies, the District Council took a fresh approach to the consideration of development sites. This version of the Plan identified a wide range of potential development options on the edges of Stratford-upon-Avon and the Main Rural Centres. These options were shown indicatively on a set of diagrammatic maps. Comments were invited on the suitability or otherwise of each one and whether other potential locations should be considered.

Review of Housing Requirements (March 2013)

- 1.8.18 This review sought to determine an appropriate level of new housing for Stratford-on-Avon District to 2028. The extent to which the number of new homes should increase is influenced by economic factors. However, the review concluded that there is no direct relationship, particularly in a District such as Stratford-on-Avon, which faces a particular demand for housing for older persons. New jobs do not necessarily have to be filled by in-migrants, given alternative sources such as lower local unemployment, later retirement and increased activity rates, including amongst the elderly/recently retired, as well as improved skills and training. As such, the review recommended a housing requirement figure of 9,500 to 10,000 net additional dwellings. This was taken to be sufficient to maintain and slightly increase the current number of employed residents over the period to 2028 and thus be consistent with the Council's Business and Enterprise Strategy.

Assessment of Large Scale Development Options (Spring 2013)

- 1.8.19 This assessment comprised three distinct yet inter-related pieces of work. Firstly, the Council undertook an initial strategic assessment of broad locations for potential large-scale development, and concluded that there were six broad locations across the District within which it may be suitable, subject to further assessment, to accommodate large-scale development of at least 2,500 homes. Secondly, the Council issued a 'call for sites' comprising large-scale development from landowners and developers. Over 30 submissions were received, although many were not of a size large enough to be considered large-scale for the purposes of this process. Finally, a further study considered the suitability, viability and achievability of shortlisted suggestions, including considering the infrastructure implications and costs of any such development.

Indicative Proposed Submission Core Strategy (July 2013)

- 1.8.20 Although this version of the Plan was not formally published, it set out the Council's intention to increase the housing requirement to 9,500 dwellings for the period up to 2028 and the strategy for meeting it. The Plan made clear the Council's intention to allocate specific 'strategic' development sites in the Core Strategy, albeit a relatively small number of them.
- 1.8.21 Their identification took into account a wide range of site assessment studies and the ongoing appraisal of development options. However, it was also influenced by the distribution of housing development that had already been committed since 2008 in and on the edges of Stratford-upon-Avon and the Main Rural Centres. The Council wished to ensure that housing provision over the plan period is distributed around the District's larger settlements in a manner that reflects their relative size and availability of services.

- 1.8.22 At this time, since 2008 there had been a considerable number of dwellings granted planning permission or built in Stratford-upon-Avon (1851), Bidford-on-Avon (267), Shipston-on-Stour (257) and Wellesbourne (211). Of the other Main Rural Centres, Kineton (111), Henley-in-Arden (116) and Studley (92) had experienced a much lower level of provision. The first two are much smaller settlements than the other Main Rural Centres, and the latter two are each surrounded by Green Belt.
- 1.8.23 However, whilst being two of the largest Main Rural Centres and also having the widest range of jobs and services of all of them, Alcester (124) and Southam (164) had seen a relatively low level of housing provision during the plan period to date. It was for these reasons that specific allocations for housing development were identified in these two settlements and not in any of the other Main Rural Centres. These sites were chosen based on the characteristics and constraints relating to land parcels on the edges of the two settlements.
- 1.8.24 In addition, employment allocations were proposed in Stratford-upon-Avon, Alcester and Southam to meet the specific circumstances identified in the District Employment Land Study and, in the case of the former, to help deliver the Canal Quarter Regeneration Zone.
- 1.8.25 Whereas, the established dispersal approach is to be retained, the Council concluded that additional housing could not be met in a sustainable manner in this way. The likelihood of having to include a major development proposal in the form of a sustainable urban extension or a new settlement if the housing requirement was increased substantially had been indicated in previous draft versions of the Core Strategy.
- 1.8.26 This Plan underpinned the focused consultation on specific large-scale development proposals that had not featured in previous consultation stages, namely:
- Stratford-upon-Avon Canal Quarter Regeneration Zone and two associated employment sites;
 - New Settlement at Gaydon/Lighthorne Heath.

New Proposals Consultation (August/September 2013)

- 1.8.27 Large scale development can be a sustainable way of meeting the challenges of delivering high-levels of housing growth. Whilst it is acknowledged that development of this nature will transform the landscape of the specific area in which it is built, it can provide effectively a range of new community, employment and leisure services and at the same time take the pressure off other areas, helping to retain their special character and qualities. An added benefit is that, because of their scale, the infrastructure necessary to serve a sustainable urban extension or new settlement can be more easily planned and delivered in a phased manner, helping to ensure that a sustainable community is created.

1.8.28 The two proposals that formed the basis of this consultation were selected because, in the Council's view and based on the technical work undertaken, they contribute to the most sustainable and appropriate approach to meeting the development challenges facing Stratford-on-Avon District. If these two new proposals are not included in the Core Strategy, alternative sites would need to be identified to meet the increased housing requirement of 9,500 to 2028. However, in reaching its decision to include the two new proposals, the Council had already considered, and found to be less appropriate, a number of alternative options for large-scale development.

Housing Requirement and Strategic Site Options Consultation (February/March 2014)

1.8.29 Another round of consultation was carried out because new technical evidence suggested further important changes were necessary that would affect how many and where new homes should be built across the District. This consultation focused on; a change to the timeframe of the Core Strategy to cover the period 2011-2031; the provision of 10,800 homes in the District during that period; and a range of alternative strategic options for meeting such an increase in the housing requirement.

1.8.30 The strategic options presented in this consultation were:

- Further dispersal around the existing settlements and rural brownfield sites;
- New settlement at Gaydon/ Lighthorne Heath incorporating expansion of Jaguar Landover's activities;
- New settlement at Long Marston Airfield;
- Urban extension to the south-east of Stratford-upon-Avon; and
- New settlements to the north of Southam and at Stoneythorpe to the west of Southam.

2 Scoping

2.1 Introduction

2.1.1 The first phase of preparation for the SA was the scoping stage. Scoping is the process of deciding the scope and level of detail of an SA, including the sustainability effects and alternatives to be considered, the assessment methods to be used, and the structure and contents of the SA Report.

2.1.2 The purpose of the Scoping Report is to set the criteria for assessment (including the SA Objectives), and establish the baseline data and other information, including a review of relevant policies, programmes and plans. The scoping process involves an overview of key issues, highlighting areas of potential conflict.

2.1.3 The Scoping Report covers the early stages of the SA Process and includes information about:

- Identifying other relevant policies, plans and programmes, and sustainability objectives;
- Collecting baseline information;
- Identifying sustainability issues and problems; and
- Developing the SA Framework.

2.2 Policy, plan and programme review

2.2.1 A plan or programme may be influenced in various ways by other plans or programmes, or by external environmental protection objectives such as those laid down in policies or legislation. The SA process takes advantage of potential synergies and addresses any inconsistencies and constraints.

2.2.2 The Scoping Report presented an analysis of the objectives of the key policies, plans and programmes (including legislation) that are relevant to the Core Strategy and the SA/SEA assessment process. These were presented by their geographic relevance, from international to local level.

2.3 Baseline Data and Information

2.3.1 A key part of the scoping process is the collection of baseline data. The purpose of this exercise is to help identify key issues and opportunities facing the area which might be addressed by the Core Strategy, and to provide an evidence base for the assessment.

2.3.2 The baseline section in the Scoping Report provided a review of social, economic and environmental conditions within Stratford-on-Avon. One of the purposes of consultation on the Scoping Report was to seek views on whether the data selected was appropriate. Helpful comments were received from a range of stakeholders and in some cases new baseline information was provided.

2.4 The Sustainability Appraisal Framework

2.4.1 The purpose of the SA Framework is to provide a way of ensuring that the Core Strategy considers the sustainability needs of Stratford-on-Avon in terms of its social, environmental and economic effects. It also enables the sustainability effects of the Core Strategy to be described, analysed and compared.

2.4.2 The SA Framework consists of sustainability objectives which, where practicable, can be expressed in the form of targets, the achievement of which is measurable using indicators. There is no statutory basis for setting objectives but they are a recognised way of considering the sustainability effects of a plan and comparing alternatives. The SA Objectives provide the basis from which effects of the Core Strategy can be tested.

2.4.3 The SA Objectives have been developed through the PPP review, the baseline data collection and the key issues identified for Stratford-on-Avon. Alongside, the SEA topics identified in Annex I (f) of the SEA Directive² were one of the key determinants when considering which SA Objectives should be used for appraisal purposes. The SA Objectives seek to reflect each of these influences to ensure the assessment process is robust and thorough.

2.5 Consultation Responses

2.5.1 As part of the scoping process it is required that the Scoping Report is published for consultation for a minimum of five weeks. The statutory consultees or 'Consultation Authorities' for SA are English Heritage, Environment Agency and Natural England.

2.5.2 The Scoping Report for the Core Strategy was published for consultation in May 2011 for a period of five weeks until the 24th June 2011. All three of the Statutory Consultees were invited to comment on the Scoping Report, and responses were received from Rohan Torkilsden at English Heritage, Alison Crofts at Natural England and Laura Perry at the Environment Agency. The full list of responses and actions taken is shown in **Appendix A**.

2.5.3 Following the receipt of responses relating to the key issues and baseline information, the SA information, including the baseline and PPP review, was updated. An updated SA Framework was released in August 2011.

² Biodiversity flora and fauna; Population; Human health; Soil; Water; Air; Climatic factors; Material assets; Cultural heritage (including architectural and archaeological heritage); and Landscape.

2.5.4 Where new baseline data has become available, this has been incorporated and updated into the assessment as necessary. This has included the use of up to date standards, as well relevant studies.

2.5.5 The SA Objectives included within the SA Framework are set out in **Table 2.1**.

Table 2.1: SA Objectives

SA Objective	
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.
3	Protect, enhance and manage biodiversity and geodiversity.
4	Reduce the risk of flooding.
5	Minimise the district's contribution to climate change.
6	Plan for the anticipated levels of climate change.
7	Protect and conserve natural resources.
8	Reduce air, soil and water pollution.
9	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal.
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.
11	Reduce barriers for those living in rural areas.
12	Protect the integrity of the district's countryside.
13	Provide affordable, environmentally sound and good quality housing for all.
14	Safeguard and improve community health, safety and wellbeing.
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.

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3 Reasonable Alternatives

3.1 Issues, Options and Reasonable Alternatives

3.1.1 The Strategic Environmental Assessment Directive requires that the SA process considers:

'Reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme' and give 'an outline of the reasons for selecting the alternatives dealt with' (Article 5.1 and Annex I (h)).

3.1.2 In the UK, reasonable alternatives are commonly referred to as 'options'. The assessment of reasonable alternatives refers to the plan making process stage of exploring policy options. The District Council have been through numerous options stages. These presented a range of reasonable alternatives for guiding new development in Stratford-on-Avon. The main findings and assessment results of these options stages are discussed in the following sections.

3.1.3 The role of the SA is to inform the Council in their selection and assessment of options. The findings of the SA can help with refining and further developing these options in an iterative and on-going way. The SA findings do not form the sole basis for decision making; other studies, the feasibility of the option and consultation feedback will also contribute to the decision made by SDC.

3.1.4 Options assessment is proportionate; during the earlier stages of strategic planning the assessment may have a criteria-based approach and focus on the key differences between possibilities for scale, distribution and quality of development. At this early stage, the options may not individually constitute a policy, and are unlikely to set out a clear spatial expression of quantity and quality. The options do not have to be mutually exclusive and elements of each may be further developed into a preferred option. Consequently the process is fluid with options changing and developing as further studies are undertaken, additional findings are established and the responses from previous consultation stages are considered. Thus it is often difficult at this stage to establish definitive options which should be progressed or rejected.

3.1.5 During the later stages of development planning for site allocations, options assessment tends to be more specific, often focused on criteria and thresholds, such as land availability, accessibility to services and impacts on local landscape. This stage is more informed by technical studies such as the Strategic Housing Market Assessment (SHMA), the Strategic Housing Land Availability Assessment (SHLAA), and Strategic Flood Risk Assessment (SFRA).

- 3.1.6 The results of a SA may reveal that there is no one best performing option. In cases where options perform similarly, the SA process may attempt to allocate the options into a sustainability hierarchy. Where there is no obvious discernable difference at a strategic scale, the SA process will record this as an outcome for that particularly stage of the assessment process.

3.2 Part 1 Options SA Report

- 3.2.1 This report was created in August 2011 and considered six strategic options:

- **Initial Option 1:** Concentrate development in and on the edge of Stratford-upon-Avon
- **Initial Option 2:** Concentrate development in and on the edge of the larger rural towns and villages
- **Initial Option 3:** Spread development around most towns and villages throughout the district
- **Initial Option 4:** Focus development in the form of a new settlement or as a major expansion of an existing settlement
- **Initial Option 5:** Locate development along main public transport routes (existing or potential)
- **Initial Option 6:** Focus development on large brownfield (previously developed) sites in the countryside

- 3.2.2 The Part 1 Options SA Report examined the potential sustainability effects of the six Initial Options proposed for the district during the development of earlier versions of the Core Strategy.

- 3.2.3 Due to the high level strategic nature of the Initial Options, and their exclusively distributional focus, in many cases it was difficult to establish in detail the likely sustainability performance of each option. This is particularly the case as each option's effect is largely dependent on the detailed location, design, layout and type of development proposed, and the additional and improved infrastructure and service provision introduced to support new growth areas in the district. Information about the Options report performance against the 15 SA objectives is presented in matrix form in **Appendix B**.

3.3 Part 2 Options SA Report

- 3.3.1 This stage of options preparation was carried out in November 2011 and followed the first phase of options appraisal carried out earlier in 2011. For this reason, this report is called Part 2. In June 2011, GLHearn prepared a Housing Options Study for Stratford-on-Avon District Council (SDC) (GLHearn, 2011). The study assessed housing need and demand in Stratford-on-Avon, taking account of population and economic dynamics, and considered land availability and strategic infrastructure constraints to identify options for housing provision in the district over the plan period.

3.3.2 Three Housing Requirement Options were put forward by the Study, which present different levels of housing provision in the district to 2028:

- **Option 1: Main Trend-Based Projection** - Based on continuation of long-term migration trends, but a reduction in migration of 15% on short-term migration trends (2004-9). Delivery of 10,300 homes is required over the 20 year plan period (515 per annum). This is marginally above averages rates of development in the District between 2000-2010 (480 per annum) but broadly consistent with development rates in the pre-recession period.
- **Option 2: Economic Led Projection** - Based on expected employment growth across Warwickshire and a continuation of existing commuting patterns where there is some net in commuting to Stratford-on-Avon District to work. It assumes that the labour market performs in relative terms quite strongly through the recession. Delivery of 13,000 homes is required over the 20 year plan period (650 per annum).
- **Option 3: 25% Reduction in In-migration** - Represents planning for a 25% reduction in net migration relative to long- term migration trends (1999-2009). Delivery of 8,200 dwellings is required over the 20 year plan period (410 per annum).

3.3.3 It should be noted that the assessment carried out on the Housing Requirement Options only provided a limited indication of potential sustainability effects. The effect of the three options on the range of issues addressed through the SA Objectives largely depended on a range of factors, including the detailed location, design and layout of new development and the type and tenure of new housing. The assessment results are shown in **Appendix B**.

3.3.4 For this reason the findings of the assessment of the Housing Requirement Options should be considered in conjunction with the appraisal of other options considered by the SA for the Core Strategy. This includes the appraisal of the Initial Options and Housing Development Options presented in the Part 1 Options SA Report.

3.4 Part 3 Housing Development Options SA Report

3.4.1 This is the third and final assessment of Housing Development Options (2011) and was produced in January 2012. It is part of a series of sustainability appraisals that have considered housing options in 2010 and 2011. This report follows the release of Part 1 (October, 2011) and Part 2 (November, 2011). The options were as follows:

- A: Focus on Stratford- upon- Avon
- B: Focus on Main Rural Centres
- C: Moderate Dispersal
- D: Extensive Dispersal
- E: Focus on Rural Settlements
- F: Wider Dispersal

- 3.4.2 It should be noted that at this high level of assessment it remains difficult to identify with certainty an option which is clearly the most sustainable option. At this level of assessment the difficulty in appraising orders of magnitude makes it challenging to differentiate between Options A and B or Options C and D, or E and F. In most cases it has been possible to show clear advantages and disadvantages between options where there is a significant difference, such as between Options A and E. In cases where no obvious differences are apparent, impact assessment findings reveal little discernible difference at this scale of assessment. The full assessment matrix is available in **Appendix B**.

3.5 Potential Development Options SA Report

- 3.5.1 Stratford-on-Avon District Council published the Draft Core Strategy in February 2012; this was appraised and released for consultation alongside the relevant SA Report from February to March 2012. Section 10 of the February 2012 Draft Core Strategy set out the Area Policy Profiles for the main settlements in Stratford-on-Avon. These Area Policy Profiles included broad locations for possible development. These were termed Potential Development Options. The Potential Development Options SA Report was created in November 2012 and updated in January 2013.
- 3.5.2 All of the potential broad locations were situated in and around the nine main rural centres of Stratford-on-Avon: Stratford-upon-Avon; Alcester; Bidford-on-Avon; Henley-in-Arden; Kineton; Shipston-on-Stour; Southam; Studley and Mappleborough Green; and Wellesbourne. Overall there are 84 potential broad locations. All 84 broad locations were assessed individually.
- 3.5.3 Every potential broad location fared differently when assessed against the 15 SA Objectives therefore it is not possible to provide a brief summary of the results. The main adverse effects and key findings for each SA Objective have been summarised below:

SA Objective 1: Protect, enhance, and manage sites, features, and areas of archaeological, historical or cultural heritage importance

- Presence of ridge and furrow;
- Potential for damage to archaeological remains;
- Protection of archaeological features should be referenced within policy;
- Broad locations which are previously developed are less likely to have archaeological remains;
- Further excavation is needed to reduce uncertainty.

SA Objective 2: Protect, and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and qualities

- Development should avoid locations with high/medium landscape sensitivity where it would be highly visible and break the skyline;
- Effects depend on design, layout and extent of development;

- There are opportunities for landscape and townscape enhancements if development is designed sympathetically;
- Residential development has a different impact to commercial development on the appearance of the settlement;
- Minor visual impacts could be mitigated through screening and planting.

SA Objective 3: Protect, enhance and manage biodiversity and geodiversity

- Most broad locations are within areas of low ecological value;
- Development on greenfield land will impact biodiversity to some extent;
- Some broad location are situated within an area of high biodiversity value due to traditional orchards which are breeding sites for nesting, roosting and foraging bird species;
- Development in some locations could affect reptiles and their supportive habitats, further surveying should be undertaken.

SA Objective 4: Reduce the risk of flooding

- Broad locations should be sited away from watercourses and known flooding location to minimise the risk of flooding.

SA Objective 5: Minimise the district's contribution to climate change

- Broad locations can reduce carbon emissions if they are situated close to walking, cycling, or public transport routes.

SA Objective 6: Plan for the anticipated levels of climate change

- The ability to adapt to anticipated levels of climate change relates to design and layout of development;
- Development located close to watercourses and flood prone areas are likely to be less able to adapt to climate change;
- Some broad locations could support GI which improves an areas ability to adapt to climate change;
- Development at some broad locations could lead to habitat fragmentation.

SA Objective 7: Protect and conserve natural resources

- Development should be avoided on broad locations which are sited on class 3a agricultural land and/or a Minerals Safeguarding Area for sand and gravel.

SA Objective 8: Reduce air, water and soil pollution

- When considering the amount of pollution created by development, it is important to take into account the behavioural characteristics of residents;
- When the magnitude of development is small it is less likely the effects of pollution will be significant;
- Before development is initiated it should be confirmed there is sufficient capacity at the wastewater treatment works to accommodate the additional dwellings.

SA Objective 9: Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal

- The effect of development upon waste will depend on the design and layout as well as the behavioural characteristic of residents.

SA Objective 10: Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies that reduce the need to travel

- Development can promote sustainable modes of transportation if the broad locations are situated close to walking, cycling, or public transport routes.

SA Objective 11: Reduce the barriers for those living in rural areas

- Development in potential broad locations which are situated in or near to the smaller main rural settlements is more likely to reduce barriers to those living in rural areas than development in the large main rural centres.

SA Objective 12: Protect the integrity of the district's countryside

- The integrity of the district's countryside depends on the design, layout and extent of development;
- Development has the potential to impact on the rural and open countryside quality of the area;
- Some broad locations require screening and planting to mitigate impacts to the visual quality of the area;
- Development has the potential to impact on the local distinctiveness;
- Development has the potential to facilitate landscape and visual enhancements to settlement fringes;
- Development on greenbelt land is likely to reduce the visual quality of the area.

SA Objective 13: Provide affordable, environmentally sound and good quality housing for all

- The design of development is important to creating sound and high-quality housing.

SA Objective 14: Safeguard and improve community health, safety and wellbeing

- Development which encourages the expansion of services and facilities is likely to benefit community health, safety and wellbeing;
- Development should be avoided on open space locations which are used intensively by the public.

SA Objective 15: Develop a dynamic, diverse and knowledge based economy that excels in innovation with higher value low impact activities

- Creating facilities for employment could lead to job creation;
- Housing development could indirectly support the local economy.

3.5.4

The assessment results are shown in **Appendix B**. The assessment was unable to identify which, from a sustainability perspective, main rural centre development should focus on, or identify one individual best performing option. The assessment results of potential development options at some settlements (for example Kineton, Shipston-on-Stour, Southam, Studley and Wellesbourne) are very similar, with only minor differences being identified between sites. The SA Report provided an assessment of the individual potential development options which could be used to guide further refinement.

3.6 Potential Strategic Allocations SA Report

3.6.1 The District Council released a Potential Strategic Allocations document in June 2013 which discussed strategic sites which could accommodate significant amounts of housing to make up for a shortfall in housing numbers. The Potential Strategic Allocations SA Report presented the results of an appraisal process that concentrated on 14 strategic sites. These are shown in **Table 3.1**. When comparing the Potential Strategic Allocations, some are located close to each other in the same geographic locality, whilst others standalone in different parts of the District.

Table 3.1: The Potential Strategic Allocations options

Location	Site Number
Lighthorne Heath and Gaydon	1 & 2
South East Stratford	3 & 4
Long Marston Airfield	5
Sutton Lane, Brailes	6
East of Moreton in the Marsh	7
West of Alcester	8
North of Wootton Wawen	9
Long Marston Estate	10
Southam Cement Works	11
Harbury Estate	12
South of Bidford-on-Avon	13 & 14

3.6.2 The assessment process serves to inform the plan. It does not act as a singular determinant of whether or not a particular site should be included in the Core Strategy. **Appendix B** displays the overall assessment results of the January 2014 Potential Strategic Allocations SA Report.

3.6.3 The sustainability of the sites varies, with no single site performing without some form of predicted adverse effect on at least one SA Objective. These findings are very high level and represent a broad interpretation of some of the strategic constraints likely to affect the delivery of sustainable development at each location.

3.6.4 A general observation is that since most of the sites are greenfield and in rural locations, those SA Objectives concerned with the environment performed less well than social and economic SA Objectives.

3.6.5 Two sites appeared to perform better than the others: Lighthorne Heath (Sites 1 and 2) and East of Moreton-in-Marsh (Site 7). In contrast, two sites perform especially poorly in terms of overall sustainability, Brailes (Site 6) and South of Bidford-on-Avon (Sites 13 and 14).

Table 3.2: Recommendations for the Alternative Strategic Options

Option	Discussion of reason behind rejection or progression
Lighthorne Heath and Gaydon Site 1 & 2	The site performs well in terms of social sustainability aspects due to the strong link with Jaguar/Landrover which would expand as part of the proposal, providing increased employment opportunities.
South East Stratford Site 3 & 4	The sites perform at a similar level. Depending on preferences of SDC, as well as the results of other studies, the sites feasibility as well as consultation feedback they could be progressed.
Long Marston Airfield Site 5	The site performs at a similar level. Depending on preferences of SDC, as well as the results of other studies, the sites feasibility as well as consultation feedback they could be progressed.
Sutton Lane, Brailes Site 6	Site should be rejected due to its likely adverse effects on biodiversity and landscape. The site is located within the Cotswold AONB.
East of Moreton in the Marsh Site 7	The site performs well in sustainability terms and it is likely that development at this location would have a strong relationship with Moreton-in-Marsh (in Cotswold District) for services and jobs. There are also established transport links meaning sustainable modes of transport are a possibility.
West of Alcester Site 8	The site performs at a similar level. Depending on preferences of SDC, as well as the results of other studies, the sites feasibility as well as consultation feedback they could be progressed.
North of Wootton Wawen Site 9	The site performs at a similar level. Depending on preferences of SDC, as well as the results of other studies, the sites feasibility as well as consultation feedback they could be progressed.
Long Marston Estate Site 10	The site performs at a similar level. Depending on preferences of SDC, as well as the results of other studies, the sites feasibility as well as consultation feedback they could be progressed.
Southam Cement Works Site 11	The site performs at a similar level. Depending on preferences of SDC, as well as the results of other studies, the sites feasibility as well as consultation feedback they could be progressed.
Harbury Estate Site 12	The site performs at a similar level. Depending on preferences of SDC, as well as the results of other studies, the sites feasibility as well as consultation feedback they could be progressed.
South of Bidford-on-Avon Site 13 & 14	This is a very isolated site set in open countryside and not linked to any settlement. An area of flood risk runs down the length of the site. Some of the site has a significant risk of flooding. This site is not recommended for progression.

3.7 Alternative Strategic Options SA Report

3.7.1 The Alternative Strategic Options Report, published for consultation in January 2014 considered five options which would meet the additional housing requirement. These included an option of further dispersal, and four sites which could be used to create a new strategic development. These options are shown in **Table 3.3**.

Table 3.3: Options contained within Alternative Strategic Options report

Options		Option details and/or site locations
A		Further Dispersal
B		Gaydon / Lighthorne Heath
C		Long Marston Airfield
D		South East Stratford
E	1	North of Southam
	2	West of Southam (Stoneythorpe)

3.7.2 It is difficult to consistently compare the assessment of all five options as the first option is not site specific and discusses dispersed development, whereas the further four options have identified a specific site for development. The four options (B – E) have been assessed in a DAM and have utilised GIS data and maps to identify the likely significant effects of development in each area. The assessment results are shown in **Appendix B**.

3.7.3 In regard to Option A, the conclusions are that dispersing development will restrict development from being concentrated in specific settlements which could have areas of high sensitivity to development. However, by utilising the Further Dispersal Option, there will continue to be incremental housing increases in a wide range of places. Although this is less likely to have a significant effect on one place, the cumulative impact of incremental increases could lead to an adverse in-combination effect on the District as a whole. This could include fundamental changes to the character of Stratford-on-Avon’s existing towns and villages.

3.7.4 Dispersal of development across the district in this manner could put strain on the local service villages and rural areas due to increasing demand on local services and facilities. Furthermore, as the new housing is dispersed, it is less likely that there will be sufficient new development to support additional local services, facilities and amenities. For example a doctor has an average of 2,000- 3,000 people on its books (Shaping Neighbourhoods 2010), therefore a new site would not be able to support an additional doctors surgery if it proposes development of a smaller magnitude.

- 3.7.5 Stratford DC has implemented a Local Service Villages Methodology which suggests a range of proposed dwellings to be accommodated, dependent upon the existing level of service provision within the individual settlements. This methodology precludes the placement of unreasonable amounts of housing in existing settlements i.e. amounts of housing which cannot be supported by the current level of serviced provision.
- 3.7.6 For many of the sustainability objectives, the effect of dispersal depends upon the extent to which new development will support accessibility to local services from rural areas; this depends on the degree to which new housing provision is accompanied by new facilities, amenities and job opportunities. The Community Infrastructure Levy (CIL) can be used to support service provision, and CIL is able to take a role in pooling contributions to rectify gaps in infrastructure.
- 3.7.7 Dispersing the development means that new houses are less likely to be concentrated in the areas with good access to services, amenities and public transport networks, or of insufficient size to warrant new facilities. This has the potential to increase the need to travel and encourage car-based commuting. Therefore a broad spread of development may increase car use through limiting accessibility to local and sub-regional services, facilities and amenities. So although dispersal may not add to place specific air pollution, it may have less tangible implications for air quality over a wider area. On the other hand, continuing the dispersal of development will help maintain school rolls, provide local affordable homes and keep local shops and services viable by introducing additional residents to a variety of areas across the District.
- 3.7.8 However, it is important to note that Options B-E do not preclude these positive sustainability impacts. Housing will be allocated in a dispersed manner using the District Council's Local Service Villages Methodology. These Alternative Strategic Options are only concerned with the placement of the additional housing identified in the new technical evidence.
- 3.7.9 It is difficult to assess the full sustainability effects of Option A consistently against Options B - E without having the exact site locations of the dispersed development.
- 3.7.10 In sustainability terms, due to the potential in-combination effect, it may be more sustainable to concentrate development in a new settlement which would be able to support new services, facilities and job opportunities and therefore perform well against the social and economic SA objectives. The environmental SA objectives are likely to be assessed positively if a new settlement is sympathetically sited and designed.
- 3.7.11 SDC used the SA results as well as other studies, feasibility, and consultation feedback to refine their options into a preferred option. The first decision was whether to proceed with further dispersal or create a new settlement to accommodate the additional housing numbers. **Table 3.4** shows the decision and the reasons behind it.

Table 3.4: Reasons for rejection or progression of dispersal or new settlement

Option	Discussion of reason behind rejection or progression
Further Dispersal Option A	Rejected due to the likely adverse effects on existing settlements of incremental increases in housing numbers. Dispersed development would put additional pressure on settlements.
New Settlement Options B-E	Progressed for the following reasons: <ul style="list-style-type: none"> • Large scale development can be a sustainable way of meeting the challenges of delivering high-levels of housing growth. • A new settlement can effectively provide a range of new community, employment and leisure services and at the same time take the pressure off other areas, helping to retain their special character and qualities. • Because of their scale, it is easier to plan and deliver, in a phased manner, the infrastructure necessary to serve a sustainable urban extension or new settlement; helping to ensure that a sustainable community is created.

3.7.12 The next refinement was which site should be taken forward; **Table 3.5** discusses the recommendations given in the Alternative Strategic Options SA Report.

3.7.13 On the whole, a development on a large scale provides the opportunity to provide a high quality public transport network. All sites propose a new development which is mixed-use and mostly include housing, employment land, a local centre and a primary school. The mixed-use nature of the site could help reduce carbon emissions associated with transport by helping to reduce the need to travel, promote walking and cycling and alternatives to the car.

3.7.14 The size of the development means there will also be potential for local energy generation, including District Heating from renewable / low carbon sources. It could also provide the opportunity to create substantial GI, including open space and managed ecological areas in the medium term.

3.7.15 The results of the assessment indicated that Option E (both E.1 and E.2) perform less effectively in sustainability terms. There are multiple adverse effects of developing on both sites E.1 and E.2, and whereas some sites can negate their adverse effects through incorporating mitigation as part of their design, Option E.2 lacks the ability to mitigate its adverse effects due to its smaller size.

3.7.16 The remaining Options: Option B (Gaydon/Lighthorne Heath), Option C (Long Marston Airfield) and Option D (South East Stratford) perform at a similar level of sustainability. It is difficult to rank the options in order of performance; it depends what mitigation is put in place, and the order of importance placed on the SA objectives.

3.7.17 Since this assessment was originally produced an indicative route of the relief road proposed within Option C (Long Marston Airfield) has been released. The relief road is designed to link the A3400, Shipston Road with the B4632. As part of this, the road will run through Racecourse Meadow SSSI, a local wildlife site and a proposed local wildlife site. Option C was considered as having an adverse effect on biodiversity in the January consultation report, incorporating the position of the relief road would ensure a strong adverse effect against biodiversity. This additional information may mean that options B and D are now the most sustainable options.

Table 3.5: Recommendations for the Alternative Strategic Options

Option	Discussion of reason behind rejection or progression
Gaydon / Lighthorne Heath Option B	Option B and Option D perform at a similar level of sustainability. Depending on preferences of SDC, as well as the results of other studies, the sites feasibility as well as consultation feedback it is recommended that either could be progressed.
Long Marston Airfield Option C	The current proposed route of the relief road bisects Racecourse Meadow SSSI, a local wildlife site and a proposed local wildlife site. The proposal would therefore have significant adverse impacts on biodiversity unless the impacts could be mitigated for or avoided
South East Stratford Option D	Option B and Option D perform at a similar level of sustainability. Depending on preferences of SDC, as well as the results of other studies, the sites feasibility as well as consultation feedback it is recommended that either could be progressed.
Southam Option E	North of Southam (Option E.1) is affected by areas of high ecological value. Stoneythorpe (Option E.2) is affected by the High Speed Two proposals and is too small to incorporate the same level of facilities and services as the other sites. Option E is therefore a less preferable alternative option.

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4 Appraisal Methodology

4.1 Assessment of the Stratford-on-Avon Core Strategy

4.1.1 A full list of the policies can be found in **Table 1.2**. Each of the policies has been assessed against the 15 SA Objectives (shown in **Table 2.1**) established through the Scoping Report's SA Framework (which is reproduced in full in **Appendix C**).

4.2 Iteration within the Sustainability Appraisal process

4.2.1 Stratford-on-Avon District Council has undergone an iterative process of plan making and assessment. Lepus has been kept up to date with drafts of the policies and has completed sustainability assessments on these drafts (producing draft SA Reports in January 2012 and June 2013). **Appendix D** contains the assessment results of the June 2013 draft of the Core Strategy.

4.2.2 This draft Core Strategy document and respective draft SA Report were never published due to changes in technical information and studies. However the process of reviewing the draft policies provided initial sustainability results and delivered an opportunity for the District Council to respond to any adverse and uncertain sustainability effects. This iterative process, where the plan is assessed and then amended before the final draft is produced, creates a plan which is more sustainable.

4.3 Approach to the appraisal

4.3.1 The assessment of the Stratford-on-Avon Proposed Submission Version of the Core Strategy was undertaken using a combination of empirical evidence, and to a lesser extent professional judgement. The findings are presented in matrix format and are accompanied by a commentary on identified effects. The matrix is not a conclusive tool. Its main function is to show visually whether or not the proposed options are likely to bring positive, adverse or uncertain effects in relation to the SA Objectives. The commentary is then used to interpret the matrix findings. **Table 4.1** shows the key to identifying whether the effects of an option are positive, adverse or uncertain.

Table 4.1: Key to the matrix assessment

Key:	
Likely strong positive effect	++
Likely positive effect	+
Neutral/no effect	0
Likely adverse effect	-
Likely strong adverse effect	--
Uncertain effects	+/-

- 4.3.2 Where potential negative effects or uncertainties are identified through the high level assessment in association with a particular policy or site, these policies and sites have been examined in further detail using Detailed Assessment Matrices (DAMs) based on the criteria contained within Annex II of the SEA Directive³. These criteria are presented in **Table 4.2**.
- 4.3.3 This is to incorporate the precautionary principle into the appraisal process. Where the initial assessment highlighted the potential for the Core Strategy to have adverse effects on sustainability these were looked at in more detail. The European Commission describes the precautionary principle as follows:
- “If a preliminary scientific evaluation shows that there are reasonable grounds for concern that a particular activity might lead to damaging effects on the environment, or on human, animal or plant health, which would be inconsistent with protection normally afforded to these within the European Community, the Precautionary Principle is triggered.”*
- 4.3.4 Decision-makers then have to determine what action/s to take. They should take account of the potential consequences of no action, the uncertainties inherent in scientific evaluation, and should consult interested parties on the possible ways of managing the risk. Measures should be proportionate to the level of risk, and to the desired level of protection. They should be provisional in nature pending the availability of more reliable scientific data.
- 4.3.5 Action is then undertaken to obtain further information, enabling a more objective assessment of the risk. The measures taken to manage the risk should be maintained so long as scientific information remains inconclusive and the risk is unacceptable.
- 4.3.6 The hierarchy of intervention is important: where significant effects are likely to be adverse or uncertain, plan makers must firstly seek to avoid the effect through for example, a change of policy. If this is not possible, mitigation measures should be explored to remove or reduce the significant effect. If neither avoidance, nor subsequently, mitigation is possible, alternatives to the plan should be considered

Table 4.2: Criteria for the assessment of significant effects (reproduced from Annex II of the SEA Directive)

Characteristics of the effects and of the area likely to be affected, having regard, in particular, to
a. the probability, duration, frequency and reversibility of the effects;
b. the cumulative nature of the effects;
c. the transboundary nature of the effects;
d. the risks to human health or the environment (e.g. due to accidents);
e. the magnitude and spatial extent of the effects (geographical area and size of the

³ This SA is being carried out in accordance with the requirements of the Directive 2001/42/EC, the SEA Directive.

population likely to be affected);

- f. the value and vulnerability of the area likely to be affected due to:
- g. special natural characteristics or cultural heritage;
- h. exceeded environmental quality standards or limit values;
- i. intensive land-use;
- j. the effects on areas or landscapes which have a recognised national, Community or international protection status.

4.4 Explaining the Detailed Assessment Matrices

- 4.4.1 These DAMs utilise the SA Framework, criteria and standards explained in **Section 2.4**. To improve the spatial analysis of the strategic sites the appraisal process also used an updated SA Framework which has site specific criteria attached and uses a method of constraints mapping to help the assessment.
- 4.4.2 This SA Framework provides an assessment result based on the information contained about the sites, through measuring the site against best practice standards. The UK has limited published information on standards. Therefore we have used Barton et al (2013) “Designing Neighbourhoods for local health and global sustainability” to provide standards against which we have measured sustainability. This is not a universal or definitive indicator but provides another helpful contextual assessment tool. Standards often relate to accessibility and are useful as a proxy indicator in the SA process when considering allocations. The full DAMs are available in **Appendix E**.
- 4.4.3 The findings of the DAMs have been transposed into simpler matrices in **Chapter 5**, and this is accompanied by a commentary on identified effects taken directly from the DAMs. The commentary is then used to interpret the matrix findings.
- 4.4.4 The DAMs contain a column entitled ‘supporting comments / proposed mitigation’. Where the assessment process identifies an adverse impact against an SA objective, or where there are further ways of improving the sustainability value of the option, this column will be used to discuss mitigation proposals. This is not an exhaustive list and further mitigation, or alternative mitigation which achieves the same ends, can be utilised.
- 4.4.5 The final column in the DAMs is titled ‘best case scenario effect’. This displays the sustainability effect of the option if all of the proposed mitigation is implemented. It shows how sustainable an option could be, by highlighting any residual adverse effects which remain after mitigation has been put in place. The best case scenario effect column should not be confused with how an option currently performs.

4.5 Cumulative effects assessment

4.5.1 As required by the SEA Regulations, cumulative, synergistic and indirect effects have been identified and evaluated during the assessment. An explanation of these is as follows:

- Indirect effects are effects that are not a direct result of the plan, but occur away from the original effect or as a result of a complex pathway;
- Cumulative effects arise where several developments each have insignificant effects but together have a significant effect, or where several individual effects of the plan have a combined effect;
- Synergistic effects interact to produce a total effect greater than the sum of the individual effects.

4.5.2 To enable an assessment of the complete range of sustainability effects resulting from the Proposed Submission Version of the Core Strategy, the full range of cumulative, incorporating secondary, indirect and synergistic effects were evaluated. Whilst a number of these effects are recorded by the appraisal findings for the assessment of the Core Strategy policies, a number of these effects can only be established through examining all of the policies and proposals presented by the Core Strategy together. These interactions are therefore examined in **section 5.8** of this report

5 Appraisal Findings

5.1 Introduction

5.1.1 Stratford-on-Avon District Core Strategy contains seven sections of policies: sustainability framework; district resources; district assets; district designations; development strategy; area strategies; and infrastructure. Within these seven sections there are 28 policies, plus eleven area strategies which include both a policy and a site proposal.

5.1.2 Each policy has been individually assessed against each of the 15 SA Objectives. This chapter contains the results of this appraisal. The results for each policy can be found in a single line matrix which displays whether the policy has been assessed positively or negatively against each SA Objective. The matrixes are followed by an explanation of the results.

5.2 Sustainability Framework

Policy CS 1 Sustainable Development

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
+	+	+	+	++	++	+	+	+	+	+	+	+	+	+

5.2.1 This policy performs well for all SA Objectives. Especially the climate change objectives which will both benefit in particular from a strategic and inclusive approach to mitigating the consumption of greenhouse gases and adapting to the effects of climate change such as flooding which affects much of the district due to the high number of rivers in the district.

5.3 District Resources

Policy CS 2 Climate Change and Sustainable Construction

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
0	+	++	++	++	++	++	+	+	+	0	+	0	+	0

5.3.1 This is a key sustainability policy that recognises the importance of taking climate change mitigation and adaptation seriously. The first section of the policy is based on mitigation and adaption to climate change, including the proposed measures to implement these processes.

- 5.3.2 Measures to mitigate climate change relate to reducing the amount of carbon emissions in the district through directing development to sustainable locations, promoting decentralised low carbon and renewable energy schemes and minimising the need to travel (SA Objective 5). These measures could also help reduce air pollution (SA Objective 8).
- 5.3.3 As well as minimising the need to travel, the policy also encourages sustainable transportation such as cycling, walking and the use of public transport which leads to a positive assessment for SA Objective 10.
- 5.3.4 The policy also discusses the measures to be used to ensure that development proposals adapt to climate change such as flood prevention, heating and cooling, and Green Infrastructure (GI) and biodiversity. The focus on adaptation to climate change means the policy is assessed as strongly positive for SA Objective 6. The adaptation section also leads to a positive assessments for SA Objective 3 (biodiversity) due to the part on GI and biodiversity and SA Objective 4 (flood risk) because of the flood prevention measures including Sustainable Urban Drainage Systems (SUDS).
- 5.3.5 The sustainable modes of transportation; cycling and walking as well as the focus on biodiversity and GI could lead to an improvement in health (SA Objective 14).
- 5.3.6 Section B of the policy refers to sustainability standards in buildings and includes requirements for new homes to achieve level 4 of the Code for Sustainable Homes (CfSH) and non-residential to be compliant with Building Research Establishment Environmental Assessment Method (BREEAM) 'good' standards. Ensuring buildings are efficient helps protect natural resources (SA Objective 7) and reduce waste (SA Objective 9).
- 5.3.7 In March 2014 the UK Government published a written ministerial statement setting out the results of the housing standards review, which was launched in October 2012. The review has resulted in the intention to produce a simplified national framework for sustainable building standards, centred on the Building Regulations. The aim of this is to reduce the current sustainable housing requirements and guidelines, which often overlap, and consolidate the key factors into one document. As many requirements of CfSH will be incorporated into the Building Regulations, the code and its application is likely to change. The Core Strategy should keep up to date with these changes and be altered as necessary when relevant regulations change.

Policy CS 3 Sustainable Energy

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
++	++	++	0	++	0	++	+	0	+	0	+	0	+	+

5.3.8 This is a key sustainability policy that will help facilitate sustainable means of producing energy locally in the district. This policy helps use natural resources more efficiently (SA Objective 7) and helps to reduce carbon emissions (SA Objective 5) through low carbon and renewable energy projects. The policy includes clear guidelines on which forms of energy generation will be supported and how the significance of location and design are paramount considerations.

5.3.9 A particularly special feature of the policy is the requirement to consider environmental, social and economic impacts of any proposal for large-scale low carbon and/or renewable energy projects.

5.3.10 Within the sections for solar energy, biomass energy and wind energy the policy states that these types of development should consider the impact on the natural environment, including biodiversity, habitats and species of international, national and local importance (SA Objective 3). It also mentions the minimisation of pollution, such as noise, emissions and odours (SA Objective 8) and the impact of the scheme on landscape character and visual amenity (SA Objectives 2 and 12). Another important aspect mentioned is the impact on the significance of a heritage asset (SA Objective 1) and the avoidance of off-site impacts, particularly transport (SA Objective 10).

Policy CS 4 Water and Flood Risk

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
0	+	+	++	+	+	+	+	+	0	0	0	+	+	0

5.3.11 The policy is assessed as strongly positive for SA Objective 4 and positive for SA Objectives 2, 3, 5, 6, 7, 8, 9, 13 and 14. It has been subdivided into four subsections:

- A: Flood Risk Areas
- B: Surface Water Run-off and Sustainable Urban Drainage Systems
- C: Protection of the Water Environment
- D: Water Quality

- 5.3.12 Stratford-on-Avon district has a historic fluvial flood risk which continues to be significant issue for many areas and settlements. Section A of the policy requires development to be located in Flood Risk Zone 1 (the area has a low probability of flooding) and development is directed away from flood risk areas through the presumption against developing in certain flood risk zones. There is also the statement that development will only take place in flood risk zones 2, 3a and 3b if the site meets the tests set out in the National Planning Policy Framework (NPPF). Due to the emphasis on not developing in flood risk areas, the policy is assessed as strongly positive for SA Objective 4 on flooding.
- 5.3.13 Resisting development in areas which are prone to flooding ensures that housing which is built is suitable and fit for purpose (SA Objective 13). Furthermore it increases the safety of the development (SA Objective 14). The health and wellbeing of residents is further improved by Section D which aims to improve the water quality of the district.
- 5.3.14 Section B encourages the sustainable management of surface water run-off. The policy strongly supports the incorporation of sustainable urban drainage systems (SUDS) with the aim of managing rainfall and the consequent run-off at source, with a particular focus on development not increasing the volume and rate of run-off. The policy achieves this through implementing SUDS and other measures such as green roofs, permeable surfaces and water butts. The dual problems of flooding and drought are projected to worsen in the future due to climate change (DEFRA 2009), therefore not developing in flood risk areas as well as imposing SUDS is likely to help Stratford-on-Avon adapt to climate change (SA Objective 6).
- 5.3.15 Using green features and GI to provide ecosystem services (such as green roofs to reduce flooding), water based ecological features as well as ensuring foul water is kept separate from surface water all support biodiversity in the area (SA Objective 3).
- 5.3.16 Section D mandates that development should not affect a water bodies status and ability to meet the target of all watercourses to reach 'good' water quality status by 2015 (as required by the Water Framework Directive; Directive 2000/60/EC) which could help reduce water pollution (SA Objective 8).
- 5.3.17 Protecting the water environment (Section C) also ensures that the natural resource water) is protected (SA Objective 7).
- 5.3.18 The protection of the water environment also leads to the positive assessment of SA Objectives 2, 5 and 9 through the requirement for new housing to be water efficient and to make improvements to physical and visual access to the riverside. As the policy calls for efficiency, with residential buildings reaching at least CfSH level 4 and non-residential meeting BREEAM Good standards it could lead to a decrease in waste (SA Objective 9) as well as minimising Stratford-On-Avon's carbon emissions (SA Objective 5).

5.3.19 Furthermore Section C promotes the removal of culverts where possible and restrictions on their insertion. This section of the policy, to restore water bodies to their natural sinuous path, coupled with the requirement to improve the visual access to the river corridor is likely to improve the aesthetics of the area (SA Objective 2).

Policy CS 5 Landscape

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
++	++	++	+	+	+	+	0	0	0	0	+	0	+	0

5.3.20 This is a strong policy with an emphasis of protection and enhancement of the landscape resource and its component attributes (SA Objective 2). The requirement to prepare a visual impact assessment is an important and useful tool. Commitment to the appraisal process in this way will indicate to developers what is required when submitting a planning application. It will also serve to protect landscape in general as an important receptor.

5.3.21 Part C of the policy places a special emphasis on woodlands and trees, including veteran trees and hedgerows, which together represent core elements of the landscape fabric in many parts of the District. Their protection will support biodiversity in the area (SA Objective 3).

5.3.22 Protection of the wider landscape, as well as emphasis on trees, woodland and hedges will help the District mitigate and adapt to climate change, reduce flood risk (SA Objectives 4, 5, and 6) and potentially lead to an increase in health and wellbeing (SA Objective 14).

5.3.23 The use of Tree Preservation Orders (TPO) to protect veteran trees as well as the requirement in part A of the policy to have regard to the historic character of the landscape leads to a positive assessment against SA Objective 1. Within part A, the policy describes the need to safeguard the local distinctiveness of the area, avoiding detrimental effects on patterns and features which make a significant contribution to the character, history and setting of a settlement or area. This point in particular, coupled with the overall theme of protecting the landscape will help retain the integrity of the countryside (SA Objective 12).

Policy CS 6 Natural Environment

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
+	+	++	+	+	+	+	0	0	0	0	+	0	+	+

- 5.3.24 This is an effective policy for biodiversity and geodiversity. The policy establishes protection, enhancement and creation of biodiversity at a range of scales (SA Objective 3). The policy makes the important integrated step of making sure that development plays a positive role in the process, and includes biodiversity offsetting so that developers will be required to offset any loss of biodiversity.
- 5.3.25 There is a specific mention of conserving and enhancing features of geological interest for the future (SA Objective 7). SA Objective 15 is also rated as positive since the ecological security is recognised as contributing to wildlife, people, economy and tourism.
- 5.3.26 On a general level the continued protection and improvement of biodiversity and geodiversity in the District will have a positive effect on the landscape (SA Objective 2), the setting of the historic environment (SA Objective 1), flood risk, climate change mitigation and climate change adaptation (SA Objectives 4, 5 and 6), as well as maintaining the countryside (SA Objective 12) and improving heath and wellbeing (SA Objective 14).

Policy CS 7 Green Infrastructure

1 History, Cultural Heritage	2 Landscape	3 Biodiversity	4 Flood Risk	5 Climate Change Mitigation	6 Climate Change Adaptation	7 Natural Resource	8 Pollution	9 Waste	10 Transport	11 Rural Barriers	12 Countryside	13 Affordable Housing	14 Health, Wellbeing	15 Economy
+	++	++	+	+	+	+	0	0	+	+	+	0	++	++

- 5.3.27 The Green Infrastructure policy serves to provide a clear and strategic direction on how and why the District will aim to protect, enhance, restore and create new green infrastructure where possible.
- 5.3.28 The ecosystem services provided by GI have multiple benefits and ensure a positive assessment against many of the SA Objectives. Primarily, incorporating a GI policy will support biodiversity (SA Objective 3), whilst reiterating the principle of biodiversity offsetting suggested in Policy CS 6 to ensure no net loss of biodiversity.
- 5.3.29 GI provides ecosystem services relating to climate change; serving as a carbon capture feature (SA Objective 5) as well as reducing the impact of climate change through decreasing flood risk (SA Objective 4).
- 5.3.30 Forest Research (2010) suggests that trees, woodland and other GI can have a positive effect on an areas ability to adapt to climate change, as GI provides ecosystem services such as heat amelioration, providing a buffer for habitats and species, improving water quality and air quality (SA Objective 6). The historic environment will also benefit from the improved ability to adapt to climate change (SA Objective 1).

- 5.3.31 Using the natural environment to provide ecosystem services is an efficient use of natural resources and could lead to a reduction in the consumption of these features (SA Objective 7). GI and natural habitats could also positively affect human health through ecosystem services, as well as indirectly by providing open space for people to access (SA Objectives 11 and 14).
- 5.3.32 GI also benefits the economy (SA Objective 15). Protecting and creating GI encourages inward investment and job creation, increases land and property values and can help with local economic regeneration. There is also the secondary effect of fewer sick days from improving the health of residents.
- 5.3.33 The policy will work closely with other policies in the Core Strategy such as CS7 (Natural Features) and CS6 (Landscape). It is an important policy that will influence and strengthen the spatial configuration of the Core Strategy.

Policy CS 8 Historic Environment

1 History, Cultural Heritage	2 Landscape	3 Biodiversity	4 Flood Risk	5 Climate Change Mitigation	6 Climate Change Adaptation	7 Natural Resource	8 Pollution	9 Waste	10 Transport	11 Rural Barriers	12 Countryside	13 Affordable Housing	14 Health, Wellbeing	15 Economy
++	+	+	0	0	0	0	0	0	0	0	0	0	0	+

- 5.3.34 This policy will deliver sustainable development benefits by helping ensure that the design and setting of new development is prepared in the context of known cultural heritage sites, such as conservation areas and historic parks and gardens.
- 5.3.35 Priority is given to protecting and enhancing the wide range of historic and cultural assets which contribute to the character and identity of Stratford-on-Avon (SA Objectives 1 and 2), this includes Conservation area, Historic Parks and Gardens and the canals (SA Objective 3). The policy is clear that proposals which involve the loss of a historic feature will only be permitted in exceptional circumstances.
- 5.3.36 Due to the international importance and tourism interest of Stratford-upon-Avon associated with William Shakespeare, protecting the area's historic features will help ensure that tourists continue to visit these sites, supporting the local economy (SA Objective 15).

Policy CS 9 Design and Distinctiveness

1 History, Cultural Heritage	2 Landscape	3 Biodiversity	4 Flood Risk	5 Climate Change Mitigation	6 Climate Change Adaptation	7 Natural Resource	8 Pollution	9 Waste	10 Transport	11 Rural Barriers	12 Countryside	13 Affordable Housing	14 Health, Wellbeing	15 Economy
+	++	+	+	+	+	+	+	0	+	+	+	0	++	+

- 5.3.37 This policy is an important implementation tool that will enable the preparation of appropriately designed new development in the district. The policy provides a clear steer on levels of expectation and provides a series of practical references for developers and others to refer to when considering submissions. This policy will serve to inform several others such as CS2 (Climate Change and Sustainable Energy). The policy performs well in terms of sustainable development and is rated as positive for the majority of SA Objectives.
- 5.3.38 Development is expected to be of high quality design (SA Objective 2). Development which would damage or destroy features which contribute to the distinctiveness of the local area will not normally be permitted.
- 5.3.39 The policy clarifies that development within Stratford-on-Avon should be attractive, sensitive, distinctive, connected, sustainable, accessible, safe and healthy, which covers the majority of SA themes. In particular there is an emphasis on creating areas with a network of footpaths and GI to encourage walking and cycling which will improve the health and wellbeing of residents (SA Objective 14). In addition the policy discusses the safety of proposals; with an aim to reduce crime and the fear of crime, as well as not compromising highway safety.
- 5.3.40 The policy also highlights the effect that development can have on climate change, with the intention of making it sustainable. The policy mandates that proposals should respond to climate change and include energy efficiency technologies, low carbon and renewable energy sources, the use of local materials where possible and effective water management and flood protection (SA Objective 4, 5 and 6).

5.4 District Designations

Policy CS 10 Green Belt

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
+	++	++	+	0	++	+/-	0	0	0	0	+/-	0	+	0
A Detailed Assessment Matrix has been created for this policy. Please see Appendix E														

- 5.4.1 The aim of the policy is to control development within the Green Belt to protect its openness and character. The policy is assessed as strongly positive for SA Objectives 2, 3, and 6. The policy also has a positive relationship with SA Objectives 1, 4 and 14.
- 5.4.2 The policy seeks to resist inappropriate development in the Green Belt and only sets out four scenarios in which development would (in theory) be permitted. This restriction of development leads to many positive outcomes. The protection and continuation of the Green Belt ensures settlements are kept distinct and aids the protection of the wider countryside, including agricultural land. In addition, the proximity of green open spaces improves the quality and aesthetics of the townscape, as well as protecting the integrity of Stratford-on-Avon's countryside (SA Objectives 2 and 12).
- 5.4.3 Furthermore protecting the Green Belt helps secure nature conservation interests (Land Use Consultants 2004), so the protection of the Green Belt also protects biodiversity (SA Objective 3). In addition, the Green Belt provides climate change adaptation ecosystem services (SA Objective 6) and particularly helps to reduce flooding through infiltration ecosystem services (SA Objective 4).
- 5.4.4 The Green Belt is a natural resource in itself, but it also contains many other natural resources such as minerals and timber, which would benefit from the protection this policy provides (SA Objective 7). However the specific sites that are proposed for removal from the Green Belt have been assessed separately (see **Section 5.6: Area Strategies**) as being grade 3 ALC land; potentially high quality agricultural land.
- 5.4.5 Maintaining the Green Belt ensures that the settlements of Stratford-On-Avon are within close proximity to green areas. Ensuring residents have access to green areas has been shown to have a positive impact on peoples' health and wellbeing. This results in increased life expectancy, reduced health inequality, improvements in levels of physical activity and health by improving their access to areas where they can take part in recreational activities. Access to green space has also been associated with improvements in psychological health and mental wellbeing (SA Objective 14; Forest Research 2010).

- 5.4.6 Within the wider countryside and especially on the urban fringe of settlements this policy could also positively support the protection and enhancement of areas of historical significance including archaeological remains (SA Objective 1).
- 5.4.7 The policy proposes the removal of three sites from the Green Belt. This could potentially have an adverse effect on the countryside as it may cause a degradation of land on the urban fringe and create a risk of coalescence between settlements (SA Objective 12). Development should be avoided in the Green Belt where possible; this policy generally supports that commitment.
- 5.4.8 The removal of other land from the Green Belt is not supported; this development on Green Belt land would be a one-off. The explanation of the policy clarifies that Green Belt boundaries should be altered only in exceptional circumstances, noting that there are three specific cases where these exceptional circumstances are identified. These specific cases have also been assessed against the five purposes of the Green Belt specified in para 80 of the NPPF.
- 5.4.9 This policy, despite being considered positive, could be strengthened by linking the scenarios which indicate development would be permitted, to other policies such as green infrastructure, design, and landscape. This would strengthen the criteria against which development would be assessed.

Policy CS 11 Cotswolds Area of Outstanding Natural Beauty

1 History, Cultural Heritage	2 Landscape	3 Biodiversity	4 Flood Risk	5 Climate Change Mitigation	6 Climate Change Adaptation	7 Natural Resource	8 Pollution	9 Waste	10 Transport	11 Rural Barriers	12 Countryside	13 Affordable Housing	14 Health, Wellbeing	15 Economy
+	++	+	0	+	0	+	+	0	0	0	+	0	+	+

- 5.4.10 This policy protects and upholds the significance of this nationally important landscape (SA Objective 2). It performs well since it helps ensure that only particular development will be considered either inside or near to the AONB, with large scale development only allowed when exceptional circumstances and public interest are demonstrated.
- 5.4.11 The policy highlights the importance of protecting and maintaining the designated tranquil areas used to help protect the AONB. Protection of this important area helps maintain historic and cultural heritage (SA Objective 1), biodiversity (SA Objective 3), and the integrity of the countryside (SA Objective 12). The policy advises that those parts of the AONB which lie within the District are defined as ‘tranquil areas’ where it is a priority to minimise noise, traffic congestion and light pollution (SA Objectives 8 and 14).
- 5.4.12 Whilst other national legislative drivers help protect the AONB, this policy is especially useful since it can be applied an easily operated through the Core Strategy.

Policy CS 12 Special Landscape Areas

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
++	++	+	+	+	+	0	0	0	0	0	+	0	+	0

5.4.13 The policy on special landscape areas is assessed as strongly positive for SA Objectives 1 and 2. There is also a positive assessment for SA Objective 3, 4, 5, 6, 12 and 14.

5.4.14 There is a strong emphasis on protecting the special landscapes areas within Stratford-On-Avon; these include Arden, Cotswold Fringe, Feldon Parkland and Ironstone Hills Fringe. These special landscape areas make an important contribution to the image and enjoyment of the District. Development which could have a harmful effect on their distinctive character will be resisted in these areas. This restriction will help protect the landscape, character and distinctiveness of the areas (SA Objective 2). It could also help preserve the countryside's integrity (SA Objective 12).

5.4.15 The special landscape areas associated historic and cultural heritage features are also protected and so the policy is assessed as strongly positive for SA Objective 1 on historical heritage.

5.4.16 The landscape of the special landscape areas are, in general, biodiversity rich, so their protection is likely to help protect biodiversity (SA Objective 3). There is an additional benefit of these biodiversity rich areas; they also perform carbon capture (SA Objective 5), flood alleviation (SA Objective 4), shade, cooling, wind interception, insulation, improve water quality and a buffer for habitats and species (SA Objective 6).

5.4.17 There is a clear association between good mental health and physical activity, and access to good quality green space can encourage people to take exercise (Department of Health 2009). Therefore protection of the special landscape areas could contribute to the health and wellbeing of Stratford-On-Avon residents (SA Objective 14).

Policy CS 13 Areas of Restraint

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
0	++	+	0	0	0	+	0	0	+	+	+	0	+	0

5.4.18 The policy is assessed as strongly positive for SA Objective 2 and positive for SA Objectives 3, 7, 10, 11, 12 and 14.

- 5.4.19 This policy aims to preserve local character, recognising the valuable contribution it can make to the form or setting of a particular settlement (SA Objective 2). Designating areas so that development does not harm or threaten the open nature of the area could also protect the integrity of the district’s countryside (SA Objective 12).

- 5.4.20 Protecting these areas could protect the natural resources or the area, with agricultural activities maintained in these areas (SA Objective 7).

- 5.4.21 The policy aims to promote beneficial uses such as public access (SA Objectives 10 and 11), nature conservation (SA Objective 3) and food production (SA Objective 14)

- 5.4.22 Despite being a positive policy, there is scope for it to be strengthened. The policy could expand the criteria for designating an area of restraint to include historical/archaeological features and areas of local ecological significance through further links to policies CS 7 and CS 9.

Policy CS 14 Vale of Evesham Control Zone

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
0	+	+	0	+	0	+	0	0	+	0	+	0	+	+/-
A Detailed Assessment Matrix has been created for this policy. Please see Appendix E														

- 5.4.23 The policy seeks to control the extent to which new development or the expansion of existing business generates additional HGV (heavy goods vehicles) movements in the Vale of Evesham area. It is a regulatory policy that spatially serves to provide positive sustainability effects. It is assessed as positive for SA Objective 2, 3, 5, 7, 10, 12 and 14. The policy is assessed as uncertain for SA Objective 15.

- 5.4.24 HGV movements across Stratford-on-Avon and through the wider areas of the district, including parts of Gloucestershire and Worcestershire, have been identified in association with potential adverse effects on a range of factors. These include, but are not limited to: rural tranquillity (affecting SA objectives 2, 3, 7, 10, 12, and 14); and expanded carbon footprints (SA objective 5).

- 5.4.25 Restricting HGV's in the rural areas of Stratford-on-Avon could help with transportation issues including congestion (SA Objective 10). The 2011 MTRU report concluded that large HGV's have a negative impact on congestion as HGVs have lower maximum speed limits than cars and take longer to accelerate. In local networks, difficult turns in either direction can require a very slow approach or some stop start manoeuvring.

- 5.4.26 Reducing or restricting the number of HGV's in rural areas is likely to ease congestion on these smaller roads, as well as promote awareness of HGV travel in the District as a whole. HGV's are a significant contributor to CO2 emission levels from transportation (accounting for around 20% of overall transport sector emissions). The restriction of HGV's is important because "although in recent year total emission levels for passenger cars have dropped, the emissions from HGVs are still on an upward trend, It is estimated that HGVs now produce 4-5% of the UK's total CO2 emissions." (Freight Best Practice 2010)
- 5.4.27 Reducing congestion and restricting HGV's could reduce carbon emissions in the District; the AQMA in Studley could be positively affected by a restriction in HGV movements in the Vale of Evesham.
- 5.4.28 The positive effects on congestion, emissions and air quality could have a positive effect on human health (SA Objective 14).
- 5.4.29 Reducing HGV's in the rural areas of Stratford-on-Avon will help maintain rural tranquility and lead to indirect improvements in the distinctiveness of the town and countryside (SA Objective 2). It could also lead to indirect improvements when considering the integrity of the District's countryside (SA Objective 12).
- 5.4.30 The policy advocates a 5% threshold beyond which any increase in HGV traffic will trigger a requirement to demonstrate various conditions. This could potentially hinder new development in the area, as the developer has to meet requirements which they may not have to meet elsewhere. This leads to an uncertain assessment against SA Objective 15 on economy.
- 5.4.31 In cases where the size, magnitude, and location of proposals do not meet the 5% increase in HGV traffic, the policy should make the wording strong enough to ensure that potential environmental impacts are not overlooked. It is suggested that the policy is expanded to include reference to rural tranquillity and climate change.

5.5 Development Strategy

Policy CS 15 Distribution of Development

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
+	+	+/-	0	0	0	+/-	+/-	0	+/-	0	+	+	+	0
A Detailed Assessment Matrix has been created for this policy. Please see Appendix E														

- 5.5.1 This policy has been derived through a series of spatial iterations, which have been previously assessed by the SA process when considering reasonable alternatives (Lepus Consulting⁴).
- 5.5.2 The policy provides a settlement hierarchy and provides a spatial prescription for development. The policy guides development to a number of allocated sites shown on a proposals map. These have all been assessed by other parts of the SA process. The policy proposes a balanced dispersal distribution when considering development across the District, suggesting a focus on shopping, services and tourism within Stratford-upon-Avon; housing, business development and the provision of local services in the main rural centres; a new settlement in Gaydon and Lighthorne Heath; an appropriate level of housing in the local service villages and; small-scale community-led schemes in all other settlements.
- 5.5.3 This ensures that the development that takes place in Stratford-on-Avon District is appropriate to the location and responds to community needs (SA Objective 14).
- 5.5.4 The policy describes the distribution of development, rather than the quantum of development and describes the differing needs of different settlements. As part of this the policy refers to the 'requirements' of the settlements, whereby development at existing settlements is expected to protect and enhance the character of the settlement, and its setting (SA Objectives 2 and 12). It also specifies that the development cannot have an unreasonably harmful impact on the surrounding landscape and setting of the settlement, which could help protect the heritage assets in the area (SA Objective 1).
- 5.5.5 Separately from the explicit requirements within the policy, the SA findings of the individual locations are important when considering the sustainability effects of this policy. Adverse and uncertain effects identified within the area policies could potentially impact the assessment of policy CS15 if there is no explicit reference to the protection of that objective. For example, this may be the case against SA Objective 3 as the protection of biodiversity is not listed within the requirements.

⁴ Part 1 Options SA Report (August 2011) and Part 3 Assessment of Housing Options (January, 2012)

5.5.6 Part 3 of the policy provides helpful guidelines about a new settlement in the vicinity of Gaydon and Lighthorne Heath. This area policy is assessed separately in in **Section 5.6**.

Policy CS 16 Housing Development

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
-	+/-	+/-	+	0	+	+/-	+/-	0	+/-	0	-	++	+/-	+
A Detailed Assessment Matrix has been created for this policy. Please see Appendix E														

5.5.7 Policy CS16 follows the same vein as policy CS15; with the addition of further details regarding the amount of housing development in each area. To meet the level of housing need policy CS16 will provide approximately 10,800 new homes in the period 2011-2031. The policy details the distribution, with approximately 2,590 homes in Stratford-Upon-Avon, approximately 2830 homes split across the eight main rural centres, approximately 2500 homes located at a new settlement at Gaydon/Lighthorne Heath and approximately 1950 homes distributed to the local service villages. The amount of new houses located within each local service village will depend on its size, with allocations ranging from 10 to 100. This proviso will help ensure the character of the area is maintained (SA Objective 2).

5.5.8 The new settlement at Gaydon/Lighthorne Heath has been assessed in the Potential Strategic Allocations SA Report (see comments within policy CS15). Policy GLH had adverse effects in regards to cultural heritage, landscape, natural resources and countryside and positive effects on biodiversity, flood risk, climate change adaptation and mitigation, rural barriers, affordable housing, health and wellbeing and the economy; these will influence the assessment of policy CS16

5.5.9 The policy highlights the sites which are central to meeting the District's housing requirement; these are assessed in Section 5.6. The assessment results of the SUA1, ALC1, ALC2, SOU1 and SOU2 will consequently also influence the assessment of policy CS16. The main issues were against cultural heritage, landscape, biodiversity and natural resources.

5.5.10 In addition, housing development within the eight main rural centres has been assessed previously, these assessment results can be found in **Chapter 3** of this report. The Core Strategy also has reference to the main rural centres (AS1-AS9) and the assessment results of these highlight potential issues regarding transportation, carbon emissions and rural barriers.

Policy CS 17 Affordable Housing

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
0	+	0	0	0	0	0	0	0	0	+	0	++	+	0

5.5.11 The policy is assessed as strongly positive for SA Objective 13 and positive for SA Objectives 2, 11 and 14.

5.5.12 This policy will help meet future requirement for affordable housing in Stratford-on Avon and the main rural centres as identified in SDC Development Viability Assessment (2009) and the Strategic Housing Market Assessment: Market Review (2009). The assessment shows that the policy is likely to provide strong positive effects with regard to SA Objective 13. The policy states that all new residential development of 0.2 hectares or more with 5 or more houses will be required to provide a minimum of 35% affordable housing (SA Objective 13). On all schemes proposing between 5 and 9 homes, a contribution to off-site affordable housing provision in the District will be provided; on schemes proposing 10 or more homes, affordable housing will be provided on-site. Proposals with more than 35% will also be supported. Affordable housing is required irrespective of the viability of public subsidy. The policy focuses primarily upon the provision of affordable housing and makes no specific reference to other sustainability themes.

5.5.13 Positive effects have also been identified with SA objective 11. Increased availability of rural housing is likely to provide an improved choice of housing options for some rural communities. The policy aims to ensure development of cohesive and stable communities.

5.5.14 The provision of affordable housing could also help with the health of residents through providing them with places to live which they may not have been able to afford previously (SA Objective 14). It could also help improve residential satisfaction.

5.5.15 Furthermore the policy specifies that the affordable housing should be fully integrated into the design of the scheme and be indistinguishable from the market units, with a design which is of an appropriate size, scale, form and structure of the host settlement. These requirements are likely to protect the integrity of the landscape and townscape (SA Objective 2).

5.5.16 The policy should also bear in mind that good design and environmental impact assessment both need to be carefully prepared as part of any policy decision to pursue affordable housing in this way.

Policy CS 18 Housing Mix and Type

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
0	0	0	0	0	+	+	0	0	+	+	0	++	+	0

5.5.17 The policy on housing mix and type is assessed as strongly positive for SA Objective 13 and positive for SA Objectives 6, 7, 10, 11 and 14.

5.5.18 The aim of the policy is to ensure that residential development is balanced and creates a sustainable community with affordable housing provided at a rate contingent on local needs surveys. By ensuring the provision of affordable housing, as well as mandating there should be a mix of sizes and a flexible design the policy ensures the provision of decent, affordable and good quality housing for all (SA Objective 13). The versatility of the housing could also help with adaptation to climate change (SA Objective 6).

5.5.19 The policy has a positive effect on health and wellbeing, taking into account the needs of vulnerable people (SA Objective 14). The policy acknowledges household members with disabilities and older residents who may need care and support, specifying that the accommodation should meet the specialised support and care needs of the occupier.

5.5.20 The policy highlights the need to provide easy access to services and facilities, including public transport (SA Objective 10). It also specifically mentions home working, which if takes place on a large scale could reduce the need to travel. This improved accessibility and support of home working could also reduce barriers for those who live in the countryside (SA Objective 11), which could be benefited by the recognition of local and district housing needs.

5.5.21 As the houses are designed and built to encourage sustainable living, they could encourage more sustainable behaviour and have a positive impact on the amount of natural resources used (SA Objective 7).

Policy CS 19 Existing Housing Stock and Buildings

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
+	+	+	+	0	+	+	0	0	0	0	+	++	+	0

5.5.22 The policy aims to conserve the existing housing stock and is assessed positively against SA Objectives 1, 2, 3, 4, 6, 7, 12, 13 and 14.

5.5.23 The policy will conserve the existing housing stock by ensuring there is no net loss of dwellings unless there is an over-riding justification. This will ensure there is an adequate (or at least not decreasing) supply of decent housing (SA Objective 13).

- 5.5.24 This will be done through bringing empty homes back into productive use through extensions, subdivisions, adaption and replacement, with renovating existing dwellings preferred to replacing them with new development (SA Objective 7).
- 5.5.25 However, this will only be allowed when the character of the locality, as well as the historic character are considered and are respected by sensitive design wherever possible. Considering the local and historic character is likely to lead to the protection of historic features and the local distinctiveness (SA Objectives 1 and 2).
- 5.5.26 Part E of the policy contains requirements. As part of this, the policy suggests sustainable mixed communities, providing a mix of new housing to meet local needs. This considers the varied needs of residents, and could improve residential satisfaction (SA Objective 14).
- 5.5.27 Furthermore, in part E, the policy advises that other planning considerations will be taken into account, in particular impacts on highway safety (SA Objective 14), heritage assets (SA Objective 1), protected trees, openness in the Green Belt, protected species (SA Objective 3), flooding and drainage (SA Objectives 4 and 6).

Policy CS 20 Gypsies and Travellers and Travelling Showpeople

1 History, Cultural Heritage	2 Landscape	3 Biodiversity	4 Flood Risk	5 Climate Change Mitigation	6 Climate Change Adaptation	7 Natural Resource	8 Pollution	9 Waste	10 Transport	11 Rural Barriers	12 Countryside	13 Affordable Housing	14 Health, Wellbeing	15 Economy
0	+	+	+	0	0	0	+	0	+	+	+	+	+	0

- 5.5.28 The policy aims to provide pitches for Gypsies, Travellers and Travelling Showpeople. It is assessed as positive for SA Objectives 2, 3, 4, 8, 11, 12, 13 and 14. The policy is assessed as having a neutral or no effect on the rest of the SA Objectives.
- 5.5.29 The SDC Gypsy and Traveller Needs Assessment (2011) concluded that there was a requirement for increased provision of Gypsy and Traveller sites. The requirement is for 52 additional pitches by 2016 and an average of 2 pitches per annum thereafter. This ensures that Gypsies, Travellers and Travelling Showpeople have housing fit for their needs (SA Objective 13). The policy also mandates that the site will have a good residential environment and be of good quality design.
- 5.5.30 The policy has the potential to meet future demand for Gypsy and Traveller sites for the duration of the Core Strategy.

5.5.31 Proposals for Gypsy and Traveller sites have to conform to criteria set out in the policy, to ensure they have a sustainable impact. This includes being within reasonable proximity to local services and facilities (SA Objective 11), not at a high risk of flooding (SA Objective 4), not unstable or contaminated (unless it can be mitigated - presumably through remediation; SA Objectives 8 and 14). There is also a strong inference that potential Gypsy sites are not located within an international environmental designation, and should not have adverse impacts on biodiversity and landscape (SA Objectives 2 and 3). If the site is adjacent to the Cotswold Area of Outstanding Natural Beauty (AONB) the site is required to have a buffer to minimise the visual impact on the AONB.

5.5.32 The policy provides support for the sites to have good road access and be in a sustainable location. The policy also explicitly includes reference to making the sites accessible by modes of transport more sustainable than the private car, which leads to a positive assessment against SA Objective 10 on sustainable transport.

Policy CS 21 Economic Development

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
0	+	0	0	0	0	+	0	0	+	+	+	0	0	++

5.5.33 The policy is assessed as strongly positive for SA Objective 15 and positive for SA Objectives 2, 7, 10, 11 and 12.

5.5.34 The policy aims to support the development of a strong and diverse district economy, to maintain economic competitiveness and support the growth of local businesses, an aim which coincides strongly with the themes of SA Objective 15. Through fostering the growth on the District's economy and providing more jobs the policy will reduce barriers for those living in rural areas (SA Objective 11). Furthermore the introduction of homeworking and workspace linked to residential development will also have a positive impact on this SA Objective.

5.5.35 The continued growth of firms at their existing locations could support redevelopment on brownfield and minimise the use of natural resources (SA Objective 7). However the expansion of firms will have to take into account the impact on the character of the local area, leading to a positive assessment against SA Objective 2 on landscape and townscape.

5.5.36 The expansion of firms must also take into account the sites accessibility, including its proximity to public transport which could encourage the use of more sustainable modes of transportation (SA Objective 10). Furthermore the linkage of workspace to residential development and homeworking also reduce the need to travel by car. This positive impact is reiterated by the inclusion of development being promoted in sustainable locations, with a caveat that home-based working workspaces do not make a dwelling acceptable if its location is contrary to other Core Strategy policies. This focus on sustainable locations also suggests a positive impact on the integrity of the District’s countryside, although this is somewhat dependent upon the nature of the activities and the sites own character.

Policy CS 22 Retail Development and Main Centres

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
0	+	0	0	0	0	0	0	0	+/-	+/-	+	0	0	++
A Detailed Assessment Matrix has been created for this policy. Please see Appendix E														

5.5.37 This policy seeks to manage and direct the future provision of suitable retail and commercial development within Stratford-upon-Avon and the main centres. The policy is assessed as positive for SA Objective 2, 12 and 15.

5.5.38 The spatial development aspect of the policy focuses on Stratford-upon-Avon as the strategic centre and the most appropriate location for any major retail, leisure, commercial or business developments. The surrounding main centres are supported as secondary centres with a focus on attracting new business and a wide choice of products leading to a positive assessment against SA Objective 15 on economy.

5.5.39 Retail development and other commercial uses are required to strengthen the function and character of the District’s town and rural centres, ensuring that the character and appearance of the townscape is maintained (SA Objective 2).

5.5.40 The policy provides limits and controls on the encroachment of large out-of-town developments upon the district’s countryside (SA Objective 12). This is done by promoting development of more than 1000m² within or on the edge of Stratford-upon-Avon and other main town centres. Any large-scale development elsewhere in the district would require a comprehensive retail impact assessment. In addition, the cumulative impact of large-scale retail schemes outside of Stratford-upon-Avon town centre and the commercial cores of the Main Rural Centres will be taken into account.

5.5.41 SA Objectives 10 and 11 are assessed as uncertain as concentrating development in the main centres could encourage people to shop in these areas. A strong retail and commercial sector provides a variety and diversity of products, which decreases the likelihood that residents are travelling to larger regional centres such as Birmingham or Coventry. The NPPF states that planning policies should recognise town centres as the heart of the community and promote a competitive town centre economy. Whilst the NPPF advises local authorities to construct development plans that define a hierarchy of centres within their area, it emphasises building the vitality and viability of all centres. Through suggesting that large-scale development should only take place in Stratford-Upon-Avon or the commercial cores of a Main Rural Centre the policy stops large-scale development occurring in the more rural areas of the District, leading to the (approximately) 80% of Stratford-on-Avon's rural population still having to travel to these main rural centres.

5.5.42 The policy will mean rural residents will still have to journey a considerable distance for most of their products. The policy improves and increases the amount of some facilities and amenities, however it is not likely to lead to improved accessibility for rural residents. The 2012 report by Commission for Rural Councils (CRC) on barriers to education, employments and training for young people in rural areas advised that: "Young people living in rural areas face a number of uniquely rural barriers, particularly concerning access to transport, careers advice, employment and training support, and youth services." which would not be rectified by this policy

Policy CS 23 Tourism and Leisure Development

1 History, Cultural Heritage	2 Landscape	3 Biodiversity	4 Flood Risk	5 Climate Change Mitigation	6 Climate Change Adaptation	7 Natural Resource	8 Pollution	9 Waste	10 Transport	11 Rural Barriers	12 Countryside	13 Affordable Housing	14 Health, Wellbeing	15 Economy
+	+	+	0	0	0	+	0	0	+	+	+	0	0	+

5.5.43 The policy is assessed as having a positive impact on SA Objectives 1, 2, 4, 7, 10, 11, 12 and 15. There is a neutral or no effect on the remaining SA Objectives.

5.5.44 The policy aims to increase tourism throughout the District through creating large-scale schemes in the urban areas, with schemes considered in other areas as long as the nature of the site and the developments impacts are taken into account. The tourism sector could provide a wealth of new employment opportunities, with a strong economic multiplier associated with tourism. Increasing tourist facilities and overnight accommodation could encourage more people to the area and foster increased spending which would in turn assist the local economy (SA Objective 15).

- 5.5.45 By dispersing the attractions and accommodation throughout the District the policy could reduce barriers for those living in rural areas (SA Objective 11). Conversely, dispersal has the potential to adversely affect the integrity of the areas countryside. However, this is mitigated by the focus on taking into account the local landscape and settlements, and requiring development to be sensitive to the character of the area (SA Objective 12).
- 5.5.46 Stratford-upon-Avon has been highlighted by Visit England as an “Attract Brand” as its strong history and Shakespearean heritage are a continuing attraction. The policy has made sure that new development does not detract from this by considering its impact on the character of the local landscapes and settlements (SA Objective 2). This includes historic features (SA Objective 1). It also mentions natural features, environmental interests, as well as increasing access and use of canals and waterways which could help protect biodiversity (SA Objective 3).
- 5.5.47 Increased access to waterways and canals could support their use as GI assets, encouraging people to use them for walking and cycling (SA Objective 10). This is strengthened by the requirement for development to take into account the accessibility of the site by existing public transport.
- 5.5.48 The policy suggests that wherever possible the tourist and visitor facilities should be located in existing buildings. This could reduce the amount of development which needs to take place and could reduce the amount of natural resources which are used (SA Objective 7).

5.6 Area Strategies

- 5.6.1 The Area Strategies are a distinctive suite of policies that guide development according to spatial prescriptions at Stratford-upon-Avon as well as the main rural centres of Alcester, Bidford-on-Avon, Henley-in-Arden, Kineton, Shipston-on-Stour, Southam, Studley and Wellesbourne. Every locality was previously assessed during an earlier part of the sustainability appraisal process as part of the assessment of reasonable alternatives. This assessment took place between November 2012 and January 2013. The results are documented in ‘Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Potential Development Options Report’ (Lepus Consulting, January 2013).
- 5.6.2 The assessment considered reasonable alternatives that had been prepared by the Council. Each main rural centre had a number of different locations for development ranging from 16 in Stratford-upon-Avon, to four in Henley-in-Arden. In all a total of 84 different localities were assessed. **Appendix B** presents the assessment results for those localities that were assessed in January 2013 and which now feature in the Core Strategy.

5.6.3 The following policies of the Core Strategy have been able to draw on these assessment findings and shortlist its preferred strategic allocations. These are presented as proposals in policy numbers AS.1 – AS.9 and concern a total of 19 localities across all main rural centres.

5.6.4 The resultant policies are now strongly characterised by a range of features and prescriptions that support a positive approach to sustainable development at each settlement. In cases where earlier assessment identified potential adverse effects, the policies now mostly have adapted to avoid the effect or include mitigation in the form of protection or enhancement.

5.6.5 Of all the proposed sites (of which there are 19), only three have not been previously assessed. These are all in Stratford-upon-Avon.

Policy AS 1 Stratford-Upon-Avon

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
+	+	+	+	+	+	0	+	0	++	0	0	0	+	+

5.6.6 Stratford-upon-Avon is the largest settlement in the district. It has national and international significance associated with cultural heritage being the birthplace of William Shakespeare. It is a victim of its own success and the strong tourist numbers often require a different level of service provision to that of local residents. It is a busy town and the river Avon divides the area into two distinct sections. The east is heavily developed and is the location of the main retail focus. The west is less built up and includes residential as well as out of town workspaces used by businesses not needing the same high footfall that the high street offers.

5.6.7 Despite this, pressure for new homes is ever present and the town needs to be prepared for sustainable growth.

5.6.8 A significant part of the policy focuses on transportation issues, seeking to address high car use. These will benefit a number of the SA Objectives such as 1, 2, 5, 8, and 10. These include measures to limit car numbers and improve sustainable alternatives especially the rail bus interchange at the former Cattle Market Site.

5.6.9 The town’s identity as a significant employment location needs to be strengthened and enhanced as part of new growth since there are known high out-commute levels. The likely sustainability success of this relates partly to overall logistics, and overcoming the barrier of the river with perhaps a new bridge, and also stronger policy commitment to how the existing commitment to ‘provide opportunities for existing companies to expand’ might be realised. Part C of the policy refers to the economic aspects of the policy, with references to attracting new companies to the town and improving the physical and functional links between the town centre and Maybird Retail Park.

5.6.10 Parts A and B of the policy refer to environmental and social aspects and refer to protecting, enhancing and increasing open and green spaces in Stratford-upon-Avon. This will aid the biodiversity and landscape/townscape of the area (SA Objectives 2 and 3) as well as indirectly improving health (SA Objective 14). Health will also be improved by the support of enhanced health and medical facilities at Stratford Hospital.

Proposal SUA.1 Stratford Regeneration Zone

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
0	+	++	0	0	0	+	+	0	++	0	0	+	++	+

5.6.11 Proposed site allocation SUA.1 is located in the Canal Quarter and incorporates land at Weston Road, Wharf Road, Timothy’s Bridge Road and Masons Road. The proposal will deliver approximately 650 new houses, a linear park alongside the canal and Class B1 employment premises.

5.6.12 The inclusion of a park alongside the canal, coupled with the environmental enhancements to the canal corridor positively impact upon health and wellbeing (SA Objective 14) as well as biodiversity and landscape (SA Objectives 2 and 3). The requirement to treat any contamination appropriately is also likely to improve health and reduce pollution (SA Objective 8).

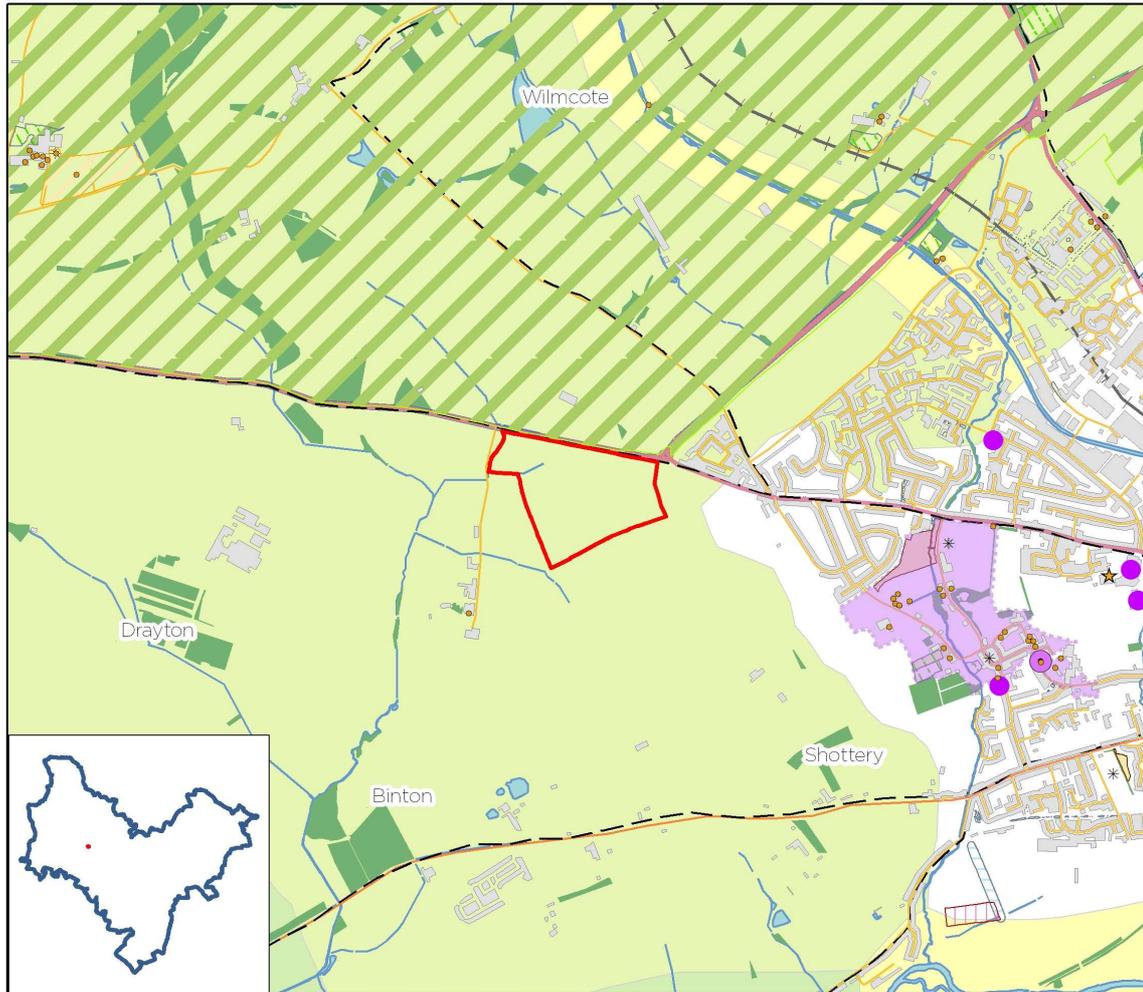
5.6.13 The canal corridor is an important GI asset and provides a multifunctional leisure, recreational and transport use. Creating pedestrian and cycle links through the area and into adjacent parts of Stratford-upon-Avon supports sustainable methods of transportation (SA Objective 10).

Proposal SUA.2 South of Alcester Road

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
-	--	+	++	+	0	+/-	+	0	+	+	+	0	0	+

A Detailed Assessment Matrix has been created for this policy. Please see Appendix E

5.6.14 Proposal SUA.2 is assessed as strongly positive for SA Objective 10 on transportation as the site is located on the A46, which links Stratford-upon-Avon with the M40, which allows HGVs to circumnavigate the town centre. Within the proposal, improvements to Wildmoor Roundabout have been recommended, and there is a requirement for frequent bus services. Removal of HGVs from the centre of Stratford-upon-Avon is likely to lead to an improvement in air quality and a reduction in emissions. This is especially pertinent as there is an AQMA in Stratford-upon-Avon.



**Alcester Road
 Stratford-Upon-Avon**

- | | | | |
|--------------------------|--------------------------------|---------------------|------------------|
| Alcester Road | Listed Building | Traditional Orchard | Bus Routes |
| Stratford District | Scheduled Monument | Allotments | Railway Station |
| Secondary Schools | Environmentally Sensitive Area | Green Belt | Railway |
| Primary Schools | AONB | AONB | Woodland |
| Doctor Surgery | Country Parks | Park and Garden | Surface Water |
| Hospital | A Roads | Grade 1 | Grade 2 |
| Leisure Or Sports Centre | B Roads | Grade 3 | Grade 4 |
| Place Of Worship | Local, Minor Roads | Grade 5 | Non Agricultural |
| Police Station | Motorways | | |
| Built Area | Primary Roads | | |
| Conservation Areas | | | |
| SSSI | | | |
| Local Nature Reserve | | | |
| Tree Preservation Orders | | | |

- 5.6.15 Stratford-upon-Avon is generally well serviced by public transport, with two train stations and multiple bus stops. However these are not in proximity to the site, with both railway stations falling beyond the 600m zone, as well as there being no bus stops within 400m of the site, as recommended by Shaping Neighbourhoods (2010). The proposal suggests a frequent bus service into the development which improves accessibility to the site by a range of transport modes.
- 5.6.16 Potential adverse impacts relate to the damage or destruction of archaeological remains. The Historic Environment Assessment (2008) suggests that historic features and/or potential archaeological remains are located on or near the proposed site. There is also ridge and furrow in this area which shows the medieval agricultural use of this area and adds to the historic landscape character.
- 5.6.17 The loss of the ridge and furrow feature would be a significant adverse residual effect. It is suggested that ridge and furrow is of regional if not national significance.
- 5.6.18 This site is located within an area of high landscape sensitivity. The Landscape Sensitivity Assessment (2011) suggests development at this location would adversely impact on the strong rural character of the area and impact on its distinctiveness. However the retention and management of the mature hedgerows, as well as the extensive landscaping suggested will help by integrating the development into the area over time.
- 5.6.19 Hedgerows are included within the 2010 BAP priority habitats list. There is the potential for some of these to be lost in the short term as only those along the road frontage are highlighted for retention. The retention and management of the mature hedgerows along the road frontages will help protect some of the biodiversity. The Core Strategy includes reference to providing open space and green roofs in High Quality Employment (HQE) developments which could increase biodiversity in the long run. There are no other features of note in terms of biodiversity on the site. There are small areas of woodland in the vicinity of the site, but none within 500m. There are two areas of woodland (of over 20 hectares) within 4km of the site.
- 5.6.20 The proposed site is located to the south west of Stratford-upon-Avon, on a greenfield site. Developing at this location could disrupt the integrity of the districts countryside through its location on the urban rural fringe.
- 5.6.21 The proposed site is located on an area of Grade 3b agricultural land. Although this is not categorised as high quality agricultural land, the area is being used for arable farming. It is difficult to determine the local significance of the loss of this land.

Proposal SUA.3 East of Birmingham Road

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
-	-	-	++	+	0	+/-	+	0	+	+	-	0	0	+
A Detailed Assessment Matrix has been created for this policy. Please see Appendix E A constraints and opportunities map is available in Appendix F														

- 5.6.22 The site is located on the A46, which links Stratford-upon-Avon with the M40. Siting the employment are in this location allows HGVs to circumnavigate the town centre. When coupled with the recommended improvements to Bishopton Roundabout, the proposal is likely to have a positive impact on sustainable transport. The 221 and X20 bus routes run down the A3400 alongside the west of the site. There are not currently bus stops in the vicinity of the site (there are none within the 400m suggested by Shaping Neighbourhoods 2010), however it should be possible to introduce these. This is reiterated by the proposal which includes a requirement for frequent bus services.
- 5.6.23 Heavily polluting HGVs would no longer need to enter Stratford-upon-Avon town centre, and the provision of a bus service to the development also leads to a positive assessment for SA Objective 5.
- 5.6.24 Removal of HGVs from the centre of Stratford-upon-Avon is likely to lead to an improvement in air quality (SA Objective 8). This is especially pertinent as there is an AQMA in Stratford-upon-Avon.
- 5.6.25 The Historic Environment Assessment (2008) indicates that potential archaeological features or remains are situated within close proximity to the site; further exploration should be completed before development.
- 5.6.26 This site is directly north of an area of medium landscape sensitivity to commercial development and adjacent to an area of high sensitivity (White 2011). Although the site itself is not classified, its features are similar to the area of medium landscape sensitivity due to two sides of the site being edged by roads and due to the recent large-scale housing development along Birmingham Road. Therefore the assessment against SA Objective 2 is negative. There are requirements for extensive landscaping as well as the retention, treatment and management of the mature hedgerows along the road frontages. This will help by integrating the development into the area over time leading to a positive impact in the long term.
- 5.6.27 There is an area of traditional orchard in the centre of the site. Traditional orchards are included within the BAP priority habitat list. The requirement to retain and manage the mature hedgerows, as well as the extensive landscaping suggested will help with the biodiversity of the proposal in the long term.

- 5.6.28 The proposed site is potentially located on an area of Grade 3 agricultural land. It is uncertain whether this is 3a or 3b land (SA Objective 7). It is difficult to determine the local significance of the loss of this land.
- 5.6.29 The site is located within Green Belt which could adversely effect the integrity of the environment. It is on the rural urban fringe of Stratford-upon-Avon. The designation of the site as being Green Belt land provides a constraint to development and means that any development that takes place is likely to adversely impact the integrity of the countryside as the generally open nature of these areas should be maintained.

Policy AS.2 Alcester

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
+	+	+	+	+/-	0	0	0	0	+/-	+	+	++	++	+
A Detailed Assessment Matrix has been created for this policy. Please see Appendix E														

- 5.6.30 The issue of flooding is strongly recognised and whilst the policy itself includes no wording to engage with flooding, this is because Policy CS3 (Water) provides robust protection of the flood plain and seeks to promote sustainable drainage systems. On this basis the supporting wording is important and helps promote the importance of recognising Alcester’s vulnerability to flood.
- 5.6.31 The policy will also serve to strengthen the green assets of the town at the same time providing associated benefits for biodiversity, recreation, landscape and sustainable connections with the natural resources of the wider countryside. The proposal aims to protect existing woodland and reverse fragmentation, as well as enhancing Arden Forest Industrial Estate which could help retain and improve the landscape quality of Alcester (SA Objective 2).
- 5.6.32 There is a Local Nature Reserve located within Alcester, with small areas of woodland throughout the town. The two rivers (the River Alne and the River Arrow) are also important biodiversity features. The policy aims to enhance the biodiversity value of the River Arrow Nature Reserve, as well as protecting existing woodland (SA Objective 3).
- 5.6.33 There are several features of heritage value in Alcester, with a conservation area in the town and multiple listed buildings. The policy seeks to protect and enhance the urban fabric of the town (SA Objective 1).
- 5.6.34 Uncertainty has been identified with the proposal to increase car parking at Alcester. Two potential impacts arise here; the extent to which they manifest themselves will depend on the location, design and setting of the car parks since too many cars can significantly detract from the setting of a location.

- 5.6.35 The policy suggests creating additional cycle routes which would have a positive effect on transport. However as part of part C, the policy refers to providing additional parking facilities. Atkins (2006) advises that parking management is a powerful travel planning tool; "Parking management provides the impetus for a shift to sustainable modes. Without changes to current parking conditions, existing car drivers have limited incentives for modal shift and are likely to continue their existing travel behaviour". Increasing parking facilities does not support an increase in sustainable travel (SA Objective 10).
- 5.6.36 The creation of additional parking facilities could encourage people to drive in and around Alcester, potentially contributing to emissions (SA Objective 5). This is likely to be a short term effect due to the progression of technology. The performance of cars is improving and as a consequence green house gas emissions are reducing as technology improves.
- 5.6.37 The policy makes clear the need for a stable range of affordable housing to be available in Alcester. The policy further emphasises the need for affordable housing on the Conway and Ten Acres Estates to try and address the high levels of deprivation in these areas, including other specific initiatives to meet residents needs.
- 5.6.38 The Conway Estate, in the northern part of the town is one of the top 30% most deprived ward nationally. Increasing play spaces for children and young people, improving recreation facilities, focusing on providing opportunities for existing companies to expand and attracting new businesses to the area could help reduce rural barriers.

Proposal ALC.1 North of Allimore Lane (southern part)

1 History, Cultural Heritage	2 Landscape	3 Biodiversity	4 Flood Risk	5 Climate Change Mitigation	6 Climate Change Adaptation	7 Natural Resource	8 Pollution	9 Waste	10 Transport	11 Rural Barriers	12 Countryside	13 Affordable Housing	14 Health, Wellbeing	15 Economy
-	-	-	++	0	0	+/-	0	0	+	+	+	+	+	0
<p style="text-align: center;">A Detailed Assessment Matrix has been created for this policy. Please see Appendix E A constraints and opportunities map is available in Appendix F</p>														

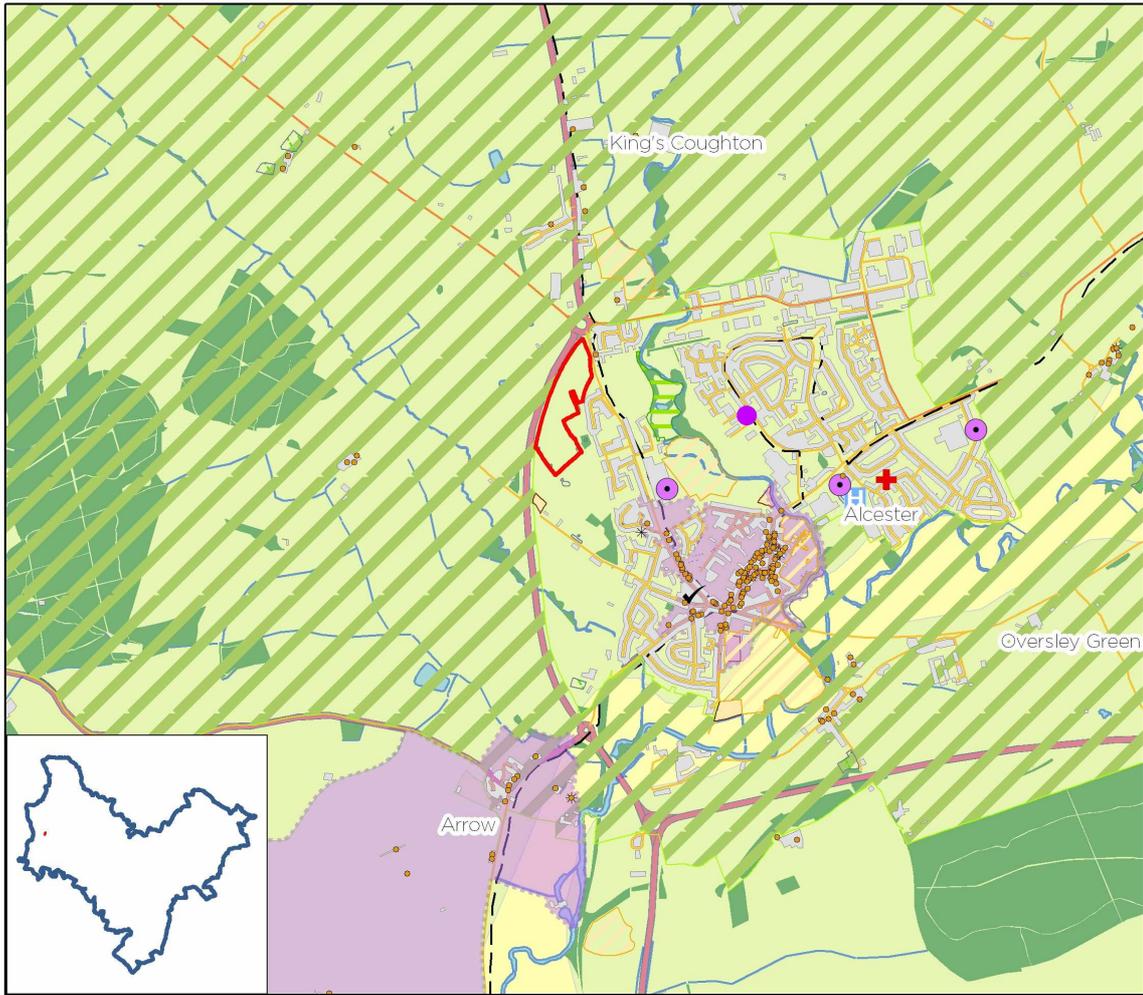
- 5.6.39 The proposal suggests approximately 165 dwellings and public open space on the 7 hectare site. The proposed site contains a BAP priority habitat such as hedgerows, overgrown orchard and mature trees (White 2011). There is also a proposed Local Wildlife Site located in the southern tip of the site area. The proposal has therefore been assessed as adverse against biodiversity, as the biodiversity of this area could be compromised by the development. However there is a requirement to protect important natural features on the site which might include the BAP priority habitat and lead to its retention and protection.
- 5.6.40 The proposal includes transportation requirements including vehicle, pedestrian and cycle links to the town centre, benefiting both the sustainability of transport and rural barriers (SA Objective 10 and 11).

- 5.6.41 Due to the location near Alcester, the site has easy access to the facilities Alcester town centre has to offer. The site is located well within the catchment area for local secondary schools, as well as being within the recommended 1km distance from a primary school (Shaping Neighbourhoods 2010).
- 5.6.42 Improvements to sustainable transport infrastructure, such as pedestrian and cycle links, is included within the proposal and could improve the safety of walking and cycling, as well as improving the health of residents. The doctors surgery in Alcester is not within 800m of the site, and as the site only proposes 135 the development is not of a sufficient size to support a new doctors surgery (requires 2000 people). However there is a hospital in Alcester which is accessible from the site.
- 5.6.43 According to the Landscape Sensitivity Assessment (White 2011) the area is assessed as having a medium sensitivity to housing development. Housing development may be acceptable in areas away from the stream corridor, overgrown orchard and mature trees as the site is enclosed by the bypass and therefore not widely visible with poorly managed pasture and lacking tranquillity.
- 5.6.44 The location is a Minerals Safeguarding Area for sand and gravel (Warwickshire County Council 2009). The proposed site is also located on an area of Grade 3 agricultural land. It is uncertain whether this is 3a or 3b land. It is difficult to determine the local significance of the loss of this land.
- 5.6.45 The Warwickshire County Council (2008) historic environment assessment shows that the site to the north has known archaeological features present, therefore it is possible that there are also archaeological features on this site.

Proposal ALC.2 North of Allimore Lane (northern part)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
-	-	+	++	0	0	+/-	0	0	+	+	+	+	+	0
<p>A Detailed Assessment Matrix has been created for this policy. Please see Appendix E A constraints and opportunities map is available in Appendix F</p>														

- 5.6.46 The Historic Environment Assessment (2008) suggests known archaeological features within the area include an Iron Age settlement and site of the former Midland Railway (Alcester and Bearley Branch). Archaeological finds include Roman coins, a Roman Trumpet Brooch and Anglo Saxon Brooch. The Anglo Saxon Brooch could be an indication of Saxon burials within the area. If a Saxon burial site was identified this could be of national importance. It is suggested that groundwork associated with development would adversely impact on archaeological deposits both known and unknown that survive.



**North of Allimore
 Alcester (North)**

- | | | | | | |
|--|--------------------------|--|--------------------------------|--|------------------|
| | North of Allimore (N) | | Listed Building | | Bus Routes |
| | Stratford District | | Scheduled Monument | | Railway Station |
| | Secondary Schools | | Traditional Orchard | | Railway |
| | Primary Schools | | Allotments | | Woodland |
| | Doctor Surgery | | Environmentally Sensitive Area | | Surface Water |
| | Hospital | | Green Belt | | Grade 1 |
| | Leisure Or Sports Centre | | AONB | | Grade 2 |
| | Place Of Worship | | Country Parks | | Grade 3 |
| | Police Station | | Park and Garden | | Grade 4 |
| | Built Area | | A Roads | | Grade 5 |
| | Conservation Areas | | B Roads | | Non Agricultural |
| | SSSI | | Local, Minor Roads | | |
| | Local Nature Reserve | | Motorways | | |
| | Tree Preservation Orders | | Primary Roads | | |

- 5.6.47 According to the Landscape Sensitivity Assessment (White 2011) the proposed site is assessed as of low/medium landscape sensitivity to housing development and could accommodate housing. Development at this location has the opportunity to create a high quality entrance/gateway to the area which could compliment the setting of the Grade II listed Roebuck Inn.
- 5.6.48 There are no known assets of biodiversity value on the site, which is composed of mainly arable land, scrub and gappy outgrown hedgerows. The suggested landscape buffer along the bypass could introduce more biodiversity onto site.
- 5.6.49 There is a variety of biodiversity features near to the site; with areas of woodland, which are proposed Local Wildlife Sites, located to the west of the site. There is also an area of woodland of over 20 hectares within 4km of the site (a distance suggested by Shaping Neighbourhoods 2010).
- 5.6.50 Due to the location near Alcester, the site has easy access to the facilities Alcester town centre has to offer. The site is located well within the catchment area for local secondary schools, as well as being within the recommended 1km distance from a primary school (Shaping Neighbourhoods 2010).
- 5.6.51 Pedestrian and cycle links into Alcester Town Centre are included within the proposal, which could improve the safety of walking and cycling, as well as improving the health of residents (SA Objective 14). There are no doctors surgeries within 800m of the site, and as the site only proposes 135 the development is not of a sufficient size to support a new doctors surgery (requires 2000 people). However there is a hospital in Alcester, which is accessible from the site.
- 5.6.52 The proposed site is located on an area of Grade 3 agricultural land. It is uncertain whether this is 3a or 3b land. It is difficult to determine the local significance of the loss of this land.

Proposal ALC.3 North of Arden Road

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
-	+	+	++	0	0	+/-	0	0	-	0	-	0	0	+
A Detailed Assessment Matrix has been created for this policy. Please see Appendix E A constraints and opportunities map is available in Appendix F														

- 5.6.53 The site is proposed for employment uses, with 11 hectares of employment land allocated. Increasing the amount of employment space and opportunities in the area will directly help the economy, as well as provide jobs and reduce deprivation.

- 5.6.54 As the site is for employment, people will be commuting to the site. The proposal lacks the explicit reference to bus travel that other employment proposals contain; suggesting that access to the site will be based around car travel. Furthermore there is no bus route connected to the site, although part of the site is within 400m of a bus stop (as suggested by Shaping Neighbourhoods 2010).
- 5.6.55 According to the Landscape Sensitivity Assessment (2011) the area could accommodate housing or commercial development. The Landscape Sensitivity Assessment stipulates that development would need to maintain the strong boundary hedgerows to soften visual impacts; the proposal adheres to this requirement.
- 5.6.56 There are no areas of biodiversity interest on site, although there is a proposed local wildlife site to the west of the site. As this is not on site it is unlikely to be affected by development. The proposal states that the watercourse running along the southern boundary of the site will be protected.
- 5.6.57 The proposed site is located on an area of Grade 3 agricultural land. It is uncertain whether this is 3a or 3b land (SA Objective 7). It is difficult to determine the local significance of the loss of this land.
- 5.6.58 There are no known historic or archaeological deposits on the site, however there are features within close proximity. If there are any archaeological remains in the area these are not likely to still be intact as the Historic Environment Assessment (2008) suggests the proposed site has been in use since the medieval period. Nearby remains include undated linear features and enclosures shown in crop marks and Roman and Anglo Saxon finds.
- 5.6.59 The site is located in the rural urban fringe, within the Green Belt around Alcester (SA Objective 12). The policy proposes to remove the site from the Green Belt. This could mean that development will adversely impact the integrity of the countryside as the generally open nature of these areas should be maintained.

Policy AS 3 Bidford-on-Avon

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
+	+	+	+	+	+	0	0	0	+	+	+	0	++	+

- 5.6.60 The policy will serve to enhance the Main Rural Centre of Bidford-on-Avon. Much of the policy is concerned with expanding the green infrastructure of the area and helping ensure that employment and economic capacity of the town is maximised.

5.6.61 The policy seeks to enhance the existing services which will benefit the local population (SA Objective 11). The policy includes actions to adapt to climate change and provide several initiatives to help manage potential flood risk including flood alleviation land south of the river and improved drainage infrastructure (SA Objectives 4 and 6).

Policy AS 4 Henley-in-Arden

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
+	+	+	+	+	+	0	0	0	++	+/-	+	0	++	++

5.6.62 This policy will support the stabilisation of Henley-in-Arden as a place to live and work, and deliver the principles of sustainable development where reasonably possible. There is recognition that some out commuting takes place due to the need to find employment in other locations nearby but at the same time the policy is seeking to introduce more employment opportunities. Support for more employment uses in the town especially small workspace units and the reinstatement of the Henley Market will deliver positive effects.

5.6.63 The good transport links are recognised and to help avoid over dependence on car travel (via for example the M40 to places like Banbury, Solihull and Birmingham) the policy seeks to deliver enhanced and improved public transport provision. The planned expansion of facilities at the railway station is very positive.

Policy AS 5 Kineton

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
++	++	++	+	0	0	+	0	0	+/-	+/-	+	0	++	0
A Detailed Assessment Matrix has been created for this policy. Please see Appendix E A constraints and opportunities map is available in Appendix F														

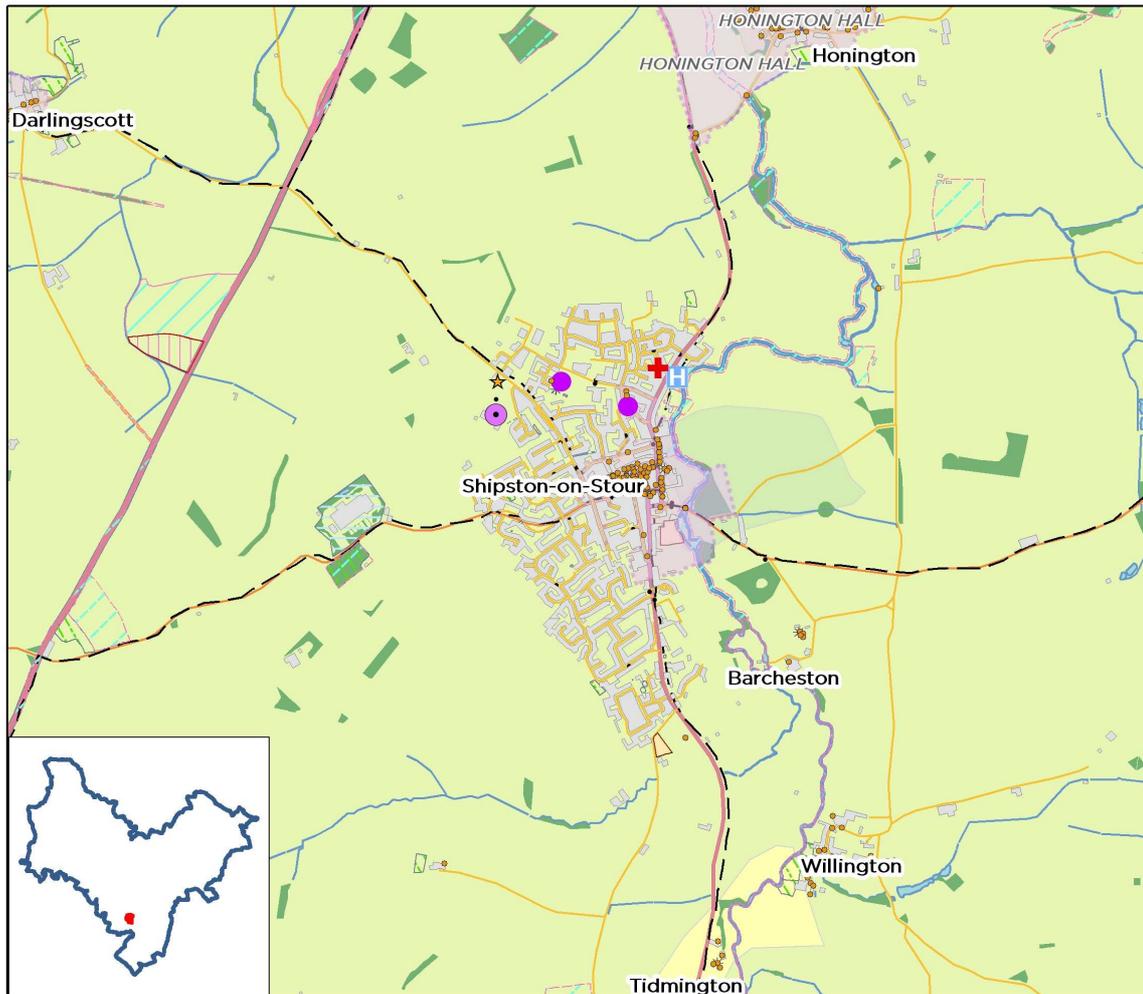
5.6.64 There are several features of cultural heritage importance in the area, with a conservation area in the village and multiple listed buildings. The policy seeks to protect and preserve the historic character of the market square and King John’s Castle (SA Objective 1).

5.6.65 The Kings John’s Castle site is recognised as a multifunctional area for biodiversity, with proposals for biodiversity assets to be enhanced at DM Kineton and the River Dene Valley according to the aspirations of the Warwickshire Biodiversity Action Plan (SA Objective 3).

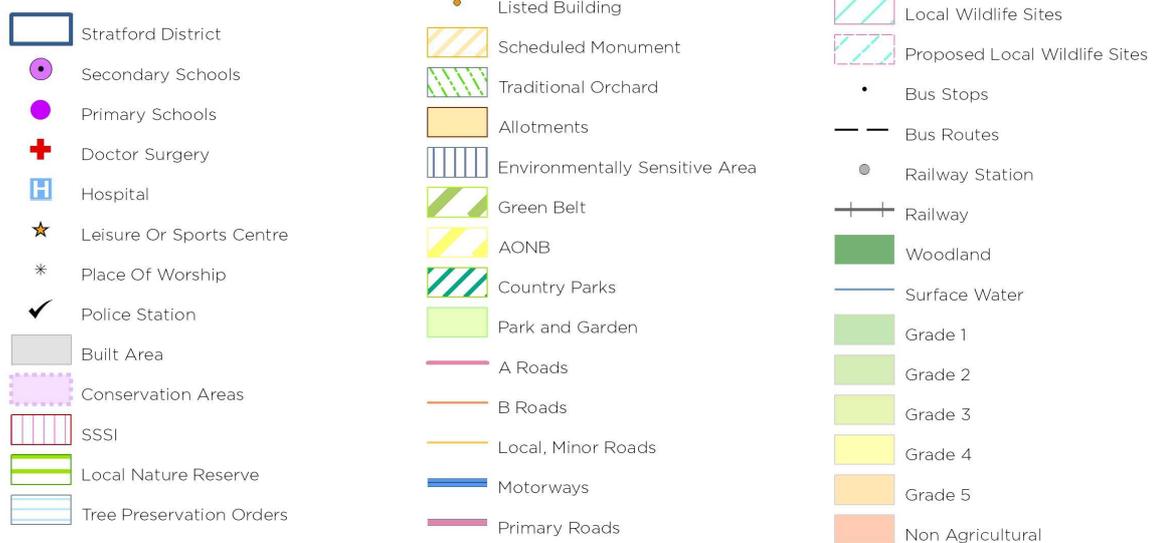
- 5.6.66 The proposal suggests that the 'green wedge' along the Dene Valley should be kept clear to preserve the separate identities of Kineton and Little Kineton. This will have a strong positive effect on the district's countryside. In addition, the general protection of the green areas of Kineton will help maintain the aesthetics and local distinctiveness of the area (SA Objective 12).
- 5.6.67 The emphasis on protecting biodiversity, maintaining the green wedge along the Dene Valley and protecting the proposed Area of Restraint will maintain the GI assets in the locality which perform ecosystem services such as climate change adaptation. There is also a requirement for Severn Trent Water to carry out the necessary works at Kineton Waste Water Treatment Works before development takes place.
- 5.6.68 The proposed support for Kineton High School will help the health, wellbeing and quality of life of the community (SA Objective 14).
- 5.6.69 Environmental barriers to development include the high quality of the local landscape, the River Dene valley and several features of cultural heritage importance. The policy seeks to protect and enhance these features but in the longer term it is unlikely that this location will become a centre for growth if the high quality environmental receptors associated with the area are to be retained. The proposal for new homes at Kineton should be carefully considered against these constraints and the long term sustainability of this location. In this respect rural barriers are always likely to prevail and any new housing needs to be fully cognisant of this.
- 5.6.70 Due to the high quality environmental features in the vicinity of Kineton, it is unlikely that the area become a centre for growth as these will need to be protected. This limited development at this location and has an uncertain effect on the accessibility issues faced by rural residents.
- 5.6.71 Pedestrian and cycle links within Kineton would provide additional methods of transportation for residents. However, without additional facilities in the vicinity it is likely that residents will continue to rely on transport via car.

Policy AS 6 Shipston-on-Stour

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
+	+	+	+	0	+	0	0	0	+	+	0	0	++	+



Shipston-on-Stour



5.6.72 The policy recognises that Shipston is an important settlement that sits close to a number of other local authority borders but which is in some respects less dependent, geographically, and self-contained than other main rural centres having demonstrated the highest recent population growth rate of any main rural settlement in the District. The loss of the Norgren Site is acknowledged to have had negative economic effects with a loss of jobs and the policy is seeking to re-establish employment opportunities alongside a robust protection and enhancement of the high quality environmental resource that characterises much of Shipston, including in particular the adjacent nationally important Cotswolds AONB.

5.6.73 Employment expansion based on tourism opportunities is highlighted although opportunities to support employment types with a stronger economic multiplier would benefit the town to an even greater extent. If there were opportunities to expand service and even manufacturing sectors, it would help re-establish the employment hub that is now gone. Also of note is the desire to improve shopping services and outlets. There could be stronger support for local service provision of the potential for external influences in the shape of large-scale supermarkets that might not be appropriate in terms of supporting the growth of small scale outlets. A range of service provision and choice is always essential for sustainable development.

5.6.74 The policy supports protection of environmental and historic assets including the River Stour corridor, all of which provide effective progress towards safeguarding the special environmental qualities of this location. This includes expansion of greenspace for children and young people which adds to the future-proofing of the town for existing and new generations. The new medical centre is a significant addition to services for SA Objective 14 (Health and Wellbeing).

5.6.75 The policy includes transport network improvements twinned with improvements to the Public Rights of Way (PROW) network which include a new pedestrian bridge. This is a positive impact although the potential reliance on cars is a characteristic of most rural settlements.

Policy AS 7 Southam

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
++	+	++	+	+/-	0	+/-	0	0	+/-	0	+	0	++	+
A Detailed Assessment Matrix has been created for this policy. Please see Appendix E A constraints and opportunities map is available in Appendix F														

5.6.76 Only 33% of employed residents live and work in Southam, with larger towns such as Leamington and Warwick attracting the remainder. The proposal suggests strengthening the role of Southam town centre and providing support for tourism aspects such as heritage attractions, which will support the local economy. However, efforts to encourage more employment opportunities are likely to be eclipsed by the strong focus on environmental protection.

- 5.6.77 Cycling and pedestrian improvements will help at a local scale but there appears to be little focus on public transport such as rail and bus opportunities. There is no railway line through Southam but the Oxford Birmingham line is little over a mile away to the south west. A longer term aspiration might consider how public transport links could be enhanced if the relationship between employment sites and residents of Southam is to be less dependent on the car.
- 5.6.78 Southam acts as a central hub and service centre for a wide range of smaller rural settlements in Stratford-on-Avon, with residents coming from Harbury, Long Itchington and Stockton. Due to the rural nature of the district, the everyday travel from smaller settlements into Southam is likely to contribute to emissions if sustainable methods of transportation are not used.
- 5.6.79 The proposal aims to make up for the shortfall in amenity greenspace, play spaces for children and young people and sports pitches which have been identified. Provision of these facilities will help encourage people to take part in sport and active recreation, leading to a long-term improvement in health (SA Objective 14).
- 5.6.80 The desire to enhance the character of Southam as a historic market town together with a new museum will help employment and strengthen the cultural heritage aspects of the town (SA Objective 1). Recognition of the minerals site is important.
- 5.6.81 The description of Southam recognises the minerals site and the Local Geological Site (LGS) at the former Southam Quarry, with the policy aiming to mitigate and minimise the impacts of activities at the quarry, supporting biodiversity and nature conservation. The policy does not mention the LGS. The land around the settlement is mostly ALC grade 3; it is uncertain whether this is grade 3a or 3b. There are also some areas of ALC grade 4 land.

Proposal SOU.1 West of Banbury Road

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
-	-	-	++	0	0	+/-	0	0	+	+	+	+	+	+
<p>A Detailed Assessment Matrix has been created for this policy. Please see Appendix E A constraints and opportunities map is available in Appendix F</p>														

- 5.6.82 The site is promoted as a mixed-use site, including housing, employment and relocated/enhanced sports facilities. Creating a mixed use site reduces the need to travel. Its mixed use nature, coupled with the provision of pedestrian and cycle links will contribute to a positive impact on sustainable travel (SA Objective 10). The western part of the site is within 400m of a bus stop (as suggested by Shaping Neighbourhoods 2010).

- 5.6.83 The allocation includes employment uses, increasing the amount of employment land and opportunities in the area will directly help the economy, as well as provide jobs and reduce deprivation.
- 5.6.84 The site is located on the fringe of Southam and consequently will be able to access some of the services the town provides. Part of the site is located within an accessible distance (1km, Shaping Neighbourhoods 2010) of a primary school. There is also a secondary school to the north of the site known as Southam College which is within 2km of the site.
- 5.6.85 The proposals include replacement and enhancement of the existing sports facilities on the site. There is also a leisure centre located within Southam which is within 1,900m of the site (as recommended by Shaping Neighbourhoods 2010). Furthermore the site is within 800m of an existing doctors surgery. The provision of enhanced crossing facilities at Leamington Road should also contribute to the health of residents, making walking safer (SA Objective 14). This is built upon by the introduction of pedestrian and cycling links.
- 5.6.86 The Historic Environment Assessment (2008) shows there have been a few archaeological sites previously recorded in the immediate vicinity of the site, with evidence for prehistoric and Roman activity has been recorded from the wider area. The absence of known archaeological sites on site may be due to a lack of previous archaeological investigations across this area, rather than an absence of activity during the pre-medieval periods. There is therefore a potential for previously unknown archaeological deposits, pre-dating the medieval and later agricultural use of this site, to survive across this area. Any such archaeological deposits are likely to be of regional or local significance (SA Objective 1). The assessment also suggests that the ridge and furrow present on site is some of the best surviving in the vicinity of Southam.
- 5.6.87 The Landscape Sensitivity Assessment (White 2011) advises that the area is of medium landscape sensitivity to both residential and commercial development which is why it has been assessed as adverse (SA Objective 2). However it also suggests that the area is currently disjointed from a landscape perspective. Development here provides the opportunity to strengthen and enhance the settlement edge which could be enacted in the long run.
- 5.6.88 The Green Infrastructure Study (2011) states that part of the site consists of BAP priority habitat. Unlike similar proposals, the specific requirements do not mention landscaping or any other mention of protecting or enhancing biodiversity. There is a small Local Wildlife Site to the east of the site boundary, although this is separated from the development site by the A423 and is unlikely to be affected.

Proposal SOU.2 West of Coventry Road

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
-	--	+	++	0	0	+/-	0	0	+	+	+	+	+/-	0
A Detailed Assessment Matrix has been created for this policy. Please see Appendix E A constraints and opportunities map is available in Appendix F														

- 5.6.89 The site is located on the fringe of Southam and consequently will be able to access some of the services the town provides. However the development is located in the northern area of Southam with the majority of facilities located in the centre. The site is located within an accessible distance (1km, Shaping Neighbourhoods 2010) of a primary school. Furthermore there is a secondary school (Southam College) in close proximity to the site.

- 5.6.90 There is the potential that relics from a Civil War skirmish, which took place on August 23rd, 1642, could be on the proposed site. The exact location of the skirmish site is presently unknown, however there is a potential that the engagement extended over this site. Evidence for this skirmish would take the form of artefact scatters within the topsoil, the study of which can provide further information about the battle. The information obtained from any artefact scatters about the battle, and the artefacts themselves, could be of potential regional significance.

- 5.6.91 The site also contains some of the best surviving ridge and furrow in the immediate vicinity of Southam (Historic Environment Assessment 2008).

- 5.6.92 The Landscape Sensitivity Assessment (2011) suggests that the site is partly in an area of high landscape sensitivity and partly in an area of high/medium landscape sensitivity for housing development. The assessment advises that any development will significantly alter the historic landscape character of this area and have an effect on the surrounding character. The Core Strategy identifies the need for extensive landscaping along the southern and western boundaries of the site. Incorporating extensive landscaping will help the site to be integrated into the area over time.

- 5.6.93 The Green Infrastructure Study (Lepus Consulting 2011) states that the southern tip of the site is on top of a park and garden; the proposal confirms a contribution to community facilities which may retain or compensate for the loss of this open space. Sustainable transport links have been proposed for the site.

- 5.6.94 The proposed site also falls within a Minerals Safeguarding Areas for raw cement and building stone (Warwickshire County Council 2009).

5.6.95 There are no doctors surgeries within 800m of the site, although two are located in Southam. As the site only proposes 150 dwellings the development is not of a sufficient size to support a new doctors surgery (which requires 2000 people; Shaping Neighbourhoods 2010). There is a leisure centre in the vicinity of the site which would be accessible. The provision of pedestrian and cycle links suggested by the proposal will contribute to the achievement of this objective on health (SA Objective 14).

Policy AS 8 Studley

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
0	+	++	0	+/-	0	0	+/-	0	+/-	0	+	0	++	+
A Detailed Assessment Matrix has been created for this policy. Please see Appendix E A constraints and opportunities map is available in Appendix F														

5.6.96 Studley lies on the outskirts of Redditch and is heavily influenced by the larger settlement despite attempts to maintain its own identity and distinctiveness. This policy serves to support the location by protecting the landscape to help avoid coalescence with Redditch (SA Objective 12). The policy supports the creation of a village 'gateway' in Studley, whilst retaining a separate identity from nearby Redditch, supporting the existing landscape (SA Objective 2). The village is located entirely within Green Belt, with strong boundaries caused by the A435 and the A448 restricting development to within this triangle.

5.6.97 Transportation issues associated with the car include air quality and busy roads, which are likely to influence highway safety issues as well (SA Objective 10). The policy suggests the implementation of traffic management measures which could improve this. However any attempts to explore off-street car parking should be wary of setting as well as the potential to increase car traffic in the long term.

5.6.98 The policy includes traffic management measures but does not prescribe what these might be. With a seven year old AQMA in place, the trend data for air quality shows, at best, a slow improvement in air quality (SA Objective 8).

5.6.99 The policy advocates implementing traffic management measures in the village centre which could help reduce vehicular emissions (SA Objective 5). However, due to the severe traffic problems experienced in Studley the traffic management measures will have to be quite significant.

5.6.100 The policy provides a number of environmental enhancement actions, including the creation of an improved gateway to the village, additional greenspace for residents and in particular children and young people. The policy proposes specific improvements to biodiversity, mentioning environmental regeneration and enhancements to the GI network (SA Objective 3).

- 5.6.101 The proposal aims to make up for the shortfall in accessible and amenity greenspace, play spaces for children and young people, parks, gardens and sports pitches which have been identified. Provision of these facilities will help encourage people to take part in sport and active recreation, leading to a long term improvement in health (SA Objective 14).
- 5.6.102 The policy shows support for the village centre through focusing local shops and services there, as well as retaining the main employment sites in the area (SA Objective 15).

Policy AS 9 Wellesbourne

1 History, Cultural Heritage	2 Landscape	3 Biodiversity	4 Flood Risk	5 Climate Change Mitigation	6 Climate Change Adaptation	7 Natural Resource	8 Pollution	9 Waste	10 Transport	11 Rural Barriers	12 Countryside	13 Affordable Housing	14 Health, Wellbeing	15 Economy
0	+	++	0	0	0	0	0	+	+/-	0	+	0	++	+
<p>A Detailed Assessment Matrix has been created for this policy. Please see Appendix E A constraints and opportunities map is available in Appendix F</p>														

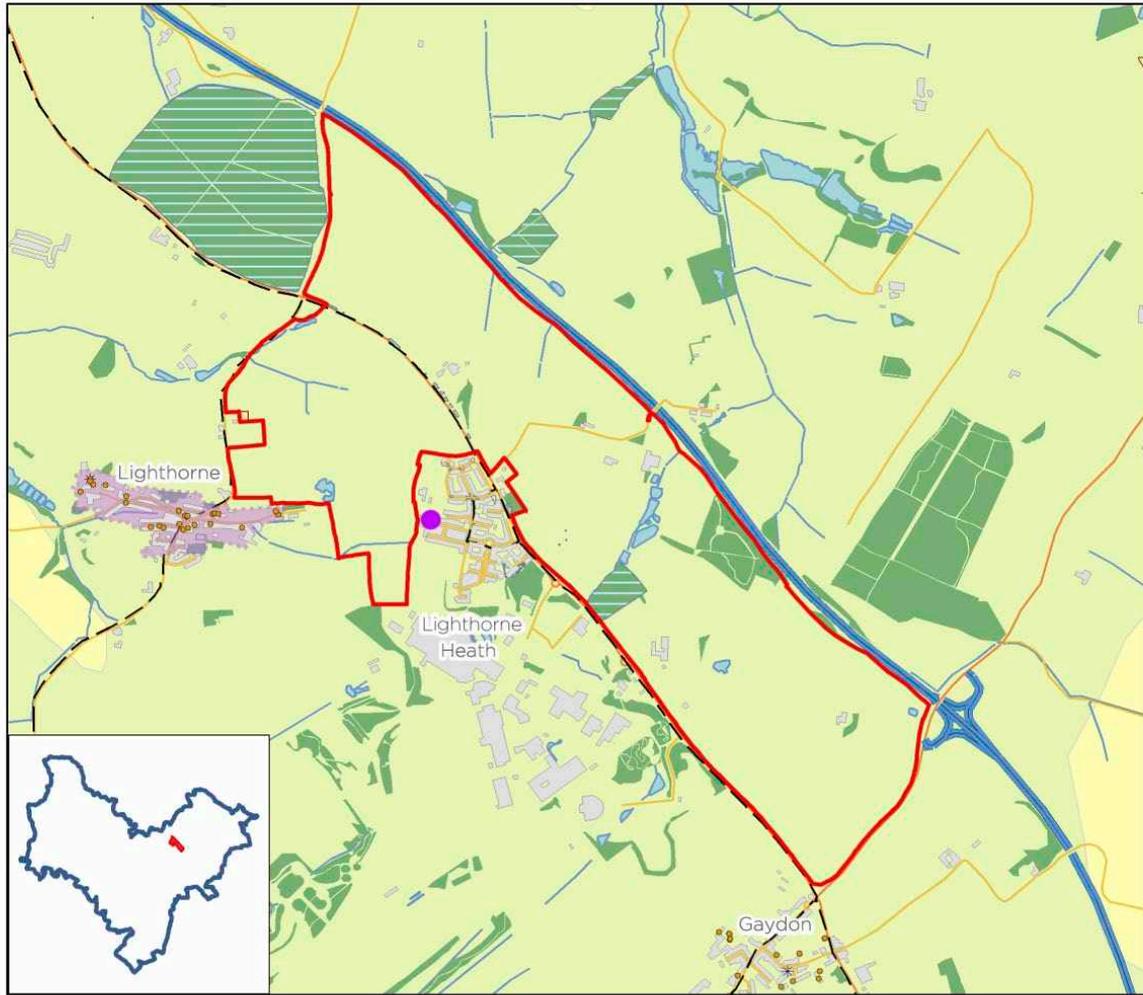
- 5.6.103 The new pedestrian and cycling links will provide good local opportunities to travel sustainably (SA Objective 10). Wellesbourne sits on the Fosse Way and is linked to the wider transport network through the A429 and M40. The lack of a secondary school, with employment opportunities mainly focused on the airfield site or the horticultural college; mean many residents drive to work in nearby Stratford-upon-Avon, Leamington or Banbury. The Wellesbourne & Walton Village Voices survey advises that there is a culture of commuting via car in Wellesbourne with “Many people use[ing] their own transport to get to and from work” (2002).
- 5.6.104 Furthermore, the Wellesbourne Village Design Statement claimed that due to the “increased development of the industrial units [Wellesbourne] has seen a marked increase in HGVs travelling directly through the centre of the village, following SatNav ‘quickest routes’ to/from the lorry depot” (Wellesbourne Parish Council 2013) suggesting that transportation is an issue in the village.
- 5.6.105 Wellesbourne is characterised by people travelling to work at locations outside of the village, with the remaining workers employed at the airfield or the horticultural college. Increasing job opportunities in the area could help reduce out commuting and provide less dependence on the two local employment sources.
- 5.6.106 The policy states that additional employment development should be considered in the village, and clarifies that local job opportunities will be improved through increasing the concentration of activity on the M40 Distribution Park (SA Objective 15). Wellesbourne needs this strong emphasis on local job provision to overcome some of the potentially adverse outcomes associated with the dominance of cars and the transport network.

- 5.6.107 The proposal aims to rectify the shortfall in accessible natural greenspace and sports and recreation facilities. There is also the possibility of improving health through open air recreation by linking up with Charlecote Park and Compton Verney. Provision of these facilities will help encourage people to take part in sport and active recreation, leading to a long term improvement in health (SA Objective 14).
- 5.6.108 The new pedestrian and cycling links will provide good local opportunities to travel sustainably and will also benefit health through open air recreation by linking up with Charlecote Park and Compton Verney. The sensitive environment attributes of the location, including tranquillity, mean that new housing should be carefully considered alongside necessary infrastructure provision.
- 5.6.109 There are areas around Wellesbourne that are sensitive to development, these are acknowledged within the description, and the policy suggests protecting the openness of the River Dene Valley (SA Objective 2).
- 5.6.110 There are multiple proposals to increase the biodiversity present in the area (SA Objective 3). The policy suggests creating additional natural accessible greenspace, parks, gardens and amenity greenspace. Furthermore there are suggestions to improve the linkages with important biodiversity features such as the Smatchley, Loxley and Wellesbourne Woods, Loxley Church Meadow and the River Dene.

Proposal GLH New Settlement at Gaydon/Lighthorne Heath

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
-	--	+	++	+	+	-	0	0	+	++	--	++	++	++
A Detailed Assessment Matrix has been created for this policy. Please see Appendix E														

- 5.6.111 The policy proposes a mixed use development of approximately 290ha gross in the vicinity of Gaydon and Lighthorne Heath. There will be approximately 3,000 dwellings; 100ha of land for the expansion of Jaguar, Land Rover (JLR); a main village centre; a local centre; community, health and leisure facilities; a primary school; a network of open spaces and community woodlands; structural landscaping (including alongside the M40); a managed ecological reserve at Lighthorne Quarry; highway improvements; walking and cycling links; and a frequent, express bus service to Warwick/Leamington and Banbury. The size of the development provides many opportunities for a sustainable and vibrant new community. The site has the potential to serve as a centre for the rural hinterland.



Gaydon/Lighthorne Heath

- | | | |
|--------------------------|--------------------------------|------------------|
| Gaydon/Lighthorne Heath | Listed building | Bus routes |
| Stratford District | Scheduled monument | Railway Station |
| Secondary schools | Traditional Orchard | Railway |
| Primary schools | Allotments | Woodland |
| Doctor surgery | Environmentally Sensitive Area | Surface Water |
| Hospital | Green Belt | Grade 1 |
| Leisure or Sports Centre | AONB | Grade 2 |
| Place of Worship | Country Parks | Grade 3 |
| Police Station | Park and Garden | Grade 4 |
| Built area | A roads | Grade 5 |
| Conservation Areas | B roads | Non Agricultural |
| SSSI | Local, minor roads | |
| Local Nature Reserve | Motorways | |
| Tree Preservation Orders | Primary roads | |

- 5.6.112 The Historic Environment Assessment (2012) identifies a small area of High to Medium Archaeological Sensitivity, immediately to the North East of Gaydon (thought to be a Bronze Age round barrow), but within the proposed site allocation. Warwickshire County Council (WCC) have granted planning permission for a scheme to improve junction 12 of the M40, which includes the construction of a dual carriageway. The dual carriageway would be sited on where the Bronze Age round barrow is thought to be located. As part of the permission WCC have included the planning condition that archaeological investigations must be carried out prior to development.
- 5.6.113 There are listed buildings in the vicinity of the site, within the settlements of Gaydon and Lighthorne, and the setting of these will be a consideration when any development is considered in more detail. Effects on local heritage assets, such as the listed buildings in the vicinity, are likely to occur in the short term due to the effect of development and the consequent noise and disturbance effects, including HGVs (SA Objective 1). The built character of Lighthorne Heath lacks historic distinctiveness and does not contain any listed buildings.
- 5.6.114 The site is characterised by open countryside which ranges in quality according to the diversity of landscape features. These include nearby woodlands (Chesterton Wood) at the northern end of the site and hedgerows. Parts of the landscape are lower quality for example near junction 12 of the M40. The Landscape Sensitivity Study (2012) identifies that the site includes areas of medium and high to medium landscape sensitivity (SA Objective 2).
- 5.6.115 Chesterton Wood is a Local Wildlife Site (LWS) and part of it is ancient semi-natural woodland (ASNW). Whilst it is outside of the development location, it is an important feature that should be retained, enhanced and protected. Woodlands are robust habitat features, but can suffer in quality if not managed or if they are affected by 'urban edge' effects which can include fires, predation from cats and litter. Biodiversity levels are likely to be low in association with the larger arable fields, however hedgerows are likely to be of value to biodiversity and should be retained.
- 5.6.116 Other important relevant biodiversity features are the ASNW at Gaydon Coppice LWS, near the centre of the site and the lakes that lie to the north of this wood. The lakes have not been surveyed as part of this SA but may be important for protected species including amphibians and reptiles. The option proposes to incorporate parks, open space and community woodland, as well as introducing a managed ecological reserve on the former quarry. The areas of high biodiversity value such as the Ancient Woodland and LNRs within and adjacent to the site will be protected and integrated. This will add to the biodiversity value of the area in the long term (SA Objective 3). The centre and northern part of the site is within a 500m buffer zone of woodland (a standard suggested by Shaping Neighbourhoods 2010). The presence of woodland in and around the site offers potential for sustainable access to biodiversity in the area.

- 5.6.117 The site is in Flood Risk Zone 1; the lowest risk of flooding (SA Objective 4).
- 5.6.118 A mixed use development, including employment, local and main centres and a primary school will help ensure that a self-sufficient community is created, this could reduce the need for travel via car (SA Objective 10). The proposal also includes walking and cycling links. There are multiple bus stops on the B4100 along the west of the site. This improves the accessibility of the proposal and ensures that there are alternatives to car travel available. However not all of the site is within 400m of a bus stop (a standard suggested by Shaping Neighbourhoods 2010). This is likely to be improved through the frequent, express bus services which are proposed to Warwick/Leamington and Banbury, including railway stations.
- 5.6.119 The development is mixed-use and is comprised of housing, employment land, a main centre, a local centre and a primary school. The mixed-use nature of the site could help reduce carbon emissions associated with the travel of residents by helping to reduce the need to travel, promote walking and cycling and alternatives to the car (SA Objective 5). With regard to employees of JLR; the housing will provide opportunities to live closer, and the implementation of a frequent, express bus service to Warwick/Leamington and Banbury will help those living further afield. The size of the development means there will also be potential for local energy generation, and District Heating from renewable and low carbon sources.
- 5.6.120 The proposal includes the introduction of a main centre (comprising of a range of shops, services, community and leisure facilities), a local centre and a primary school which will improve accessibility in the longer term. Providing housing and employment development in this area together is likely to help provide opportunities in the wider area. This new settlement will also provide services and facilities to nearby rural settlements, thus reducing the need for many residents to travel further, to existing large towns, and reducing rural barriers (SA Objective 11).
- 5.6.121 There is currently a primary school in Lighthorne Heath, which would serve part of the site. However there would be insufficient capacity at existing facilities to meet the demand created by 3,000 new homes. The introduction of a primary school on site and off site improvement of the existing secondary school in Kineton will help meet this additional demand.
- 5.6.122 A site of this size provides the opportunity to provide GI, including the proposed parks, open space and community woodland, in the medium term. This GI could help Stratford-on-Avon to adapt to climate change (SA Objective 6).
- 5.6.123 Loss of soil at this site (as with all sites) represents a loss of natural resources – an irreversible effect (SA Objective 7). The site includes land of Grade 3a value and as such is assessed as having an adverse effect on natural resources.

- 5.6.124 A large influx of new residents and housing could mean the surrounding roads are busier and consequently potentially more hazardous in the absence of measures to reduce car use. However, car use could be limited through measures to promote and encourage cycling, walking and public transport. There are no health facilities currently within range of the site. For example there are doctors' surgeries to the north east and the south west, but these are beyond the 800m buffer suggested by Shaping Neighbourhoods 2010. A mixed use development provides a range of opportunities which could contribute to the health objective; the proposal specifically states additional health facilities will be created on site, therefore the proposal will positively affect the surrounding area over the medium and long term (SA Objective 14).
- 5.6.125 The proposal suggests extensive landscaping alongside the M40 corridor which is likely to reduce the impact of noise.
- 5.6.126 The nearby employment centres of Aston Martin, Jaguar, Land Rover (JLR) and the Heritage Museum all provide employment opportunities (SA Objective 15). These and related facilities will be expanded by a further 100ha. The expansion of JLR is not speculative; the area of land for the expansion of their facilities has been specifically identified by JLR as an appropriate and required area of land to facilitate their short and medium term growth requirements. The option also proposes a main and local centre which would include shops and services, further contributing to employment opportunities. The site is close to small villages but not within the vicinity of larger towns.

Policy AS 10 Countryside and Villages

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
+	+	+	0	0	0	++	0	0	+	+	+	+	+	+

- 5.6.127 This is a high level catchall policy that attempts to address a great many issues affecting sustainable development in the countryside. Some of the policy content can only be more fully informed with details about design and location; however other policies serve to influence this in a positive way (see policy CS9).
- 5.6.128 The first section of the policy seeks to avoid an increase in traffic that would be harmful to the local area, it also includes reference to providing sustainable forms of transport wherever appropriate and justified, leading to a positive impact on SA Objective 10.

- 5.6.129 The emphasis on supporting varied economic activities will help SA Objective 15. The policy provides guidance on suitable economic diversification in the countryside. There are some activities that are associated with various sustainability impacts such as golf courses and driving ranges, which can lead to pollution of tranquil night skies. It is suggested that clearer design guide information and could help guide development control processes.
- 5.6.130 Prominence is placed on the importance of natural resources (SA Objective 7). The policy prioritises the re-use of brownfield and existing buildings, as well as avoiding development on the best and most versatile agricultural land.
- 5.6.131 Within the policy there are references to minimising the impact on the character of the local landscape (SA Objective 2), communities (SA Objective 11) and environmental features (SA Objective 3) to avoid unacceptable impacts on the area. This should include the impact of development on the rural character of towns and villages. It is also important that development does not result in urban sprawl and coalescence of neighbouring settlements. The wording of the policy is sufficient to imply the avoidance of these risks, by retaining the character of rural areas and prioritising development on brownfield sites.

Policy AS 11 Large Rural Brownfield Sites

1 History, Cultural Heritage	2 Landscape	3 Biodiversity	4 Flood Risk	5 Climate Change Mitigation	6 Climate Change Adaptation	7 Natural Resource	8 Pollution	9 Waste	10 Transport	11 Rural Barriers	12 Countryside	13 Affordable Housing	14 Health, Wellbeing	15 Economy
++	++	++	0	+	0	+	+	0	++	0	+	0	+	+

- 5.6.132 The policy is assessed as strongly positive for SA Objectives 1, 2, 3 and 10 and positive for SA Objectives 5, 7, 8, 12, 14 and 15. It is assessed as uncertain for SA Objective 4.
- 5.6.133 The policy aims to ensure that any development on previously developed sites would minimise any adverse effects and be in the national or local interest. Developing or redeveloping on brownfield sites tends to positively impact SA Objective 7 on natural resources, as it reduces the amount of resources used.
- 5.6.134 Within the policy development on all previously developed sites would take into account the character of the local area (SA Objective 2), whether it affects any statutorily protected or locally important features (SA Objective 3), and its scope to minimise the need to travel (SA Objective 10). These points are reiterated within the specific sites of Gaydon, Former Engineer Resources Depot - Long Marston, the Former Southam Cement Works - Long Itchington and the Former Harbury Cement Works - Bishops Itchington, with development minimising its impact on ecological and archaeological features (SA Objective 1). The strict requirements placed on all four specific sites as well as development on previously developed land is likely to lead to the protection of the countryside (SA Objective 12).

- 5.6.135 Furthermore, within the Long Marston site the policy specifies that development should take into account the need to provide an effective public transport service linking the site with Stratford-Upon-Avon. This requirement will firstly support SA Objective 10 on sustainable transport, but secondly also increases the accessibility between the two areas, which coupled with the need to complement the tourism and leisure functions of Stratford-Upon-Avon could support the local economy (SA Objective 15).
- 5.6.136 The focus on public transport, minimising the need to travel whilst promoting methods of travel which do not include the car, means the policy is likely to reduce the District’s emissions (SA Objective 5).
- 5.6.137 In a site specific assessment, the Environment Agency maps (2013) show that Long Itchington and Bishops Itchington both have historic landfill sites. If the sites were on or near to these areas then redevelopment would remediate the land and reduce pollution and contamination (SA Objective 8) which leads to an improvement in human health (SA Objective 14).
- 5.6.138 Parts of the sites at Bishops Itchington and Long Marston are subject to flood risk (Environment Agency 2013), with maps showing that small areas of the sites fall within Flood Zones 2 and 3. Depending on the location of the redevelopment site when compared to the flood risk maps it may mean that the development would be at risk from flooding (SA Objective 4). However the policy includes the requirement that development should not take place on any area of the sites which are liable to flood risk.

Proposal REDD.1 Winyates Green Triangle, Mappleborough Green

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
-	0	-	++	+/-	0	+/-	+/-	0	+/-	0	+	0	0	+
<p>A Detailed Assessment Matrix has been created for this policy. Please see Appendix E A constraints and opportunities map is available in Appendix F</p>														

- 5.6.139 The allocation includes employment uses, increasing the amount of employment space and opportunities in the area will directly help the economy, as well as provide jobs and reduce deprivation (SA Objective 15).
- 5.6.140 The agricultural land classification shows that the proposal site is located in band 3; good to moderate agricultural land. It is not known if it is Grade 3a or 3b therefore the assessment for SA Objective 7 is uncertain.

- 5.6.141 The proposed site will be accessed by car via the A4023. The site also abuts the A435. It is likely that travel via car will dominate from this location, and the proposals correspondingly suggests traffic mitigation and management measures on the A435 as appropriate. However the proposal also includes reference to pedestrian and cycle links to adjacent residential areas. There are bus routes in the vicinity of the site, with current bus stops within 400m of the site, servicing the whole of the site. For example, the residential area of Winyates alongside the proposed site has the number 61 bus travelling along the Far Moor Lane. Additional bus stops could be introduced to further improve the accessibility in the long term.
- 5.6.142 As the nearby Studley has a designated Air Quality Management Area, further car traffic in the area could add to higher air pollution (SA Objective 8). Car traffic could also increase emissions and affect climate change mitigation (SA Objective 5).
- 5.6.143 The site is in close proximity to the grade II listed building Lower House but existing mature trees and roads provide a buffer. As the site is greenfield, and likely to have been used for agricultural purposes since the medieval period, if archaeological deposits are present they are most probably undisturbed (SA Objective 1). However development would disturb any such features. Redditch Borough Council commissioned a Historic Environment Assessment in 2012 but it does not contain any information pertinent to the site.
- 5.6.144 A Phase 1 Habitats Survey and Protected Species Survey was undertaken in January 2012. From an ecological context, the site supports an interesting mosaic of semi-natural habitats including good semi-improved neutral grassland, scrub, veteran standard trees, semi-natural broadleaved woodland, streams, ponds and species-rich hedgerows, many of which are recognised for their nature conservation value within the Worcestershire Biodiversity Action Plan including ancient and species-rich hedgerows, semi-natural grassland, scrub, woodland, veteran trees and rivers & streams.
- 5.6.145 The site supports two ponds which are reported to contain Great Crested Newts during the breeding season. A number of trees offer suitable roosting opportunities for bats, particularly the older veteran trees along the wooded lane. Other surveys were also recommended, e.g. Dormice. Development on this site could adversely effect biodiversity (SA Objective 3). There are areas of substantial woodland near the site, including two proposed local wildlife sites. The site is within 500m of woodland of over two hectares in size, as well as within 4 four km of woodland of over 20 hectares in size.

Proposal REDD.2 Gorcott Hill, Mappleborough Green

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
-	0	-	++	+/-	0	+/-	+/-	0	+/-	0	-	0	0	+
<p style="text-align: center;">A Detailed Assessment Matrix has been created for this policy. Please see Appendix E A constraints and opportunities map is available in Appendix F</p>														

- 5.6.146 Proposal REDD.2 is located across the A4023 from proposal site REDD.1. As such it has many of the same characteristics; namely its historic influences, agricultural land classification (SA Objective 7) and transportation issues.

- 5.6.147 This is an employment allocation intended for development, increasing the amount of employment space and opportunities in the area will directly help the economy, as well as provide jobs and reduce deprivation (SA Objective 15). Direct on site employment will also bring benefits in terms of indirect and induced employment associated with spend in the local economy.

- 5.6.148 One area where the two sites differ is that proposal REDD.2 is located within the greenbelt. As such, the loss of greenbelt is likely to have adverse impacts on the integrity of the countryside (SA Objective 12).

- 5.6.149 The site has not been assessed for biodiversity in the same level of detail as the other Mappleborough Green site (Winyates Green Triangle) but contains similar features, including a pond (SA Objective 3). Unlike similar proposals these features are not identified for protection. There are areas of substantial woodland near the site, including two proposed local wildlife sites. The site is within 500m of woodland of over two hectares in size, as well as within 4km of woodland of over 20 hectares in size.

- 5.6.150 The site is in close proximity to the grade II listed building Lower House, which has little existing screening. However, the character and setting of Gorcott Hall is protected under this policy. As the site is greenfield, and likely to have been used for agricultural purposes since the medieval period, if archaeological deposits are present they are most probably undisturbed. Development would disturb any such archaeological features (SA Objective 1). Redditch Borough Council commissioned a Historic Environment Assessment in 2012 but it does not contain any information pertinent to the site.

- 5.6.151 Furthermore the site falls within the Arden Special Landscape Area. Policy CS 12 states that the quality of these areas will be protected by resisting development which might harm historic and cultural features, or have a harmful effect on their distinctive character and appearance. Development proposals within a Special Landscape Area must respect the current and historic relationship of that settlement within the landscape, meaning the proposal should not have an adverse impact on landscape.

5.6.152 The provision of pedestrian and cycle links to adjacent residential areas will contribute to the achievement of the transport objective however the location and nature of the development suggests that car travel will dominate from this location (SA Objective 10). There are two bus routes in the vicinity of the site, with two current bus stops within 400m of the site, servicing the majority of the site.

5.6.153 The nearby Studley has a designated Air Quality Management Area and additional traffic associated with this site could have additional effects on air quality (SA Objective 8) as well as leading to increased emissions (SA Objective 5).

5.7 Infrastructure

Policy CS 24 Healthy Communities

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
0	+	+	+	+	+	+	0	0	+	+	+	0	++	0

5.7.1 The policy focuses on the health of residents and is assessed as positive for the majority of SA Objectives, due to the wide ranging benefits improved health brings to an area. The SA Objectives assessed as positive include SA Objectives 2, 3, 4, 5, 6, 7, 10, 11, 12 and 14.

5.7.2 There is a strong emphasis on the health of communities, ensuring that there are adequate sport and leisure facilities, as well as supporting open space, both of which provide an area to take part in sport and active recreation (SA Objective 14). The policy advises that new housing development will increase or enhance open space and recreation facilities. It highlights that developers will be expected to contribute towards the provision of open space and mentions the open space, sport and recreation standards; advising that they will be kept up to date to ensure that the needs of residents will be met.

5.7.3 Furthermore, the focus on providing new and enhanced community, cultural, sport and leisure facilities to promote healthy communities will improve access and could reduce barriers for those living in rural areas (SA Objective 11).

5.7.4 The policy also mentions an increase or enhancement in open space, with consideration given to more diverse forms of provision such as community orchards, allotments and local nature reserves. Increasing these forms of open space also has a positive impact on the biodiversity in Stratford-on-Avon (SA Objective 3).

- 5.7.5 Supporting, increasing and enhancing green and open space within Stratford-On-Avon is likely to have knock on positive impacts on SA Objectives 2, 4, 5, 6 and 12. Green and open space and Green Infrastructure (GI) provide many ecosystem services which will benefit Stratford-on-Avon. Green spaces provide areas which act as carbon storage and could consequently reduce the District’s emissions (SA Objective 5).
- 5.7.6 Forest Research (2010) also suggests that GI provides a means of restoring natural environmental features to the urban environment and can provide hydrological benefits in two key areas: flood alleviation and water quality (SA Objectives 4). As UKCIP (2009) predicts that climate change will increase flooding, reducing the risk of flooding in the area will help adapt to climate change (SA Objective 6).
- 5.7.7 Green space provision can make a positive contribution to improving quality of place and the visual appearance and attractiveness of towns and cities is strongly influenced by the provision of green space (Forest Research 2010). Therefore enhancing and increasing areas of GI is likely to have a positive impact on landscape, townscape as well as protect the integrity of the countryside (SA Objective 2 and 12).
- 5.7.8 The policy is assessed as positive for SA Objective 10 on transport. There is emphasis on facilities being located in areas which are accessible ‘by all reasonable sustainable’ modes of transport, which could include methods such as walking, cycling and public transport.

Policy CS 25 Transport and Communication

1 History, Cultural Heritage	2 Landscape	3 Biodiversity	4 Flood Risk	5 Climate Change Mitigation	6 Climate Change Adaptation	7 Natural Resource	8 Pollution	9 Waste	10 Transport	11 Rural Barriers	12 Countryside	13 Affordable Housing	14 Health, Wellbeing	15 Economy
0	0	0	0	+	0	+	+	0	++	+	0	0	+	+

5.7.9 The policy relates to improving transport and access throughout the district. It is assessed as strongly positive for SA Objective 10 and positive for SA Objectives 5, 7, 8, 11, 14 and 15. The policy is split into five sections:

- Transport Strategy
- Transport and New Development
- Parking Standards
- Transport Schemes
- Aviation

- 5.7.10 Section B in particular contains a number of clauses which promote improvements to transport networks and infrastructure, sustainable travel through access to rail and provision of new and existing pedestrian and cycle routes. These focus heavily on providing many sustainable transport options, especially as there is the requirement that development must mitigate against unacceptable transport impacts, which will increase the efficiency of transport networks (SA Objective 10).
- 5.7.11 Section C also includes a limitation of parking ensuring there are not excessive parking facilities. The emphasis on sustainable methods of transportation, which reduce the need to travel by car this policy is likely to reduce Stratford-On-Avon's emissions, and could help improve air pollution at places prone to congestion (SA Objectives 5 and 8). This could create a large improvement to emissions as currently the Local Transport Plan 3 (LTP3) identifies that 70% of residents travel to work by car, with only 3% using public transport.
- 5.7.12 The suggestion within Section B that the District Council will encourage the provision of electric charging points could also help reduce emissions. It could also help reduce the use of natural resources (SA Objective 7).
- 5.7.13 Through improving the variety, diversity and ease of sustainable modes of transportation the policy is likely to have a positive impact on SA Objective 11 to reduce rural barriers. This is furthered by the statement in Section D which supports schemes and initiatives which address local problems of accessibility. This could also have a knock-on positive effect on SA Objective 15 on economy as increasing accessibility improves the ease to which people can access jobs, employment and retail sites.
- 5.7.14 The policy has been assessed as positive for SA Objective 14 on health, safety and wellbeing as Section C requires that parking provision should not have an unacceptable impact on highway safety.

Policy CS 26 Infrastructure for Growth – Developer Contributions

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
0	0	+	+	+	+	0	0	0	+	+	0	+	+	0

- 5.7.15 The policy discusses the introduction of a Community Infrastructure Levy (CIL) and is assessed as positive for SA Objectives 3, 4, 5, 6, 10, 11, 13 and 14. The policy is assessed as having little or no effect on the remaining SA Objectives.
- 5.7.16 Implementing CIL helps ensure that the necessary local infrastructure to mitigate development is constructed. This infrastructure takes the form of facilities and services essential to individual sites, or infrastructure on a neighbourhood level. Increasing the amount of services, facilities and amenities on a local or neighbourhood level could help reduce barriers to those living in the countryside (SA Objective 11).

- 5.7.17 The policy specifies the types of infrastructure which may be constructed. These include open space, indoor and outdoor recreation facilities and GI. The creation of open space and recreation facilities makes accessing areas to take part in sport and active recreation easier (SA Objective 14).
- 5.7.18 The policy includes a reference to affordable housing (SA Objective 13).
- 5.7.19 Furthermore the establishment of additional GI is likely to support biodiversity (SA Objective 3) by establishing an area for plants and animals to flourish. GI also has a positive impact on climate change. The trees and other plants which make up GI deliver a range of climate change adaptation effects such as carbon sequestration which could help reduce the amount of greenhouse gases overall (SA Objective 5). The extent to which carbon sequestration might deliver significant effects in this way is difficult to quantify but the overall approach is positive and long term⁵. GI also performs climate change adaption ecosystem services such as flood alleviation (SA Objective 4 and 6; Forest Research 2010).

5.8 Assessment of in-combination effects

5.8.1 As required by the SEA Regulations, cumulative, synergistic and indirect effects have been identified and evaluated during the assessment of the policies included in the Stratford-on-Avon Core Strategy (see **Table 5.1**). An explanation of indirect, cumulative and synergistic is as follows:

- Indirect effects are effects that are not a direct result of the plan, but occur away from the original effect or as a result of a complex pathway;
- Cumulative effects arise where several developments each have insignificant effects but together have a significant effect, or where several individual effects of the plan have a combined effect;
- Synergistic effects interact to produce a total effect greater than the sum of the individual effects.

Table 5.1: Assessment of in-combination effects

SA Objectives	Proposals which bring in-combination effects	Significance
1. Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance	The combination of policies 5, 8, 12 and 19 together directly ensure that buildings and site of historical or architectural interest are preserved.	Short, medium and long term significant local positive effect
	Policies 9, 10, 11, 12 and 23 have an in-combination effect of protecting the landscape and character of the area and consequently protect the heritage assets of Stratford-on-Avon.	Significant positive short, medium and long term effects at the local level
2. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	Together policies 2, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14 and 24 have a synergistic effect on the landscape through protection and enhancement of woodland and biodiversity.	Significant short, medium and long term positive effect at the local level
	Policies 9, 10, 11, 12 and 23 have an in-combination effect of preserving and enhancing the setting of cultural and heritage assets.	Significant positive short, medium and long term effects at the local level

⁵ Green Infrastructure to Combat Climate Change (Northwest Climate Change Partnership; March, 2011)

3. Protect, enhance and manage biodiversity and geodiversity.	Policies 5, 7, 24 and 26 synergistically combine to create and enhance the connections between habitats improving GI and supporting biodiversity.	Medium local and wider area significant positive impacts
	The synergistic effect of policies 4, 5, 6, 7, 8, 10, 11, 12, 13 and 20 combine to improve the resilience of biodiversity and habitats ensuring their continuation.	Significant long term positive effects on the local and wider scale.
4. Reduce the risk of flooding.	The in-combination effect of policies 1, 2, 3, 4, 5, 6, 7, 9, 10, 12, 20, 24 and 26 is to reduce the risk of flooding within Stratford-on-Avon.	Medium and long term significant positive impact on the local scale
5. Minimise the district's contribution to climate change.	Policies 7, 9, 14, 18 and 25 combine to deliver in combination effects by helping to limit greenhouse gas emissions from transport by supporting sustainable transport use and reducing the need to travel.	Significant medium and long term positive effects at the local and wider scale
	Through implementing policies 2, 5, 6, 7, 11, 12, 24 and 26 there could be in combination effects of promoting a reduction in overall greenhouse gas emissions in Stratford-on-Avon through encouraging the planting of trees and other vegetation.	Significant medium and long term positive effects at the local and wider scale
	The emphasis on energy efficiency in policies 1, 2, 3, 4 and 9 combine to reduce emissions.	Long term local and wider scale significant impacts.
6. Plan for the anticipated levels of climate change	Policies 2, 5, 6, 7, 12, 24 and 26 could combine to aid the adaption potential of Stratford-on-Avon to climate change through increased GI, green and open space.	Long term significant positive effect at the local scale
7. Protect and conserve natural resources.	The in-combination effect of policies 2, 3, 4, 9, 11, 18, 19 and 23 is to improve efficiency within Stratford-on-Avon and potentially lead to a more efficient use of natural resources such as water and timber.	Medium and long term significant positive effects at the local level
	Policies 4, 5, 6, 7, 10, 11, 12 and 13 combine to directly protect Stratford-on-Avon's natural assets such as minerals and agricultural land	Significant medium and long term positive effects at the local scale
	There is the possibility that the loss of agricultural land proposed by development in policies SUA2, ALC1, ALC2, ALC3, AS7, SOU1, SOU2, REDD1 and REDD2 will have an adverse synergistic effect on agricultural land.	Medium and long term significant adverse effects at the local level
8. Reduce air, soil and water pollution.	Policies 7, 9, 14, 18 and 25 combine to improve the air quality of Stratford-on-Avon by reducing car travel.	Significant medium and long term positive effects at the local scale
10. Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	A number of policies will combine to reduce traffic congestion and promote sustainable modes of transport. Policies include policy 7, 9, 14, 18 and 25.	Significant long and medium term positive effect at a local and wider scale
	Improving access to cycling and walking routes. Synergistically the effects of policies 13 and 24 as well as proposals SUA1, ALC1, AS7, SOU1, SOU2, AS9, GLH, REDD1 and REDD2 could encourage walking and cycling to a greater extent than an individual policy.	Local scale short, medium and long term positive effects.
11. Reduce barriers for those living in rural areas.	Combining policies 7, 9, 13, 17, 18, 20, 21, 23, 24, 25 and 26 ensures that access to services, facilities and amenities is improved.	Medium and long term significant positive effects at the local level
12. Protect the integrity of the district's countryside.	The in-combination effects of policies 3, 5, 6, 7, 10, 11, 12, 13, 14, 20, 22, 23 and 24 is to prevent the degradation of land on the urban fringe.	Local scale short, medium and long term positive effects.
13. Provide affordable, environmentally sound and good quality housing for all.	Policies 4, 9, 15, 16, 17, 18, 19, 20 and proposals SUA1, ALC1, ALC2, SOU1, SOU2 and GLH have an in-combination effect of ensuring all groups have access to decent, appropriate and affordable	Significant positive short, medium and long term effects at the local level

	housing.	
14. Safeguard and improve community health, safety and wellbeing.	Policies 13, 23, SUA1, ALC1, AS7, SOU1, SOU2, AS9, GLH, REDD1 and REDD2 combine to deliver opportunities for increased physical activity through the promotion of cycling and walking, as well as improving access for bicycles and pedestrians.	Medium and long term significant positive effects at the local level
	The in-combination effect of policies 2, 5, 6, 7, 11, 12, 24 and 26 is the protection and creation of new open and green space.	Medium and long term significant positive effects at the local level
	The combination of policies 13 and AS6 lead to an improvement in the ability to access health facilities and services.	Short, medium and long term positive impacts.
	Policies 2, 3, 18, 19, 25 and AS11 combine to improve the safety of residents through clearing of contamination and improvements to highway safety.	Significant positive short, medium and long term effects at the local level
15. Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The local economy is positively impacted by the in-combination effects of policies 1, 3, 21, 22 and 23 through direct means.	Medium and long term local scale significant positive impacts
	Policies 9 and 25 combine to improve access to employment opportunities, retail and other economic activities with an indirect positive impact of supporting the local economy.	Significant positive local impact in the medium and long term
	The in-combination effect of policies 2, 3, 6 and 7 is to invigorate the low carbon economy.	Significant medium and long term positive effects at the local and wider scale

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6 Significant effects and mitigation

6.1 Significant effects, mitigation and uncertainty

6.1.1 This chapter considers significant potential adverse effects that have been identified through the assessment process and recorded as uncertain using the assessment classification in **Table 2.1**. Where possible, mitigation has been prescribed. The effects are described as potential adverse since any policy categorised as uncertain may also have positive effects and the nature of the effects might be only partially known.

6.1.2 The mitigation hierarchy is a sequential process that operates in the following way: firstly, if possible, adverse effects should be avoided. Failing this, the nature of the effect should be reduced, if possible, so that it is no longer significant. If neither avoidance nor reduction is feasible, mitigation measures should be considered. Mitigation prescriptions might include changes to policy wording, advocating design guides, offsetting biodiversity effects or provision of new supporting green infrastructure. In the case of this SA Report, mitigation has been supplied to help address negative effects so that, if possible, no residual affects remain.

6.2 Accessibility and transportation

6.2.1 SA Objectives relevant to this sustainability theme include SA Objectives 10 (Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel) and 11 (Reduce barriers for those living in rural areas).

6.2.2 One policy was identified as potentially having an adverse impact against SA Objective 10. Policy ALC3 was assessed as adverse; it is an employment site where it is likely that the employees will commute to work by cars. The other employment proposals reference bus travel, however this site proposal neglects to discuss improvements to public transportation and bus travel. The proposal should aim to improve access to the site by a range of transportation modes including bus travel. Uncertainty was identified against both SA Objectives:

SA Objective 10:

- **Policy CS23 (Retail Development and Main Centres)** – large retail development is focused solely on the main settlements, forcing those living in rural areas to continue to be required to drive to purchase the majority of their supplies.
- **Policy AS2 (Alcester)** – there is a proposal to increase car parking in Alcester. Additional car parking facilities could encourage people to drive in and around Alcester.

- **Policy AS5 (Kineton) and AS7 (Southam)** – the policy does not explicitly state sustainable methods of transportation or provide examples of reasonable methods of transport which would clarify the meaning of the policy.
- **Policy AS8 (Studley)** – There is no reference to how the traffic management measures which are deemed to be a requirement might be implemented.
- **Policy AS9 (Wellesbourne)** – Car transportation is important in Wellesbourne and is likely to continue its dominant position.
- **Proposals REDD1 (Winyates Green Triangle, Mappleborough Green) and REDD2 (Gorcott Hill, Mappleborough Green)** – the sites are located just off the A435 and consequently the most likely method of transportation from this location is via car.
- **Policies CS15 (Distribution of Development) and CS16 (Housing Development)** – These policies rely on the assessment results of the area policies, the adverse and uncertain effects identified in the area policies have not been addressed,

SA Objective 11:

- **Policy CS 23 (Retail Development and Main Centres)** – by focusing large retail development in the central areas the policy promotes centralisation.
- **Policy AS5 (Kineton)** – the environmental and cultural heritage constraints at this site are likely to hinder the long term development of relevant infrastructure and could mean that the rural barriers remain.

6.2.3 There are a variety of reasons for the uncertainty in accessibility and transportation. Policies AS2, AS5, AS7 and AS9 are uncertain due to a reticence to address the issue of car dominance in the areas; further promotion of sustainable transportation in Alcester, Kineton, Southam and Wellesbourne should be considered. The area-wide emphasis on encouraging a modal shift and the greater use of more sustainable forms of transport within policy CS26 will help mitigate the potential area specific issues and ensure there are no residual adverse effects.

6.2.4 Policy CS23 is assessed as uncertain as it could encourage centralisation or a very dispersed form of development. Either of these formats could be assessed as negative for transport and accessibility if taken to the extreme, as they would encompass a large section of the population and therefore be of a high magnitude with a vast spatial extent. To mitigate this potential uncertainty the local need for employment development should be carefully researched and monitored to ensure the workforce is matched as much as possible to a local workplace, to minimise the need to travel long distances to work and services.

6.2.5 Policy AS8 recognises a number of prevailing traffic and transport issues and seeks to 'implement traffic management measures'. Policy AS8 and Proposals REDD 1 and REDD 2 investigate opportunities for mitigating the impact of through traffic on the A435. These proposals are in themselves positive. They could perhaps be more explicit or include a delivery timetable, as well as including more of an emphasis on sustainable methods of transportation. Policy AS9 might usefully include stronger commitments to economic diversity at Wellesbourne that might absorb and/or utilise the baseline conditions concerning traffic, such as the current propensity of residents to commute elsewhere for work. A focus on economic delivery in this area could provide employment opportunities for residents nearby, reducing the need to commute for work.

6.2.6 Policy CS25 on transportation supports the implementation of sustainable forms of transport, with emphasis on the provision of new and improvement of existing pedestrian and cycling links. This policy helps mitigate the adverse transport effects identified.

6.3 Air quality

6.3.1 SA Objectives relevant to this sustainability theme include SA Objective 8 (Reduce air, soil and water pollution).

6.3.2 No policies were assessed as having an adverse effect on SA Objective 8. However, uncertain effects were detected:

SA Objective 8:

- **Policy AS8 (Studley)** – there is an AQMA in Studley and although traffic management measures are introduced, it is not certain what these will be and whether they will be effective.
- **Policies CS15 (Distribution of Development) and CS16 (Housing Development)** – These policies rely on the assessment results of the area policies, the adverse and uncertain effects identified in the area policies have not been addressed.
- **Proposals REDD1 (Winyates Green Triangle, Mappleborough Green) and REDD2 (Gorcott Hill, Mappleborough Green)** – development at these locations is likely to cumulatively increase traffic on the A435.

6.3.3 Further details on the traffic management measures should be given. Improvements in air quality should be prioritised, with the aim of removing the AQMA from the village. Once opportunities for mitigating the impact of through traffic have been investigated, these should be implemented.

6.3.4 The potential effect is included here on the basis of the precautionary principle. Air pollution is transboundary and increased car use is likely to worsen the air quality in the surrounding area in the short term. This is likely to impact upon nearby Studley which already has an AQMA; as the A435 links the Redditch sites directly to Studley. A Travel Plan could be implemented on both sites and/or applications for development to help reduce effects on the AQMA.

6.3.5 The potential adverse effect may not extend into the long term due to improvements in car technology. The proposal will benefit from maximising and promoting opportunities for sustainable transportation such as bus links and car sharing to keep traffic levels at a minimum. The effect on air quality, particularly in the AQMA should be monitored.

6.4 Biodiversity and geodiversity

6.4.1 SA Objectives relevant to this sustainability theme include SA Objective 3 (Protect, enhance and manage biodiversity and geodiversity).

6.4.2 There were multiple policies which were identified as having adverse effects against SA Objective 3. These include: SUA3, ALC1, SOU1, REDD1 and REDD2. Area policies SUA3, ALC1 and SOU1 have areas of BAP priority habitat on site, with traditional orchards in SUA3 and ALC1. SOU1 was assessed adversely as unlike similar proposals, the specific requirements do not mention protecting or enhancing biodiversity. These area policies should be strengthened to protect biodiversity assets.

6.4.3 It is important to retain the BAP priority habitats, especially the traditional orchard already on site in SUA3 and ALC1, to ensure that the proposals will bring about a net gain in biodiversity. Retaining the hedgerows will help maintain a level of biodiversity which could be improved by landscaping.

6.4.4 Area Policy REDD1 was assessed as adverse due to the multitude of biodiversity on site, this includes BAP priority habitat, veteran trees and two ponds which are reported to contain great crested newts during the breeding season. There are also potentially bats on site, and the Phase 1 Habitats Survey recommended a survey for dormice. Although REDD2 has not been surveyed to the same extent as REDD1 it has similar features to REDD1 including a pond. The site (REDD2) contains a range of features of ecological interest - not all of which are protected by the Plan, therefore the Plan could have a negative effect if not amended. The areas of ecological interest should be retained and improved where possible.

6.4.5 Policy CS6 aims to bring about a net gain in biodiversity through safeguarding areas which are high in biodiversity; this includes (as part (e) of the policy) priority habitats. The presence of policy CS6 should help overcome some of the adverse biodiversity effects, but due to the precautionary principle these policies have been highlighted (through an adverse assessment) to show the weaknesses of the Core Strategy. Further improvements to biodiversity could be implemented using design guidelines, SUDS and GI.

6.4.6 The plan is assessed as potentially having uncertain effects on three policies:

SA Objective 3:

- **Policies CS15 (Distribution of Development) and CS16 (Housing Development)** – These policies rely on the assessment results of the area policies, the adverse and uncertain effects identified in the area policies have not been addressed,

6.4.7 Important biodiversity features should be protected, with development designed to avoid areas which are of high biodiversity value. Areas of lower biodiversity value should be prioritised for development, with other parts of the site forming the core parts of a local biodiversity network, incorporated into and around the development. There should be no net loss in biodiversity. Additional biodiversity features should be incorporated where possible, preferably linking into the wider GI network. This has been discussed in policy CS7 which suggests that GI will be promoted district wide.

6.4.8 To ensure there are no residual adverse impacts upon biodiversity the uncertainty should be completely mitigated. This can be done by clarifying that development will be designed to retain the areas of priority habitat, or if this is not possible, biodiversity offsetting should be implemented to recreate the habitat elsewhere.

6.5 Climate change

6.5.1 SA Objectives relevant to this sustainability theme include SA Objectives 4 (Reduce the risk of flooding), 5 (Minimise the district's contribution to climate change) and 6 (Plan for the anticipated levels of climate change).

6.5.2 There were no adverse impacts of policies against SA Objectives 4, 5 or 6. Uncertain impacts were identified against SA Objective 5:

SA Objective 5:

- **Policy AS2 (Alcester)** – the policy aims to increase parking facilities within the town which could lead to an increase in car traffic and an associated increase in emissions.
- **Policies AS7 (Southam) and AS8 (Studley)** - both potentially increase the carbon footprint of the district with increased car use.

- **Proposal REDD1 (Winyates Green Triangle, Mappleborough Green) and REDD2 (Gorcott Hill, Mappleborough Green)** – are located in areas which are likely to be mainly serviced by car.

6.5.3 Parking policies have been shown to have an influence on the level of car journeys and travel behaviour (ITDP 2011); it should be borne in mind that introducing more parking and access could lead to an increase in car journeys. It is likely that the provision of additional car parking could encourage more people to drive into the area. In order to mitigate the potential adverse effect there should be attempts to limit the increase in parking provision.

6.5.4 Policies AS7 (Southam), AS8 (Studley), Proposals GLH (Lighthorne Heath), REDD1 (Winyates Green Triangle, Mappleborough Green) and REDD2 (Gorcott Hill, Mappleborough Green) all potentially increase green house gas production since they are associated with development that is likely to increase levels of car use. Public transportation infrastructure and routes should be supported in order to encourage rural residents who currently drive for their everyday needs, to change their habits. It is important that the Transport and Communications policy (CS25) supports the strategic transport schemes set out in the Infrastructure Delivery Plan; this policy will help to reduce and mitigate emissions from transportation.

6.5.5 This is likely that emissions would not extend into the long term as the fuel efficiency of cars improves. The policies and proposals in question could provide further clarification about predicted quantified changes in car use and depending on these figures consider, if necessary, revising the policy to avoid significant increases in car modes of transport.

6.6 Economic factors

6.6.1 SA Objectives relevant to this sustainability theme include SA Objectives 15 (Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities).

6.6.2 No adverse effects were identified, however uncertainty was discovered with the following policies:

SA Objective 15:

- **Policy CS14 (Vale of Evesham Control Zone)** – the policy implements restrictions on the amount of additional HGV traffic a development can cause. Whilst benefiting air quality and emissions objectives the policy could discourage employment development, which could lead to job opportunities, as they may relocate elsewhere.

6.6.3 If Stratford-on-Avon does not intend to encourage enterprise which brings additional HGV traffic, the policy should emphasise that other types of businesses are welcome. The policy could implement clauses which make it easier for non-polluting (or other desired) enterprises to set up in the area in order to ensure there is an adequate amount of jobs in the vicinity.

6.6.4 To ensure the economy does not suffer due to the restriction of HGVs, additional support should be given to the small and medium sized businesses in the area, to encourage SMAs to locate in the Vale of Evesham to replace the enterprises that might be discouraged by the policy.

6.7 Health

6.7.1 SA Objectives relevant to this sustainability theme include SA Objective 14 (Safeguard and improve community health, safety and well being).

6.7.2 No adverse impacts have been identified against SA Objective 14, however uncertain impacts were identified:

SA Objective 14:

- **Proposal SOU2 (Southam)** - the site does not have easy access to health services and will increase pressures on those in the area, furthermore the development is unlikely to be of sufficient size to support new facilities
- **Policy CS16 (Housing Development)** - The policy relies on the assessment results of the area policies, the adverse and uncertain effects identified in the area policies have not been addressed.

6.7.3 Development will need to ensure that the required health facilities are accessible for new residents. It should also be checked whether health facilities in the area have capacity, or are over subscribed. Although the site itself is not big enough to support a new doctors surgery, if there is additional demand for the service in the area a new surgery would help meet wider needs.

6.7.4 The function of the Core Strategy Infrastructure Delivery Plan (IDP) is to assess infrastructure requirement of the Plan and put the required measures in place. Section 106 agreements and CIL will help pool contributions and rectify gaps in services and infrastructure and consequently help mitigate the current potential adverse effects on health.

6.7.5 The support given to GI and provision for walking and cycling would also help improve health and wellbeing.

6.8 Historic environment and landscape

6.8.1 SA Objectives relevant to this sustainability theme include SA Objectives 1 (Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance), 2 (Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities) and 12 (Protect the integrity of the district's countryside).

6.8.2 Some policies have adverse effects on both SA Objective 1 and SA Objective 2. These include SUA2, SUA3, ALC1, ALC2, SOU1 and SOU2. Policies ALC3, REDD1 and REDD2 are also assessed as negatively impacting upon SA Objective 1. In addition two policies (SUA3 and REDD2) are assessed as adverse against SA Objective 12. Uncertain effects were identified against two SA Objectives:

SA Objective 2:

- **Policy CS16 (Housing Development)** - The policy relies on the assessment results of the area policies, the adverse and uncertain effects identified in the area policies have not been addressed.

SA Objective 12:

- **Policy CS10 (Green Belt)** - may cause a degradation of land on the urban fringe and create a risk of coalescence between settlements.

6.8.3 The policies that were assessed as adverse against SA Objective 1 for historic assets were due to the potential for archaeological assets to be found in the location. Policies SUA2, SOU1 and SOU2 also have ridge and furrow on site which will be lost if developed, with SUA2 also consisting of one of the best examples of ridge and furrow in the area. Policy ALC2 is also adverse due to archaeological finds which include Roman coins, a Roman Trumpet Brooch and Anglo Saxon Brooch. Other archaeological features within the area include an Iron Age settlement and site of the former Midland Railway. Gaydon Lighthorne Heath is assessed as having an adverse effect due to the area of high to medium archaeological sensitivity and listed buildings nearby. As policy CS16 takes into account the findings of the area policies it is also assessed as having an adverse effect.

6.8.4 If possible, development should not take place on these sites due to the loss of these features. However if this is not possible, further archaeological detection should be undertaken prior to development, with development not taking place until it is ascertained there are no further discoveries. It is important to establish whether there are any features of importance prior to development. The effect of development on these features can be mitigated up to a point through careful design and siting, with development being located in such a way as to avoid impacts on the most sensitive features.

- 6.8.5 Area policies REDD1 and REDD2 are also close to the grade II listed building Lower House, however existing mature trees and roads provide a buffer. The Redditch proposals should also consider how to mitigate effects on Lower House and its setting.
- 6.8.6 How the policies fared against SA Objective 2 was based on how sensitive the landscape was to development. White Consultants produced reports (2010 and 2011) assessing the landscape sensitivity of both the main rural settlements and smaller settlements in Stratford-on-Avon. Any site which had a medium landscape sensitivity (or above) was assessed as negative for SA Objective 2. A comprehensive development and design brief would be needed to ensure that the best and most sensitive areas are maintained in strong landscape infrastructure. All the important landscape features should be retained as well as be enhanced where possible. Extensive landscaping should be carried out to integrate the development into the area.
- 6.8.7 Policies SUA3 and REDD2 were assessed as adverse against SA Objective 12 as they are both located on Green Belt land. Policy CS10 relates to the green belt and aims to resist inappropriate development which will help ensure that any development in these locations will be appropriate to the location and fulfil local needs. Nevertheless, inappropriate development on Green Belt land should be avoided where possible. Where sites are removed from the Green Belt, design should feature strongly in order to reduce the adverse impact on the integrity of the countryside.
- 6.8.8 To mitigate the potentially adverse impact on the integrity of the countryside of allowing business development in the countryside, development on the urban fringe and development in areas of high landscape sensitivity, any development which takes place should take into account the size, scale, shape and character of the site. All development should be designed sympathetically and not harm the character of the area or detract from the countryside which surrounds it.
- 6.8.9 However due to the high quality of the ridge and furrow, development on proposed site SOU2 would have a non-reversible effect on the historic environment as well as the character of the area. Development on this site should be avoided. Due to the lack of mitigation regarding proposal SOU2 there is a residual adverse effect.

6.9 Housing

- 6.9.1 SA Objectives relevant to this sustainability theme include SA Objective 13 (Provide affordable, environmentally sound and good quality housing for all).
- 6.9.2 No adverse or uncertain effects were identified.

6.10 Material assets

6.10.1 SA Objectives relevant to this sustainability theme include SA Objectives 7 (Protect and conserve natural resources) and 9 (Reduce waste generation and disposal, and achieve the sustainable management of waste).

6.10.2 No adverse impacts of individual policies have been identified against SA Objective 9. However the assessment of policy GLH (Gaydon Lighthorne Heath) was adverse against SA Objective 7 as it is a large scale development located on greenfield land in the countryside. For the most part development in the countryside should be avoided due to the accessibility and transportation sustainability issues that development may cause. However, the Council has a shortfall of housing which this development would meet, it is located near to existing settlements and would incorporate amenities and job opportunities to improve the accessibility of the development. The scale of development proposed would allow for the creation of a sustainable community here and would help negate the need to travel, reducing adverse effects on material assets. High design quality which is in keeping with the surrounding area should be incorporated in the development.

6.10.3 Uncertainty was only identified against SA Objective 7:

SA Objective 7:

- **Proposals SUA2 (Stratford-upon-Avon), REDD1 (Winyates Green Triangle, Mappleborough Green) and REDD2 (Gorcott Hill, Mappleborough Green)** – all of these sites are located in areas of band 3 agricultural land. Although this is not the highest quality agricultural land, it is still good to moderate quality, and the impact of the loss of agricultural land is difficult to predict.
- **Policies CS 10 (Green Belt), CS15 (Distribution of Development) and CS16 (Housing Development)** – These policies rely on the assessment results of the area policies, the adverse and uncertain effects identified in the area policies due to uncertain ALC quality are still relevant.
- **Proposals ALC1 (Alcester), ALC2 (Alcester), ALC3 (Alcester), AS7 (Southam), SOU1 (Southam) and SOU2 (Southam)** – are all located in minerals safeguarding areas, with Southam having a RIGS.

6.10.4 The supply and demand for raw cement, building stone, sand and gravel should be monitored to ensure that demand can be met if the proposed sites are lost to development.

6.10.5 Grade 3a ALC land is considered good quality agricultural land and should be maintained. The agricultural land classification of the sites should be investigated to discover if they are 3a or 3b. To further inform the decision, the demand for agricultural land in the area could be investigated to ascertain the significance of the loss. Development should be focused on areas of lower quality soil.

6.10.6 Although individually the policies may only lead to the loss of medium quality agricultural land, this effect may be strengthened when considered in-combination. The area policies highlighted in **Table 5.2** could have an adverse synergistic effect relating to the loss of agricultural land. If the proposals are enacted the effect on farming production should be monitored, with the potential for additional agricultural land to be created if necessary. In addition, a Soil Management Plan could be prepared to help preserve the soil resources at this site.

6.10.7 To further incorporate protection of natural resources and ensure sustainable development, the larger developments could use the BREEAM Communities scheme. BREEAM Communities is a way to improve, measure and certify the social, environmental and economic sustainability of large-scale development plans by integrating sustainable design into the masterplanning process (BRE global 2013).

6.11 Population and quality of life

6.11.1 SA Objectives relevant to this sustainability theme include SA Objectives 11 (Reduce barriers for those living in rural areas), 13 (Provide affordable, environmentally sound and good quality housing for all) and 14 (Safeguard and improve community health, safety and well being).

6.11.2 Uncertainty was identified against SA Objectives 11 and 14.

SA Objective 11:

- **Policy CS23 (Retail Development and Main Centres)** – by focusing large retail development in the central areas the policy promotes centralisation.
- **Policy AS5 (Kineton)** – the environmental and cultural heritage constraints at this site are likely to hinder the long term development of relevant infrastructure and could mean that the rural barriers remain.

SA Objective 14:

- **Proposal SOU2 (Southam)** – the site does not have easy access to health services and will increase pressures on those in the area, furthermore the development is not of sufficient size to support new facilities
- **Policy CS16 (Housing Development)** – The policy relies on the assessment results of the area policies, the adverse and uncertain effects identified in the area policies have not been addressed.

6.11.3 Policies CS23 and AS5 and proposal SOU2 have been discussed in previous sections.

6.12 Soil

6.12.1 SA Objectives relevant to this sustainability theme include SA Objectives 7 (Protect and conserve natural resources), 8 (Reduce air, soil and water pollution) and 12 (Protect the integrity of the district's countryside).

6.12.2 It was identified that policies may have a adverse effect on SA Objectives 7 and 12, and an uncertain effect on SA Objectives 7, 8 and 12:

SA Objective 7:

- **Proposals SUA2 (Stratford-upon-Avon), REDD1 (Winyates Green Triangle, Mappleborough Green) and REDD2 (Gorcott Hill, Mappleborough Green)** – all of these sites are located in areas of band 3 agricultural land. Although this is not the highest quality agricultural land, it is still good to moderate quality, and the impact of the loss of agricultural land is difficult to predict.
- **Policies CS 10 (Green Belt), CS15 (Distribution of Development) and CS16 (Housing Development)** – These policies rely on the assessment results of the area policies, the adverse and uncertain effects identified in the area policies due to uncertain ALC quality are still relevant.
- **Proposals ALC1 (Alcester), ALC2 (Alcester), ALC3 (Alcester), AS7 (Southam), SOU1 (Southam) and SOU2 (Southam)** – are all located in minerals safeguarding areas, with Southam having a RIGS.

SA Objective 8:

- **Policy AS8 (Studley)** – there is an AQMA in Studley and although traffic management measures are introduced, it is not certain what these will be and whether they will be effective.
- **Policies CS15 (Distribution of Development) and CS16 (Housing Development)** – These policies rely on the assessment results of the area policies, the adverse and uncertain effects identified in the area policies have not been addressed.
- **Proposals REDD1 (Winyates Green Triangle, Mappleborough Green) and REDD2 (Gorcott Hill, Mappleborough Green)** – development at these locations is likely to cumulatively increase traffic on the A435.

SA Objective 12:

- **Policy CS10 (Green Belt)** – may cause a degradation of land on the urban fringe and create a risk of coalescence between settlements.

6.12.3 The mitigation for the adverse effect identified against SA Objective 12 relies on sympathetic design and policy CS9 is likely to play a significant part in mitigating this issue; it is also discussed in **Section 6.8**. Mitigation for SA Objectives 7 and 8 are discussed in **section 6.10** and **6.3** respectively.

6.13 Water

6.13.1 SA Objectives relevant to this sustainability theme include SA Objectives 4 (Reduce the risk of flooding), 6 (Plan for the anticipated levels of climate change), 7 (Protect and conserve natural resources) and 8 (Reduce air, soil and water pollution).

6.13.2 Adverse effects were identified against policy GLH (Gaydon Lightorne Heath) for SA Objective 7. This is discussed in **section 6.10**. No adverse or uncertain effects were identified against SA Objectives 4 or 6, however policies were seen to be assessed as uncertain against SA Objectives 7 and 8:

SA Objective 7:

- **Proposals SUA2 (Stratford-upon-Avon), REDD1 (Winyates Green Triangle, Mappleborough Green) and REDD2 (Gorcott Hill, Mappleborough Green)** – all of these sites are located in areas of band 3 agricultural land. Although this is not the highest quality agricultural land, it is still good to moderate quality, and the impact of the loss of agricultural land is difficult to predict.
- **Policies CS 10 (Green Belt), CS15 (Distribution of Development) and CS16 (Housing Development)** – These policies rely on the assessment results of the area policies, the adverse and uncertain effects identified in the area policies due to uncertain ALC quality are still relevant.
- **Proposals ALC1 (Alcester), ALC2 (Alcester), ALC3 (Alcester), AS7 (Southam), SOU1 (Southam) and SOU2 (Southam)** – are all located in minerals safeguarding areas, with Southam having a RIGS.

SA Objective 8:

- **Policy AS8 (Studley)** – there is an AQMA in Studley and although traffic management measures are introduced, it is not certain what these will be and whether they will be effective.
- **Policies CS15 (Distribution of Development) and CS16 (Housing Development)** – These policies rely on the assessment results of the area policies, the adverse and uncertain effects identified in the area policies have not been addressed.
- **Proposals REDD1 (Winyates Green Triangle, Mappleborough Green) and REDD2 (Gorcott Hill, Mappleborough Green)** – development at these locations is likely to cumulatively increase traffic on the A435.

6.13.3 Mitigation for SA Objective 7 and 8 are discussed in **section 6.10** and **6.3** respectively.

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7 Recommendations to enhance sustainability performance

7.1 Introduction

7.1.1 This chapter provides recommendations for maximising the sustainability opportunities presented in the Core Strategy.

7.2 Recommendations for enhancement

7.2.1 The SA has suggested measures to prevent, reduce or offset significant adverse effects of implementing Stratford-on-Avon Core Strategy throughout **Chapter 6**. These measures are collectively referred to as 'mitigation measures'.

7.2.2 Whilst the Core Strategy as it stands brings a range of positive sustainability effects, **Chapter 6** has addressed where the effects are adverse or uncertain. A number of strategic mitigation proposals have been suggested to help the Core Strategy further improve its sustainability performance throughout its implementation.

7.2.3 The recommendations for enhancement are summarised below; for further information and explanation, please see **Chapter 6**:

- The policies should aim to improve access by a range of sustainable transportation modes, including bus travel.
- Public transportation infrastructure and routes should be supported in order to encourage rural residents who currently drive for their everyday needs to change their habits.
- The local need for employment development should be carefully researched and monitored to ensure the workforce is matched as much as possible to a local workplace. This will minimise the need to travel long distances to access employment and services.
- Areas where commuting to work is high may benefit from a focus on employment to provide employment opportunities for residents nearby, reducing the need to commute for work.
- Improvements in air quality should be prioritised, with the aim of removing the AQMA in Studley. Opportunities for mitigating the impact of through-traffic in Studley should be investigated and implemented.
- Areas of ecological interest, such as BAP priority habitats, should be retained and improved (using design guidelines, SUDS and GI) where possible. Important biodiversity features should be protected and development designed to avoid areas that are of high biodiversity value.

- There should be no net loss in biodiversity; biodiversity offsetting should be implemented to recreate any habitat lost.
- Increases in parking provision should be limited, with focus away from car use.
- Additional support should be given to the small and medium sized businesses in the area, to encourage SMAs to locate in the Vale of Evesham.
- Development will need to ensure that the required health facilities are accessible for new residents.
- Further archaeological investigation should be undertaken on sites with uncertain effects on historic assets, prior to development. No development should take place until it is ascertained there are no further discoveries likely.
- The effect of development on historic features can be mitigated up to a point through careful design and siting, with development being located in such a way as to avoid impacts on the most sensitive features.
- The Redditch proposals should also consider how to mitigate effects on Lower House and its setting.
- A comprehensive development and design brief should be included to ensure that the best and most sensitive areas of development sites are maintained in strong landscape infrastructure. All the important landscape features should be retained and be enhanced where possible. Extensive landscaping should be carried out to integrate the development into the area.
- Inappropriate development on Green Belt land should be avoided where possible. Where sites are removed from the Green Belt, design should feature strongly in order to reduce the adverse impact on the integrity of the countryside.
- Any development that takes place should take into account the size, scale, shape and character of the area. All development should be designed sympathetically and not harm the character of the area or detract from the countryside that surrounds it.
- The supply and demand for raw cement, building stone, sand and gravel should be monitored to ensure that demand could be met if the proposed sites are lost to development.
- Grade 3a and above ALC land is considered good quality agricultural land and should be maintained. The agricultural land classification of the uncertain sites should be investigated to discover if they are 3a or 3b. Development should be focused on areas of lower quality soil. To further inform the decision, the demand for agricultural land in the area could be investigated to ascertain the significance of the loss.
- The effect on farming production should be monitored, with the potential for additional agricultural land to be created if necessary. In addition, a Soil Management Plan could be prepared to help preserve the soil resources.
- The larger developments could use the BREEAM Communities scheme to help protect natural resources and ensure sustainable development.

- 7.2.4 Uncertain effects should be investigated and steps taken to mitigate the potential adverse effects of the policies (as described in **Chapter 5**). Most of the adverse and uncertain impacts have been mitigated, however developing on ridge and furrow is an example of a residual adverse impact and should be further discussed.
- 7.2.5 Those effects identified as uncertain should be monitored in order to establish early on in the process whether they will become negative, as well as provide time to compensate for and mitigate these potential negative effects. Together they represent opportunities to help address any potential adverse effects and simultaneously serve to maximise sustainability performance of the policy. Details on monitoring are discussed further in **Chapter 8**.
- 7.2.6 Ongoing development should be mindful of the biodiversity offsetting toolkit which is being created for Warwickshire county to ensure that development incorporating good biodiversity offsetting will deliver a net gain in biodiversity, this is identified in policy CS6. The Warwickshire, Coventry and Solihull sub-region was chosen as one of the six national pilot areas to trial biodiversity offsetting (see webpage: http://www.warwickshire.gov.uk/?page_id=699001 for further information). This pilot has been deemed a success, and biodiversity offsetting is formally continuing in the sub-region.

7.3 Limitations

- 7.3.1 There are a number of limitations which should be borne in mind when considering the results and conclusions of this assessment.
- Sustainability appraisal is a tool for predicting potential significant effects. The actual effects of the policies may be different from those identified. Prediction of effects is made using an evidence based approach and incorporates a judgement.
 - The appraisal has been prepared with the most up to date data available. The matrix should not be regarded as conclusive, its main function is to show visually whether or not the proposed options are likely to bring positive, adverse or uncertain effects in relation to the SA Objectives.
 - Further drafting may be done on the policies, and additional information may come to light before the Core Strategy is adopted.
 - The strategic nature of the assessment identifies issues which could be improved and can therefore be used to guide the next iteration of the plan. However due to the broad nature of the policies, the assessment does not go into great depth.
 - Every attempt has been made to predict effects as accurately as possible using the best available information.
 - Many effects will depend on the size and location of development, building design and construction, proximity to sensitive receptors such as wildlife sites, conservation areas, flood risk areas and watercourses, and the range of uses taking place.
 - This report has been produced to assess the sustainability effects of the Core Strategy and meets the requirements of the SEA Directive. It

is not intended to be a substitute for Environmental Impact Assessment (EIA) or Appropriate Assessment (AA). For further information on the differences between the products please see: http://www.rspb.org.uk/Images/environmentalassessment_tcm9-257008.pdf

8 Monitoring

8.1 Monitoring proposals

8.1.1 The SEA Directive states that ‘member states shall monitor the significant environmental effects of the implementation of plans and programmes...in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action’ (Article 10.1). In addition, the Environmental Report (or SA Report) should provide information on a ‘description of the measures envisaged concerning monitoring’ (Annex I (i)).

8.1.2 The monitoring requirements typically associated with the SA process are recognised as placing heavy demands on authorities with SA responsibilities. For this reason, the proposed monitoring framework should focus on those aspects of the environment that are likely to be negatively impacted upon, where the impact is uncertain or where particular opportunities for improvement might arise.

8.1.3 The SA process has identified some areas which would benefit from being monitored due to their uncertain effects. The areas specified for monitoring include:

- Levels of public transport patronage;
- Levels of car traffic;
- The local need for employment development;
- Air quality, particularly in the AQMA in Studley;
- Further archaeological detection prior to development;
- Whether the character of a site is affected by development;
- The farming needs of the area;
- The effect on farming production; and
- The supply and demand for raw cement, building stone, sand and gravel.

8.1.4 Monitoring is particularly useful in answering the following questions:

- Were the assessment’s predictions of sustainability effects accurate?
- Does the Core Strategy contribute to the achievement of desired sustainability objectives?
- Are mitigation measures performing as well as expected?
- Are there any unforeseen adverse effects? Are these within acceptable limits, or is remedial action required?

8.1.5 The purpose of monitoring is to measure the environmental effects of a plan, as well as to measure success against the plan's objectives. It is therefore beneficial if the monitoring strategy builds on monitoring systems which are already in place. It should also be noted that monitoring could provide useful information for future plans and programmes.

Table 8.1: Discussion of effects to be monitored

Potential adverse effect, or area to be monitored	Indicator	Frequency of monitoring and scale	Trigger
Increased use of private cars for transportation	Traffic flows on key routes	Annually, key routes.	Traffic flows increase year on year.
Lack of use of sustainable transport	Proportion of the population using public transport or travelling by foot / bike	Annually, key routes.	Sustainable transport use decreases year on year
Needs of those living in rural areas are not met locally	Accessibility and capacity of nearest necessary services and amenities	Annually, all rural settlements	No increase in accessibility and facilities are at capacity due to additional residents
Decrease air quality due to increases in traffic	Levels of air pollution	Annually, district-wide but focus on Studley and A435	Air pollution increases year on year
Degradation and reduction of areas of priority habitat	Area and quality of BAP priority habitat	Annually, Local to BAP priority habitats	Area and quality of priority habitat decreases year on year
Decline in biodiversity	Species richness in green areas	Annually, Local to BAP priority habitats and Garcott Hill	Decrease in species richness year-on-year
Stratford-on-Avon's increasing contribution to climate change.	Carbon footprint of the District: carbon dioxide, methane and nitrous oxide emissions	Annually, borough wide.	When emissions increase year on year.
Lack of economic growth in the Vale of Evesham Control Zone	Number of jobs (vacant and occupied) and businesses in the Vale of Evesham Control Zone	Annually, Local to Vale of Evesham Control Zone	Number of jobs and businesses decrease year-on-year
Health services inaccessible to some residents	Accessibility and capacity of nearest doctors surgery	Annually, Local to Southam	No increase in accessibility and facilities are at capacity due to additional residents
Loss of historical and archaeological assets	Number of developments on sites with historic features (e.g. ridge and furrow) or historic finds (e.g. Roman coins)	Annually, Local to areas with known archaeological and historical assets	Increasing number of developments on sites with historic features and finds
Degradation in best and most sensitive landscape areas	Amount of new development within close proximity to best and most sensitive	Annually, district-wide	Increasing development in close proximity to best and most

	landscape areas and number of important landscape features lost		sensitive landscape areas and loss of important landscape features
Loss of greenbelt land	Amount of new development on designated greenbelt land	Annually, local to areas in and surrounding greenbelt land	Increasing amount of development on greenbelt land
Loss of grade 3a and above agricultural land	Amount of new development on grade 3a or above agricultural land	Annually, local to areas of grade 3a or above agricultural land	Increasing amount of development on grade 3a or above agricultural land
Loss of important mineral resources and access to these	Availability of mineral resources	Annually, district-wide	Availability of mineral resources is lower than demand
Decreasing integrity of the countryside, including its soils	Quality and connectivity of countryside	Annually, district-wide	Decreasing quality and connectivity of countryside

8.2 Links with the Annual Monitoring Report

- 8.2.1 The SA guidance suggests that SA monitoring and reporting activities can be integrated into the regular planning cycle. As part of the monitoring process, Stratford-on-Avon DC will be required to prepare Annual Monitoring Reports. It is anticipated that elements of the SA monitoring programme for the Core Strategy could be incorporated into these processes.
- 8.2.2 Details of any monitoring programme is, at this stage, preliminary and may evolve over time based on the results of consultation and the identification of additional data sources (as in some cases information will be provided by outside bodies). The monitoring of individual schemes/proposals should also be addressed at project level.
- 8.2.3 Consultees are invited to suggest or propose amendments to the content of this monitoring programme. Full details of the monitoring recommendations will be prepared in the next stage of the SA process when consultation comments have been received and processed.

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9 Next Steps

9.1.1 This SA Report has been published alongside and at the same time as the Proposed Submission Version of the Stratford-on-Avon Core Strategy. This will involve a consultation period. Following this, consultation comments will be received and analysed. Any changes to the Core Strategy in response to consultation comments will need to be assessed as part of the SA process.

9.1.2 SEA Regulations 16.3c)(iii) and 16.4 require that a 'statement' be made available to accompany the plan, as soon as possible after the adoption of the plan or programme. The purpose of the SA Statement is to outline how the SA process has influenced and informed the Core Strategy development process and demonstrate how consultation on the SA has been taken into account.

9.1.3 As the regulations outline, the statement should contain the following information:

- The reasons for choosing the preferred strategy for the Core Strategy as adopted in the light of other reasonable alternatives dealt with;
- How environmental considerations have been integrated into the Core Strategy;
- How consultation responses have been taken into account; and
- Measures that are to be taken to monitor the significant environmental effects of the Core Strategy.

9.1.4 To meet these requirements, following any further changes before adoption, a Post Adoption Statement will be published with the adopted version of the Core Strategy.

9.2 Commenting on the SA Report

9.2.1 The Proposed Submission Version of the Core Strategy and this SA Report, including details of the consultation timetable, are available to download at:

www.stratford.gov.uk

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Appendix A: Consultation responses and resulting actions

Analysis of consultation responses received on the Stratford-on-Avon Core Strategy SA Scoping Report (May-June 2011)

Comment number (internal use)	Page of response	Scoping Report ref	Comment	Action for SA
Organisation & contact: English Heritage (Rohan Torkildsen, Planning Adviser, West Midlands/South West)				
Date received: 21st June 2011				
1	1	General comment	We broadly welcome your consideration of the historic environment particularly Objectives 1, 2 and 12 the proposed SA Framework. However, we do refer to a select number of concerns to which I hope you will be able to positively respond.	Comment noted.
2	1	1.3.1	In view of an appreciation of Putting the Historic Environment to Work: A Strategy for the West Midlands 2010-2015 (2010) in Appendix D you may also wish to refer to heritage in this paragraph.	Comment noted and fed back to Core Strategy development team.
3	1	1.33	You may wish to broaden the rather selective existing list of ambitions to more accurately reflect the Core Strategy's broader intentions.	Comment noted and fed back to Core Strategy development team.
4	1	1.4	It may be worth noting CLGs recent statement (definition) on sustainable development "To help achieve this, the Government's clear expectation is that we move to a system where the default answer to development is 'yes', except where this would compromise the key sustainable development principles set out in national planning policy. Planning should help to deliver: <ul style="list-style-type: none"> · a strong, flexible and sustainable economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure · protection and enhancement of our natural, built and historic environment, prudent use of natural resources and actions to mitigate and adapt to climate change, including moving to a low carbon economy · strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services, that reflects community needs and supports wellbeing" http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/presumptionfavour/	The Government's definition of sustainable development will be acknowledged in future reporting for the SA.
5	2	2.2	Although prepared prior to PPS5 (March 2010), the EH guide to the preparation of SEA/SA will be worth referencing. http://www.helm.org.uk/upload/pdf/Strat-env-ass.pdf?1308716534	The Helm guidance on SA has and will continue to be considered throughout the preparation of the sustainability appraisal for the Core Strategy.
6	2	4.3.1	Transport related schemes/public realm and historic environment impact I feel the SA fails to adequately emphasise the relationship between the two. I refer to Manual for Streets II and Streets for All, both of which should be referred to in Appendix D.	PPP review has been updated to include the two documents.
7	2	4.3.1	I feel the SA understates the evident and potential harm of insensitive highway related works (e.g. excessive and poorly located signage) on public realm, streetscape, urban and rural townscape concerns including the setting of heritage assets such as conservation areas and listed buildings. This in turn can affect quality of life/place matters, economic, cultural and tourist considerations. It is important the emerging plan provides policy guidance to avoid inappropriate highway related works that can in turn affect the relative sustainability of the plan. As such a key issue should be the potential harm of inappropriate transport initiatives on the public realm, and setting of the built, natural and historic environment.	Additional key issue has been included relating to the impact of transport on the quality of the built, natural and historic environment. This issue will be considered throughout the appraisal process.
8	2	8.2	Baseline economic data: You may wish to refer to relevant economic/historic environment data in the annually published Heritage Counts. http://hc.english-heritage.org.uk/	Baseline has been updated to include this data.
9	2	Appendix D	PPS5 HE3.1 "LDFs should set out a positive and proactive strategy for the conservation and enjoyment of the HE in their area". This now has a significant impact on how core strategies should consider the Historic Environment and as such merits specific reference in the rhs column.	Comment has been fed back to the Core Strategy development team. PPP review has been updated to reflect comment.
10	2	Appendix D	I also refer to PPS5 HE2.3. Again this is an important consideration for the preparation of sustainable core strategies worthy of specific reference in the rhs column, as it requires an understanding of the condition of assets (evidence) to enable an effective response i.e. a positive and proactive strategy.	

Comment number (internal use)	Page of response	Scoping Report ref	Comment	Action for SA
11	2	Appendix D	Please note Force for our Future was supplemented by the Governments Statement on the Historic Environment of England 2010 http://webarchive.nationalarchives.gov.uk/+http://www.culture.gov.uk/reference_library/publications/6763.aspx CABE/EH Tall Buildings protocol was updated in July 2007	Comment noted- PPP review has been updated.
Alison Crofts, Lead Adviser, Operations Unit- Land Use) ived: 23rd June 2011				
1	1	General comment	Natural England has considered the UE Associates SA Scoping Report dated May 2011. This is an exceedingly comprehensive report which is to be welcomed.	Comment noted
2	1	SA Framework	The only comment that we would make is in relation to Objective 3 'Protect, enhance and manage biodiversity and geodiversity' which we would recommend is re-worded as follows: 'Protect, enhance and manage biodiversity, geodiversity and green infrastructure'.	Due to its contribution to meeting the aims of a range of the objectives (including biodiversity, landscape/townscape quality, health and wellbeing, flood risk, climate change adaptation, accessibility and transport and a range of other aspects, enhancement and improvement of the district's green infrastructure network will be considered through a number of the SA Objectives.
Agency (Laura Perry, Planning Liaison Specialist) ived: 23rd June 2011				
1	1	Chapter 7: Climate Change	Drought has a particular meaning so is best not to use in this context, increase in water scarcity is the term we have used in the past.	Noted, the term drought was taken directly from the UKCPO9 report, however it will be referred to as water scarcity in general terms from now on.
2	1	Chapter 7: Climate Change	Water for supply is managed through Water Resource Management Plans which takes into consideration climate change. Severn Trent also include water efficiency programmes as one of the measures in their plans to meet future demand. There is a need for water efficiency as availability of water for public supplies and agriculture could be affected due to climate change. This is starting to happen in some areas this year due to the dry weather. This would reduce the availability for abstraction and could cause a deterioration in water quality. We have therefore identified the following climate change issues: - Lower summer rainfall giving reduced river flows. This would reduce the availability for local and agricultural abstractions and could cause deterioration in water quality. - Hotter summer temperature may result in uncomfortably high temperature in the urban centre due to 'urban heat island' effect. - Plants and animals both aquatic and terrestrial could be affected by higher temperatures and changes in habitat	Comment noted.
3	2	Chapter 13: Material Assets	Stratford-on-Avon District Council is a two-tiered Authority. County and District need to work together to ensure their plans interlink, the benefits of the SA may be lost if carried out in isolation. This is particularly pertinent to waste management as the District Council is the Waste Collection Authority and the County Council is the Waste Disposal Authority and the Waste Planning Authority. Possible areas of impact / conflict include: - Likely impact of non-waste development and proposed non-waste development on existing and allocated areas for waste management. - Management of waste arisings generated from future development - Ability of developments to secure opportunities for sustainable waste management	Comment noted and fed back to Core Strategy development team.
4	2	Chapter 13: Material Assets	Baseline data is given for household waste but not for Commercial and Industrial waste, Construction Demolition and Excavation Waste or Hazardous Waste. The Local Development Plan is likely to have implications for all waste streams, not just household waste, baseline data should reflect this and any data gaps should be identified. The Local Development Plan is also likely to impact on the capacity available within the waste management infrastructure to deal with waste arisings locally, and the ability to move waste up the waste management hierarchy.	Comment noted.

Comment number (internal use)	Page of response	Scoping Report ref	Comment	Action for SA
5	2	Chapter 15: Soil	We welcome the recognition that within Box 15.1, 'Areas of contamination may exist in the district'. It should be noted that in accordance with PPS23, proposals that are suspected to have a previous contaminative use must be accompanied by a site investigation at the planning application stage.	Comment noted. This will be incorporated into further stages.
6	2	Chapter 16: Water	Within section 16.1.2, the Warwickshire Avon CAMS is referenced but referred to as the Warwickshire and Avon CAMS. Also within this section, the Severn River Basin Management Plan is about water quantity not just quality.	The reference to the Management Plan has been amended to relate to 'water resources'.
7	2	Chapter 16: Water	The information presented from the current CAMS is correct. The CAMS is being reviewed and the new strategy will be published by Dec 2012.	Comment noted. The new information will be taken into account in subsequent stages.
8	2	Chapter 16: Water	Given the issues identified with regards to fluvial flooding we strongly recommend a surface water management plan is undertaken. This will act as a strong evidence base to support the Core Strategy and ensure surface water flooding is dealt with appropriately through the plan period.	Comment noted and fed back to Core Strategy development team.
9	2	Appendix B	In general we welcome and support the SA Objectives, Indicators and Targets. We particularly welcome objectives 3, 4, 5, 6, 7, 8 and 9.	Comment noted.
10	2	Appendix B	Under SAO4, we are pleased to see that surface water reduction has been considered as a decision making criteria for reducing flood risk. An indicator for this should also be the number of proposals incorporating some form of SuDS, with the target being all.	Comment noted. SUDS is incorporated within SAO6.
11	pg2-3	Appendix B	Under SAO5, Climate Change, given the possibility of water scarcity due to climate change, water efficiency should be included as an indicator. With a target set for the proportion of new homes meeting Level 4 of the CSH water category.	Comment noted.

Appendix B: Reasonable Alternatives Assessment Results

Part 1 Options SA Report Assessment Results

Summary of the assessment of the six Initial Options put forward for the Core Strategy (August 2011)

SA Objective		Initial Option					
		IO1	IO2	IO3	IO4	IO5	IO6
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	+/-	+/-	+/-	+/-	-	-
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	-	+/-	+/-	--	+/-	--
3	Protect, enhance and manage biodiversity and geodiversity.	+/-	+/-	+/-	-	+/-	--
4	Reduce the risk of flooding.	+/-	+/-	+/-	+/-	+/-	+/-
5	Minimise the district's contribution to climate change.	++	+	--	+/-	++	--
6	Plan for the anticipated levels of climate change.	+/-	+/-	+/-	+/-	+/-	+/-
7	Protect and conserve natural resources.	-	+/-	+	--	+/-	+
8	Reduce air, soil and water pollution.	+/-	+/-	-	+/-	+	++
9	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal.	0	0	0	0	0	0
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	++	+	-	+/-	++	--
11	Reduce barriers for those living in rural areas.	--	+	+	-	+/-	-

SA Objective		Initial Option					
		IO1	IO2	IO3	IO4	IO5	IO6
12	Protect the integrity of the district's countryside.	-	-	+	--	+/-	-
13	Provide affordable, environmentally sound and good quality housing for all.	-	+	++	-	+/-	-
14	Safeguard and improve community health, safety and well being.	++	++	+/-	+/-	++	+/-
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	+	+	+	-	++	-

Part 2 Options SA Report Assessment Results

Summary of the assessment of the three Housing Requirement Options (November 2011)

Housing Options	SA Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Option 1	-	-	+/-	+/-	-	+/-	+/-	-	+/-	+/-	+	+/-	+	+/-	+
Option 2	--	--	+/-	+/-	--	+/-	+/-	--	+/-	+/-	++	+/-	++	+/-	++
Option 3	-	-	+/-	+/-	-	+/-	+/-	-	+/-	+/-	+	+/-	+	+/-	+

Part 3 Housing Development Options SA Report Assessment Results

Summary of the assessment of the Housing Development Options (January 2012)

SA Objectives		Housing Development Options					
		A	B	C	D	E	F
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	+/-	+/-	+/-	+/-	+/-	+/-
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	+/-	+/-	+/-	+/-	+/-	+/-
3	Protect, enhance and manage biodiversity and geodiversity.	+/-	+/-	+/-	+/-	+/-	+/-
4	Reduce the risk of flooding.	+/-	+/-	+/-	+/-	+/-	+/-
5	Minimise the district's contribution to climate change.	++	+	-	-	--	--
6	Plan for the anticipated levels of climate change.	+/-	+/-	+/-	+/-	+/-	+/-
7	Protect and conserve natural resources.	+	+	+	+/-	+/-	+/-
8	Reduce air, soil and water pollution.	+/-	+/-	+/-	+/-	+/-	+/-
9	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal.	+/-	+/-	+/-	+/-	+/-	+/-
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	++	+	+/-	-	-	-
11	Reduce barriers for those living in rural areas.	+/-	+	+	++	++	++
12	Protect the integrity of the district's countryside.	-	-	+/-	+/-	+/-	+/-
13	Provide affordable, environmentally sound and good quality housing for all.	+	++	++	++	++	++
14	Safeguard and improve community health, safety and wellbeing.	++	++	+/-	+/-	+/-	+/-
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	+	+	+	+	+	+

Potential Development Options SA Report Assessment Results

Summary assessment results for sites selected from Alcester (January, 2013)

Broad Location	SA Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ALC 1 (Employment)	?	+	0	0	+	+	-	0	0	?	0	+	0	0	++
ALC 2	?	+	-	0	+	+	-	0	0	?	0	+	++	+	0
ALC 3	-	+	0	0	+	+	-	-	0	?	0	+	++	+	0
ALC 4	-	+	?	0	+	-	-	-	0	?	0	+	++	+	0
ALC 5	-	+	-	0	+	-	-	-	0	?	0	+	++	+	0
ALC 6	?	?	0	0	+	-	--	-	0	?	0	?	++	+	0
ALC 7	0	+	0	0	+	+	-	0	0	?	0	-	++	-	0

Summary assessment results for sites selected from Bidford-on-Avon (January, 2013)

Broad Location	SA Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
BID 1	?	+	-	+	+	+	-	?	0	?	+	+	+	-	+
BID 2	?	+	-	+	+	+	--	--	0	?	+	--	+	-	+
BID 3	?	+	?	+	+	+	--	--	0	?	+	--	+	-	+
BID 4 (Employment)	0	+	0	+	+	+	-	0	0	?	+	+	0	0	++
BID 5	?	+	-	+	+	+	-	0	0	?	+	+	+	-	+
BID 6 (Employment)	0	+	?	+	+	+	-	0	0	?	+	+	0	0	++
BID 7	?	+	0	+	+	+	-	0	0	?	+	+	+	-	+
BID 8	?	-	0	+	+	+	-	0	0	?	+	-	+	-	+
BID 9	?	-	0	+	+	+	-	0	0	?	+	-	+	-	+

Summary assessment results for sites selected from Henley-in-Arden (January, 2013)

Broad Location	SA Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
HEN 1	?	-	-	0	+	-	--	-	0	?	+	-	++	-	0
HEN 2	--	--	-	--	+	--	--	-	0	?	+	--	++	--	0
HEN 3	0	-	-	?	+	?	--	-	0	?	+	-	++	0	0
HEN 4	--	?	-	?	+	?	--	-	0	?	+	-	++	0	0

Summary assessment results for sites selected from Kineton (January, 2013)

Broad Location	SA Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
KIN 1	?	-	0	0	+	+	-	-	0	?	+	-	++	+	0
KIN 2	?	-	-	0	+	+	-	-	0	?	+	-	++	+	0
KIN 3	?	-	-	0	+	+	-	-	0	?	+	-	++	+	0
KIN 4	?	-	-	0	+	+	-	-	0	?	+	-	++	+	0
KIN 5	-	+	0	0	+	+	-	-	0	?	+	?	++	-	0
KIN 6	?	+	0	0	+	+	-	-	0	?	+	?	++	+	0

Summary assessment results for sites selected from Shipston-on-Stour (January, 2013)

Broad Location	SA Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
SHIP 1	0	-	0	0	+	+	-	0	0	?	+	-	++	+	0
SHIP 2	0	-	-	0	+	+	-	0	0	?	+	-	++	+	0
SHIP 3	-	+	0	0	+	+	-	0	0	?	+	?	++	+	0
SHIP 4															
Mixed housing & employment	?	+	0	0	+	+	0	0	0	?	+	+	+	+	+
SHIP 5	-	+	0	0	+	+	-	0	0	?	+	?	++	+	0
SHIP 6	-	+	-	0	+	+	-	0	0	?	+	?	++	+	0
SHIP 7	-	+	-	-	-	-	-	0	0	?	+	?	++	+	0
SHIP 8	0	-	-	0	+	+	-	0	0	?	+	-	++	+	0

Summary assessment results for sites selected from Southam (January, 2013)

Housing Broad Location	SA Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
SOU 1	-	-	0	0	+	+	-	?	0	?	+	-	++	+	0
SOU 2	0	-	0	0	+	+	-	?	0	?	+	-	++	+	0
SOU 3	0	-	0	0	+	+	-	?	0	?	+	-	++	+	0
SOU 4	?	-	0	0	+	+	-	?	0	?	+	-	++	+	0
SOU 5	?	-	?	0	+	+	-	?	0	?	+	-	++	+	0
SOU 6	0	-	?	0	+	+	-	?	0	?	+	-	++	+	0
SOU 7 (employment)	0	+	0	0	+	+	-	?	0	?	+	+	0	0	+
SOU 8	0	+	?	0	+	+	-	?	0	?	+	+	++	-	0
SOU 9	0	?	0	0	+	+	-	?	0	?	+	?	++	+	0
SOU 10	-	?	0	0	+	+	-	?	0	?	+	?	++	+	0
SOU 11	0	?	0	0	+	+	-	?	0	?	+	?	++	+	0

Summary assessment results for sites selected from Stratford-upon-Avon (January, 2013)

Broad Location	SA Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
SUA1	?	++	?	0	++	++	0	?	0	++	0	++	++	+	0
SUA 2	0	?	0	?	++	?	0	?	0	++	0	?	++	+	0
SUA 3 (Employment)	?	-	0	0	-	++	0	?	0	-	0	-	0	0	++
SUA 4	0	+	0	-	++	?	0	?	0	++	0	+	++	++	0
SUA 5	0	++	0	?	++	++	?	?	0	++	0	?	++	+	0
SUA 6 (Employment)	-	-	0	0	-	++	?	?	0	-	0	-	0	0	++
SUA 7	-	-	0	0	-	++	?	?	0	-	0	-	++	+	0
SUA 8	?	-	0	0	+	++	?	?	0	+	0	?	++	+	0
SUA 9	-	-	-	?	?	?	-	?	0	?	0	-	++	+	0
SUA 10	0	?	0	-	?	?	-	?	0	?	0	?	++	+	0
SUA 11	0	+	?	0	+	++	0	?	0	+	0	+	++	-	0
SUA 12	?	?	0	0	+	++	-	?	0	+	0	-	++	+	0
SUA 13	0	-	0	0	?	++	-	?	0	?	0	-	++	+	0

SUA 14	?	?	0	0	+	++	-	?	0	+	0	-	++	+	0
SUA 15	0	+	0	0	-	++	--	?	0	-	0	--	++	+	0
SUA 16 (Employment)	-	-	0	0	+	++	--	?	0	+	0	--	0	0	++

Summary assessment results for sites selected from Studley (January, 2013)

Housing Broad Location	SA Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
STUD 1	0	-	-	0	+	+	-	-	0	?	0	-	++	+	0
STUD 2	?	-	-	0	+	-	-	-	0	?	0	-	++	+	0
STUD 3	0	?	-	0	+	-	-	-	0	?	0	-	++	+	0
STUD 4	?	-	-	0	+	+	-	-	0	?	0	-	++	+	0
STUD 5	0	-	-	0	+	+	-	-	0	?	0	-	++	+	0
STUD 6	0	-	-	0	+	+	-	-	0	?	0	-	++	+	0
STUD 7	0	?	-	0	+	+	-	-	0	?	0	-	++	+	0
STUD 8	-	-	?	0	+	+	-	-	0	?	0	-	++	+	0
STUD 9	0	?	?	0	+	+	-	-	0	?	0	-	++	+	0
STUD 10	0	?	?	0	+	+	-	-	0	?	0	-	++	+	0

Summary assessment results for sites selected from Wellesbourne (January, 2013)

Broad Location	SA Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
WELL 1	0	-	0	-	+	-	-	-	0	?	+	-	++	+	0
WELL 2	0	-	0	?	+	?	-	-	0	?	+	-	++	+	0
WELL 3	0	-	-	0	+	-	-	-	0	?	+	-	++	+	0
WELL 4	0	-	-	0	+	-	-	-	0	?	+	-	++	+	0
WELL 5	0	+	0	0	+	+	-	-	0	?	+	+	++	+	0
WELL 6	0	+	0	0	+	+	--	-	0	?	+	-	++	+	0
WELL 7	0	-	0	0	+	+	-	-	0	?	+	-	++	+	0
WELL 8	0	+	0	-	+	+	-	-	0	?	+	+	++	+	0
WELL 9	0	-	-	-	+	-	--	-	0	?	+	-	++	+	0
WELL 10	0	-	0	-	+	+	-	-	0	?	+	-	++	+	0
WELL 11	0	-	0	0	+	+	-	-	0	?	+	-	++	+	0
WELL 12	-	-	0	-	+	-	-	-	0	?	+	-	++	+	0

WELL 13	0	+	0	?	+	?	-	-	0	?	+	+	++	+	0
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Potential Strategic Allocations SA Report Assessment Results

The Potential Strategic Allocations assessment results (June 2013)

Strategic Location	SA Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Sites 1 & 2	+/-	+	+	0	-	+	0	+	0	++	+	+	+	+	+
Sites 3 & 4	+/-	-	+	0	-	+	--	+/-	0	++	0	+	+	+/-	+
Site 5	+	+/	+	--	--	+/-	-	-	0	--	++	-	+	+/-	-
Site 6	-	--	-	-	-	-	+/-	-	0	--	+	--	+	-	-
Site 7	-	+/	-	0	+	+	0	0	0	+	0	+/-	+	+	+
Site 8	-	-	-	-	+	-	-	0	0	+	0	-	+	+	+
Site 9	--	-	-	0	-	-	0	0	0	+	++	--	+	+	+
Site 10	0	+/	0	0	-	+	0	-	0	--	++	-	+	+	-
Site 11	0	-	--	0	-	+	-	0	0	-	++	-	+	+	-
Site 12	-	-	--	-	-	-	0	0	0	+	+	-	+	+	+
Sites 13 & 14	+/-	-	-	--	--	-	-	-	0	-	0	-	-	0	0

Alternative Strategic Options SA Report Assessment Results

Summary of SA results for Options A-E (January 2014)

Option	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Cult. heri	Lands.	Biod.	Flood Risk	Climate Change Miti.	Climate Change Adapt.	Natural Resource	Poll.	Waste	Trans	Rural Barriers	Country.	Affordable Housing	Health, Wellbeing	Econ.
A	+/-	+/-	+/-	+/-	--	+/-	+/-	-	0	-	-	-	++	+/-	+/-
B	-	--	+	++	+	+	-	0	0	+	++	--	++	-	++
C	0	+/-	-	-	+	+	+	0	0	+/-	++	-	++	-	+
D	-	--	+	++	+	+	--	+/-	0	+	++	-	++	++	+
E.1	-	--	-	++	+	+	+/-	0	0	+	++	-	++	-	+
E.2	0	--	+	--	-	+	+/-	0	0	-	-	--	+	-	0

Appendix C: Full SA Framework

Stratford-on-Avon SA Framework with additional assessment criteria for sites

SA Objective		Decision making criteria: Will the option/proposal...		Assessment protocols for sites
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	Q1a	Will it preserve buildings of architectural or historic interest and, where necessary, encourage their conservation and renewal?	++ Securing appropriate new uses for unused listed buildings, or Where there is a known enhancement to a historic asset(s)
		Q1b	Will it preserve or enhance archaeological sites/remains?	+ Potential to enhance the setting of historic assets, or Potential enhancements to the townscape, or Potential enhancement to the setting of a listed building
		Q1c	Will it improve and broaden access to, understanding, and enjoyment of the historic environment?	- Potential negative impact on the setting of historic assets, or Potential degradation of the townscape or loss of ridge and furrow or <u>potential</u> impact on heritage assets
		Q1d	Will it preserve or enhance the setting of cultural heritage assets?	-- Loss of a listed building or Negative impact on historic assets
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	Q2a	Will it safeguard and enhance the character of the landscape and local distinctiveness and identity?	++ Potential to re-use degraded landscape/townscape in a prominent location
		Q2b	Will it safeguard and enhance the character of the townscape and local distinctiveness and identity?	+ Potential to enhance degraded landscape/townscape (in a less prominent location), or Landscape Sensitivity Assessment (2011, 2012) identifies this as a location that is not sensitive to development or if the Stratford Urban Edge Study indicates that the area is low fragility identify as no significant effect.

SA Objective		Decision making criteria: Will the option/proposal...		Assessment protocols for sites
		Q2c	Will it preserve or enhance the setting of cultural heritage assets?	- Potential impact on an area of medium sensitivity as identified in the Landscape Sensitivity Assessment (2011, 2012) or the Stratford Urban Edge Study indicates that the area is moderate fragility
		Q2d	Will it help limit noise pollution?	or Potential issues associated with noise or light pollution that will be difficult to mitigate
		Q2e	Will it help limit light pollution?	-- Potential for impact on an area of medium to high or high sensitivity as identified in the Landscape Sensitivity Assessment (2011, 2012)
		Q2f	Will it encourage well-designed, high quality developments that enhance the built and natural environment?	or the Stratford Urban Edge Study indicates that the area is of high fragility or Potential issues associated with noise or light pollution that cannot be mitigated
3	Protect, enhance and manage biodiversity and geodiversity.	Q3a	Will it lead to a loss of or damage to biodiversity interest?	++ Potential for a significant net increase in biodiversity AND contribution to the network of corridors/ spaces or 2ha accessible woodland is within 500m (or 20ha accessible woodland is within 4km) of the site AND allotments are within 200m of the site AND there is a park within 300m of the site AND there is an area of major natural greenspace within 2km of the site
		Q3b	Will it lead to habitat creation, matching BAP priorities?	
		Q3c	Will it maintain and enhance sites nationally designated for their biodiversity interest and increase their area?	+ Potential for a net increase in biodiversity or 2ha accessible woodland is within 500m (or 20ha accessible woodland is within 4km) of the site or allotments are within 200m of the site
		Q3d	Will it increase the area of sites designated for their geodiversity interest?	or there is a park within 300m of the site or there is an area of major natural greenspace within 2km of the site
		Q3e	Will it maintain and enhance sites designated for their geodiversity interest?	- Potential harm to locally designated habitats or Fragmentation of existing corridors/spaces

SA Objective		Decision making criteria: Will the option/proposal...		Assessment protocols for sites
		Q3f	Will it link up areas of fragmented habitat?	or one of the below does not apply: 2ha accessible woodland is within 500m (or 20ha accessible woodland is within 4km) of the site AND allotments are within 200m of the site AND there is a park within 300m of the site AND there is an area of major natural greenspace within 2km of the site
		Q3g	Will it increase awareness of biodiversity and geodiversity assets?	-- Potential harm to nationally designated habitats AND / OR leads to fragmentation of existing corridors/ spaces or none of the below apply: 2ha accessible woodland is within 500m (or 20ha accessible woodland is within 4km) of the site AND allotments are within 200m of the site AND there is a park within 300m of the site AND there is an area of major natural greenspace within 2km of the site
4	Reduce the risk of flooding.	Q4a	Will it help prevent flood risk present in the district from fluvial flooding?	++ Development in flood risk zone 1 AND will provide Sustainable Urban Drainage
		Q4b	Will it help prevent flood risk present in the district from surface water flooding?	+ Development in flood risk zone 1
				- Development in flood risk zone 2
		Q4c	Will it help limit potential increases in flood risk likely to take place in the district as a result of climate change?	-- Development in flood risk zone 3a or 3b
		Q4d	Is the development located away from areas with a high probability of flooding?	
5	Minimise the district's contribution to climate change.	Q5a	Will it help reduce Stratford-on-Avon's carbon footprint?	++ Opportunities for either renewable energy provision or energy efficiency measures above those identified in the assumptions have been clearly defined for the site See approach to Objective 10 in relation to transport factors

SA Objective		Decision making criteria: Will the option/proposal...		Assessment protocols for sites
				<p>+ Opportunities for either renewable energy provision or energy efficiency measures above those identified in the assumptions are considered to be viable for the site See approach to Objective 10 in relation to transport factors</p>
				<p>- Opportunities for either renewable energy provision or energy efficiency measures identified in the assumptions are not considered to be viable for the site See approach to Objective 10 in relation to transport factors</p>
		Q5b	Will it help raise awareness of climate change mitigation?	<p>-- Development of the site would constrain a renewable energy scheme coming forward See approach to Objective 10 in relation to transport factors</p>
6	Plan for the anticipated levels of climate change.	Q6a	Will it help limit potential increases in flood risk likely to take place in the district as a result of climate change?	++ Development leads to the provision of significant Green Infrastructure that is accessible by the occupants of development and the wider community.
		Q6b	Will it encourage the development of buildings prepared for the impacts of climate change?	<p>+ Development allows the enhancement of existing Green Infrastructure.</p> <p>- Development with poor access to existing Green Infrastructure or development of a greenfield site</p>
		Q6c	Will it retain existing green infrastructure and promote the expansion of green infrastructure to help facilitate climate change adaptation?	-- Development results in the loss of existing Green Infrastructure.
7	Protect and conserve natural resources.	Q7a	Will it include measures to limit water consumption?	++ The site has demonstrable potential to enhance water quality Development on a large site that is wholly on previously developed

SA Objective		Decision making criteria: Will the option/proposal...		Assessment protocols for sites
		Q7b	Will it safeguard the district's minerals resources for future use?	land (10ha or more)
		Q7c	Will it utilise derelict, degraded and under-used land?	+ Development of the site may be able to enhance water quality or Development on a small site (less than 10ha) that is wholly on previously developed land or development of a larger site that includes some previously developed land
		Q7d	Will it lead to the more efficient use of land?	- Development of the site would present a potential risk of pollution to a sensitive receptor that could be mitigated. or Development of the site may lead to inefficient water use
		Q7e	Will it lead to reduced consumption of materials and resources?	or Development of a greenfield site of 10ha or less or Loss of Grade 3a Agricultural Land (where the land is Grade 3 mark as uncertain)
		Q7f	Will it lead to the loss of the best and most versatile agricultural land?	-- Development of the site would present a known risk of pollution to a sensitive receptor. or Development represents a very inefficient use of water. or Development of a greenfield site over 11 ha or Loss of Grade 1 or 2 Agricultural land.
8	Reduce air, soil and water pollution.	Q8a	Will it lead to improved water quality of both surface water groundwater features?	++ Development addresses existing air, soil and water pollution
		Q8b	Will it lead to improved air quality?	+ Development addresses an existing problem across air, soil and water
		Q8c	Will it maintain and enhance soil quality?	- Development near an existing Air Quality Management Area with potential to increase traffic within the AQMA AND within 200m of the centre of a main road
		Q8d	Will it reduce the overall amount of diffuse pollution to air, water	-- Development within an existing AQMA with potential to increase traffic within the AQMA

SA Objective		Decision making criteria: Will the option/proposal...		Assessment protocols for sites
			and soil?	or development is within 200m of the centre of a main road
9	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal.	Q9a	Will it provide facilities for the separation and recycling of waste?	Neutral
		Q9b	Will it encourage the use of recycled materials in construction?	
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	Q10a	Will it reduce the need to travel?	++ Development with a high level of multi-modal accessibility to a range of facilities. This would include a railway station or A mixed use development with a high quality bus service or development is within 600m of a train station AND 400m of a bus stop or a development with excellent accessibility to main roads, suitable for both caravans and fairground equipment
		Q10b	Will it encourage walking and cycling?	
		Q10c	Will it reduce car use?	
		Q10d	Will it encourage use of public transport?	+ Development with a moderate level of multi-modal accessibility to a range of facilities This would include a mixed use scheme that includes provision for walking and cycling or a residential led scheme that includes a high quality bus service or development is within 600m of a train station OR 400m of a bus stop or development is accessible on main road by caravans
		Q10e	Will it provide adequate means of access by a range of sustainable transport modes?	
		Q10f	Does it provide easy access to main roads for caravans and fairground equipment?	
		Q10g	Will it help limit HGV traffic flows?	
				- Development with a low level of accessibility to facilities by walking that is likely to rely on journeys by car or development is more than 600m of a train station AND/OR more than 400m of a bus stop

SA Objective		Decision making criteria: Will the option/proposal...		Assessment protocols for sites
				or development is only accessible via secondary roads (or not easily accessible by main roads)
				-- Development with a very poor level of accessibility to basic facilities and amenities that is likely to rely on journeys by car. or development is significantly more than 600m of a train station AND significantly more than 400m of a bus stop or development is not accessible for caravans or fairground equipment
11	Reduce barriers for those living in rural areas	Q11a	Will it increase provision of local services and facilities and reduce centralisation?	++ Site will provide high quality, accessible facilities or amenities for use by the occupants of a development and the wider population.
		Q11b	Will it improve accessibility by a range of transport modes to services and facilities from rural areas?	+ Site will provide high quality, accessible facilities or amenities to meet increased demand created by new development or meet demand by improving the accessibility / capacity of existing facilities or is located close to existing facilities with capacity. This includes a primary school within 1km and a secondary school within 2km or the development is integrated within an existing settlement
		Q11c	Will it support the provision of affordable housing in rural areas?	- Site may increase demand on existing facilities or have limited accessibility to facilities and amenities i.e. there is no primary school within 1km and no secondary school within 2km or the development is not fully integrated within an existing settlement
		Q11d	Is the development near housing for the settled community and as part of the mainstream residential developments	-- Site may lead to unacceptable increase in the demand on, or severance of communities from existing facilities and amenities or site may lead to the loss of existing community facilities or site increases demand on existing facilities AND there is limited accessibility to facilities and amenities i.e. there is no primary school within 1km and no secondary school within 2km or the development is separate from and not integrated within an

SA Objective		Decision making criteria: Will the option/proposal...		Assessment protocols for sites
				existing settlement
12	Protect the integrity of the district's countryside.	Q12a	Will it prevent the degradation of land on the urban fringe?	++ Development of previously developed land within existing settlements.
		Q12b	Will it lead to a loss of agricultural land?	+ small-scale development in previously developed land in the open countryside or small-scale development of greenfield land in the urban fringe
		Q12c	Will it safeguard local distinctiveness and identity?	- large-scale development in previously developed land in the open countryside or large-scale development of greenfield land in the urban fringe -- Development of greenfield land in the open countryside
13	Provide affordable, environmentally sound and good quality housing for all.	Q13a	Will it ensure all groups have access to decent, appropriate and affordable housing?	++ Site will make a significant contribution to this objective by providing 10 or more pitches
		Q13b	Will it identify an appropriate supply of land for new housing?	+ Site will make a contribution to this objective by providing up to 9 pitches.
		Q13c	Will it ensure that all new development contributes to local distinctiveness and improve the local environment?	- Development would result in the loss of existing housing or a site that is suitable for housing (9 units or less) -- Development would result in the loss of existing housing or a site that is suitable for housing (10 units or more).
		Q13d	Will it meet the building specification guidance in the Code for Sustainable Homes? (DCLG)	
		Q13e	Will it reduce the number of households on the Housing Register?	

SA Objective		Decision making criteria: Will the option/proposal...		Assessment protocols for sites
14	Safeguard and improve community health, safety and wellbeing.	Q14a	Will it improve access for all to health, leisure and recreational facilities?	++ Provision of new and accessible health facilities including doctors, dentists, pharmacies in addition to existing facilities that will help meet wider needs
		Q14b	Will it improve and enhance the district's green infrastructure network?	+ Existing health facilities with capacity are accessible from the site i.e. a hospital within 5km, doctor's surgery within 800m and a leisure centre within 1,900m. or the development is of sufficient size to support facilities that will meet the needs of the development (but not wider needs). or the development includes measures to improve safety for pedestrians and cyclists.
		Q14c	Will it improve long-term health?	
		Q14d	Will it ensure that risks to human health and the environment from contamination are identified and removed?	
		Q14c	Will it improve long-term health?	
		Q14e	Will it encourage healthy and active lifestyles?	- The site is located more than 5km from a hospital, 800m from a doctor's surgery and 1,900m from a leisure centre, but these facilities have capacity. or the development would reduce safety for pedestrians and cyclists.
		Q14f	Will it reduce obesity?	
		Q14g	Will it enable communities to influence the decisions that affect their neighbourhoods and quality of life?	
		Q14h	Will it improve the satisfaction of people with their neighbourhoods as a place to live?	-- The site is located more than 5km from a hospital, 800m from a doctor's surgery and 1,900m from a leisure centre AND these facilities do not have capacity. or The site is located significantly more than 5km from a hospital, 800m from a doctors surgery and 1,900m from a leisure centre but these facilities have capacity.
		Q14i	Will it reduce crime and the fear of crime?	
		Q14j	Will it reduce deprivation in the district?	

SA Objective		Decision making criteria: Will the option/proposal...		Assessment protocols for sites
		Q14k	Will it improve road safety?	
		Q14l	Is the development located away from refuse sites, industrial processes, contaminated land and other hazardous places?	
		Q14m	Does the development provide visual and acoustic privacy?	
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Q15a	Will it ensure that new employment, office, retail and leisure developments are in locations that are accessible to those who will use them by a choice of transport modes?	++ Site will support a broad range of employment sectors or employment allocation of 20ha or more or development facilitates easy access to both education and employment opportunities
		Q15b	Will it help ensure an adequate supply of employment land?	+ Site will support more than one desired employment sector or employment allocation of less than 20ha or development facilitates access to education or employment opportunities
		Q15c	Will it support or encourage new business sectors?	- Development would not incorporate employment uses on a site that is suitable.
		Q15d	Will it support the visitor economy?	or development does not facilitate access to education or employment opportunities
		Q15e	Is the development located in a position which facilitates access to employment and education opportunities	-- Development results in the loss of existing employment land or development does not facilitate access to education AND employment opportunities

Appendix D: Results from assessments of previous drafts of the Core Strategy

This section discusses the findings of the Options SA Report Lepus Consulting conducted for Stratford-on-Avon DC on the Policy Options document (June 2013). The appraisal was conducted in order to assess the sustainability performance of the draft Core Strategy. This version of the Core Strategy contained 29 policy options and nine policy profiles. Each Core Strategy policy corresponded to one of the following sections;

- Section 5: Sustainability Framework;
- Section 6: Resources;
- Section 7: District Designations;
- Section 8 District Assets;
- Section 9: Spatial Strategy;
- Section 10: Area Policy Profiles; and
- Section 11: Infrastructure.

Table E.1 presents the full suite of 29 policy options and nine policy profiles included in the draft Core Strategy.

Table E.1: draft Core Strategy Policy Options and Policy Profiles (June 2013)

Core Strategy Policy Options
Section 5: Sustainability Framework
CS 1: Sustainable Development
Section 6: Resources
CS 2: Climate Change and Sustainable Energy
CS 3: Safeguarding the Water Environment
CS 4: Managing Waste
CS 5: Minerals
Section 7: District Designations
CS 6: Green Belt
CS 7: Areas of Restraint
CS 8: Cotswolds Area of Outstanding Natural Beauty
CS 9: Vale of Evesham Control Zone
Section 8: District Assets
CS 10: Landscape
CS 11: Natural Features
CS 12: Heritage Assets
CS 13: Green Infrastructure
CS 14: Earlswood Lakes Country Parks
CS 15: Design and Distinctiveness

Section 9: Spatial Strategy
CS 16: Distribution of Development
CS 17: Affordable Housing
CS 18: Protection of Housing Stock
CS 19: Specialised Accommodation
CS 20: Housing Mix and Type
CS 21: Provision for Gypsies, Travellers, and Travelling Show People
CS 22: Economic Development
CS 23: Retail Development and Town and Local Centres
CS 24: Tourism Development
Section 10: Area Policy Profiles
10.1: Stratford-upon-Avon
10.2: Alcester
10.3: Bidford-on-Avon
10.4: Henley-in-Arden
10.5: Kineton
10.6: Shipston-on-Stour
10.7: Southam
10.8: Studley
10.9: Wellesbourne
CS 25: Countryside and Villages
CS 26: Large Rural Brownfield Sites
Section 11: Infrastructure
CS 27: Community Facilities and Open Space
CS 28: Transport and Communication
CS 29: Infrastructure for Growth - Developer Contributions

SA Objective:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Policy Number (title is abbreviated)	History, Cultural Heritage	Landscape	Biodiversity	Flood Risk	Climate Change Mitigation	Climate Change Adaptation	Natural Resource	Pollution	Waste	Transport	Rural Barriers	Countryside	Affordable Housing	Health, Wellbeing	Economy
CS1 Sustain. Development	+	+	+	+	++	++	+	+	+	+	+	+	+	+	+
CS2 Climate Change	++	++	++	+	++	++	++	+	+	+	0	+	0	+	+
CS3 Water and Flood Risk	0	+	+	++	+	+	+	+	+	0	0	0	+	+	0
CS4 Minerals	+	+	++	0	0	0	++	0	0	0	0	+	0	+	0
CS5 Waste	0	+	+	0	0	0	+	+	++	0	0	+	+	0	0
CS6 Landscape	++	++	++	+	+	+	+	0	0	0	0	+	0	+	0
CS7 Natural Features	+	+	++	+	+	+	+	0	0	0	0	+	0	+	+
CS8 Green Infrastructure	+	++	++	+	+	+	+	0	0	+	+	+	0	++	++
CS9 Historic Features	++	+	+	0	0	0	0	0	0	0	0	0	0	0	+
CS10 Design & Distinctive	+	++	+	+	+	+	+	0	0	+	+	+	++	+	+
CS11 Green Belt	+	++	++	+	0	++	+	0	0	+	+/-	++	0	+	0
CS12 Cots. AONB	+	++	+	0	+	0	+	+	0	0	0	+	0	+	+
CS13 Special Landscape	++	++	+	+	+	+	0	0	0	0	0	+	0	+	0

CS14 Areas of Restraint	+/-	++	+	0	0	0	+	0	0	+	+	+	0	+	0
CS15 Vale of Eve Con Zone	0	+	+	0	+	0	+	0	0	+	0	+	0	+	+/-
CS16 Dist of Development	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
CS17 Housing Development	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
CS18 Afford. Housing	0	+	0	0	0	0	0	0	0	0	+	0	++	0	0
CS19 Special Accom.	0	+	0	0	0	0	0	0	0	+	+	0	+	+	0
CS20 Gypsies & Travellers	0	+	+	+	0	0	0	+	0	+/-	+	+	+	+	0
CS21 Housing Mix and Type	0	0	0	0	0	0	+	0	0	+	+	0	++	+	0
CS22 Existing Housing Stock	+	+	0	0	0	0	+	0	0	0	0	0	+	0	0
CS23 Economic Dev	0	+	0	0	0	0	+	0	0	+/-	+	+/-	0	0	++
CS24 Retail & Main Centres	0	+	0	0	0	0	0	0	0	+/-	+/-	+	0	0	+
CS25 Tourism & Leisure Dev	+	+	+	0	0	0	+	0	0	+	+	+	0	0	+
AS1 Stratford-upon-Avon	+	+	+	+	+	+	0	+	0	++	0	0	0	+	+
AS2 Alcester	+	+/-	+	+	+/-	+	+	0	0	+	+	+	+/-	++	+
AS3 Bidford-on-Avon	+	+	+	+	+	+	0	0	0	+	0	+	0	++	+

AS4 Henley-in-Arden	+	+	+	+	+	+	0	0	0	++	+/-	+	0	++	++
AS5 Kineton	++	++	++	+	0	0	+	0	0	+/-	+/-	+	0	++	0
AS6 Shipston-on-Stour	+	+	+	+	0	+	0	0	0	+	+	0	0	++	+
AS7 Southam	++	+	++	+	+/-	0	+	0	0	+/-	+	+	0	++	+
AS8 Studley	0	+	++	0	+/-	0	0	+	0	+/-	0	+	0	+	+
AS9 Wellesbourne	0	+	+	0	+/-	0	0	+/-	+	+/-	0	+	0	++	+/-
AS10 Countryside	+	+	+	0	+/-	0	++	0	0	+/-	+	+	+	+	+
AS11 Brownfield	++	++	++	+/-	+	0	+	+	0	++	0	+	0	+	+
CS26 Healthy Communities	0	+	+	+	+	+	+	0	0	+/-	+	+	0	+	0
CS27 Transport	0	0	0	0	+	0	+	+	0	++	+	0	0	+	+
CS28 Dev Contributions	0	0	+	+	+	+	0	0	0	0	+	0	0	+	0

The assessment of the Core Strategies options highlighted that a range of potential beneficial and adverse sustainability effects may arise as a result of taking forward different policies as they stood. The assessment showed the majority of the Core Strategy policy options positively support the aspirations of the SA objectives. There was uncertainty regarding the effects of some policies in relation to SA Objectives, notably Objective 5 (climate change).

The appraisal found that the following policy options were likely to lead to negative effects:

- **CS 16: Spatial Distribution of Development** - The assessment has identified potential adverse effects in regards to climate change. This policy seeks to direct the majority of future housing development within the district towards rural areas. Increased housing within rural areas will support car dependency within the district as public transport and other sustainable modes of transport are limited in most rural areas. An increase in car dependency will contribute significantly to the districts carbon footprint.
- **CS 22: Economic Development** - The SA process has identified that increasing development of business within rural areas without corresponding development of infrastructure has the potential to result in adverse effects upon the efficiency of existing transport networks throughout the district. This in turn has the potential to result in adverse effects to the integrity of the district's countryside.
- **CS 25: Countryside and Villages** - The assessment has identified potential adverse effects on the district's transport network in regards to development throughout the rural countryside. Increased development without matching investment in transport infrastructure and corresponding services may result in significant increases in road use. Independently the effects may be minor. Nonetheless cumulative impacts may result in considerable adverse impacts.

Some uncertainty was encountered. A number of draft policies potentially had both positive as well as negative effects on a particular SA objective. Other options were assessed as uncertain due to the need for more detail about the option. Often this was due to uncertainty about how the policy will be implemented. In this respect, the evaluation results served to aid further drafting of the policy option.

There was also uncertainty due to the design and extent of development. It was advised that the plan should ensure that the design of all development is in keeping with the character of the townscape.

These uncertain and adverse effects were discussed in a meeting which took place between Lepus Consulting and Stratford-on-Avon District Council on the 30th July 2013. This meeting took place to ascertain how the adverse and uncertain effects could be remedied and mitigated in further drafts of the Core Strategy.

Appendix E: Detailed Assessment Matrices

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Appendix E: Detailed Assessment Matrices

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No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect				
			Short term	Medium term	Long term													
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	Within the wider countryside and especially on the urban fringe of settlements this policy could also positively support the protection and enhancement of areas of historical significance including archaeological remains	+	+	+	ongoing	permanent	local	low	low	+	no		+				
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	The protection and continuation of the Green Belt ensures settlements are kept distinct and aids the protection of the wider countryside, including agricultural land. In addition, the proximity of green open spaces improves the quality and aesthetics of the townscape, as well as protecting the integrity of Stratford-On-Avon's countryside	++	++	++	ongoing	permanent	local	medium	medium	++	no		++				
3	Protect, enhance and manage biodiversity and geodiversity.	Furthermore protecting the Green Belt helps secure nature conservation interests (Land Use Consultants 2004), so the protection of the Green Belt also protects biodiversity	+	++	++	ongoing	permanent	local	low	medium	++	no		++				
4	Reduce the risk of flooding.	The Green Belt helps to reduce flooding through infiltration ecosystem services, so protecting the Green Belt will reduce the risk of flooding	+	+	+	ongoing	permanent	local	medium	low	+	no		+				
5	Minimise the district's contribution to climate change.	There are no significant effects at this level of detail	0	0	0						0			0				
6	Plan for the anticipated levels of climate change.	The Green Belt provides climate change adaptation ecosystem services, restricting development in the Green Belt will help retain these important ecosystem services	+	++	++	ongoing	permanent	local	medium	low	++	no		++				
7	Protect and conserve natural resources.	The Green Belt is a natural resource in itself but it also contains many other natural resources such as minerals and timber which would benefit from the protection this policy provides. However the three sites that are proposed for removal from the Green Belt have been assessed separately as being grade 3 ALC land; potentially high quality agricultural land, and so their loss leads to an uncertain effect.	+/-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	The agricultural land classification of the site should be investigated to discover if it is 3a or 3b. To further inform the decision, the demand for agricultural land in the area should be investigated to ascertain the significance of the loss. A Soil Management Plan could be prepared to help preserve the soil resources at the sites.	+				
8	Reduce air, soil and water pollution.	There are no significant effects at this level of detail	0	0	0						0			0				
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	There are no significant effects at this level of detail	0	0	0						0			0				
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	There are no significant effects at this level of detail	0	0	0						0			0				
11	Reduce barriers for those living in rural areas.	There are no significant effects at this level of detail	0	0	0						0			0				
12	Protect the integrity of the district's countryside.	The policy proposes the removal of three sites from the Green Belt. This could potentially have an adverse effect on the countryside as it may cause a degradation of land on the urban fringe and create a risk of coalescence between settlements (SA Objective 12). Development should be avoided in the Green Belt where possible; this policy generally supports that commitment The removal of other land from the Green Belt is not supported; this development on Green Belt land would be a one-off. The explanation of the policy clarifies that Green Belt boundaries should be altered only in exceptional circumstances, noting that there are three specific cases where these exceptional circumstances are identified. These specific cases have also been assessed against the five purposes of the Green Belt specified in para 80 of the NPPF	+/-	+/-	+	ongoing	permanent	local	medium	medium	+/-	yes	Development should be avoided on Green Belt land where possible. Where sites are removed from the Green Belt, design should feature strongly in order to reduce the adverse impact on the integrity of the countryside. Development will be required to provide substantial landscaping to minimise the visual impact of the allocation from the surrounding countryside. Sensitive landscape design will help mitigate intrusive landscape effects whilst at the same time contributing to green infrastructure assets.	+				
13	Provide affordable, environmentally sound and good quality housing for all.	There are no significant effects at this level of detail	0	0	0						0			0				
14	Safeguard and improve community health, safety and well being.	Maintaining the Green Belt ensures that the settlements of Stratford-On-Avon are within close proximity to green areas. Ensuring residents have access to green areas has been shown to increase peoples health and wellbeing through increased life expectancy, reduced health inequality, improvements in levels of physical activity and health by improving their access to areas where they can take part in recreational activities, and improvements in psychological health and mental wellbeing (Forest Research 2010).	+	+	+	ongoing	permanent	local	medium	medium	+	no		+				
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	There are no significant effects at this level of detail	0	0	0						0			0				
Policy CS10: Green Belt			Key			Overall Effect						Proposed Mitigation						
			Major negative effect	--	Protection of the Green Belt is likely to have multiple positive impacts on sustainability. Maintaining the Green Belt protects green space, agricultural land, the landscape and the integrity of the countryside; stopping the coalescence of settlements. The retention of green space in particular also has indirect positive effects on climate change mitigation, adaptation, flood risk and health. The Green Belt area in Stratford-on-Avon also contains some areas of historic significance and these would be protected. The only potential issues with this policy is the proposal to remove three sites from the Green Belt for development. All three of these areas are classified as grade 3 ALC land, and so it is uncertain as to whether the loss will be of high quality grade 3a, or lower quality grade 3b land. One of the roles of the Green Belt is to stop settlements from merging; the removal of sites could create a risk of coalescence.										This policy, despite being considered positive, could be strengthened in number of ways. Firstly, the policy could refrain from stating there are some potential exceptions (or appropriate development) as this could encourage and lead to the nibbling away of Green Belt in the long term. Secondly, the scenarios which indicate development would be permitted could be linked to other policies such as green infrastructure, design, and landscape. This would strengthen the criteria against which development would be assessed.			
			Negative effect	-	However as there are only three sites proposed to be removed, with a restriction on further development in the Green Belt settlement merge is unlikely. Another role is to protect the integrity of the countryside. On one hand the countryside is protected through the restriction of development in the Green Belt, yet on the other hand sites will be removed from the Green Belt.													
			Uncertain effect,	+/-														
			Positive and negative effect	+&-														
			Positive effect	+														
			Major positive effect	++														
			No significant environmental effect	0														

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect	
			Short term	Medium term	Long term										
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	There are no significant effects at this level of detail	0	0	0						0			0	
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	Reducing HGV's in the rural areas of Stratford-on-Avon will help maintain rural tranquility and lead to indirect improvements in the distinctiveness of the town and countryside	+	+	+	ongoing	permanent	local	low	low	+	no	It is suggested that the policy is expanded to include reference to rural tranquillity	+	
3	Protect, enhance and manage biodiversity and geodiversity.	There are no significant effects at this level of detail	0	0	0						0			0	
4	Reduce the risk of flooding.	There are no significant effects at this level of detail	0	0	0						0			0	
5	Minimise the district's contribution to climate change.	Reducing or restricting the amount of HGV's in rural areas is likely to ease congestion on these smaller roads as well as promote awareness of HGV travel in the District as a whole. HGV's are a significant contributor to CO2 emission levels from transportation (accounting for around 20% of overall transport sector emissions). The restriction of HGV's is important because "although in recent year total emission levels for passenger cars have dropped, the emissions from HGVs are still on an upward trend, It is estimated that HGVs now produce 4-5% of the UK's total CO2 emissions." (Freight Best Practice 2010)	+	+	+	ongoing	permanent	regional	medium	medium	+	no	In cases where the size, magnitude, and location of proposals do not meet the 5% increase in HGV traffic, the policy should make the wording strong enough to ensure that potential environmental impacts are not overlooked.	+	
6	Plan for the anticipated levels of climate change.	There are no significant effects at this level of detail	0	0	0						0			0	
7	Protect and conserve natural resources.	There are no significant effects at this level of detail	0	0	0						0			+	
8	Reduce air, soil and water pollution.	Reducing congestion and restricting HGV's could reduce carbon emissions in the District; the AQMA in Studley could be positively effected by a restriction in HGV movements in the Vale of Evesham.	+	+	+	ongoing	permanent	local	low	low	+	no		0	
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	There are no significant effects at this level of detail	0	0	0						0			0	
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	Restricting HGV's in the rural areas of Stratford-on-Avon could help with transportation issues including congestion. The 2011 MTRU report concluded that large HGV's have a negative impact on congestion as HGVs have lower maximum speed limits than cars and take longer to accelerate. In local networks, difficult turns in either direction can require a very slow approach or some stop start manoeuvring.	+	+	+	ongoing	permanent	local	medium	medium	+	no		+	
11	Reduce barriers for those living in rural areas.	There are no significant effects at this level of detail	0	0	0						0			0	
12	Protect the integrity of the district's countryside.	Reducing HGV's in the rural areas of Stratford-on-Avon will help maintain rural tranquility and lead to indirect improvements when considering the integrity of the District's countryside.	+	+	+	ongoing	permanent	local	low	low	+	no		+	
13	Provide affordable, environmentally sound and good quality housing for all.	There are no significant effects at this level of detail	0	0	0						0			0	
14	Safeguard and improve community health, safety and well being.	The positive effects on congestion, emissions and air quality could have a positive effect on human health.	+	+	+	ongoing	permanent	local	low	low	+	no		+	
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The policy advocates a 5% threshold beyond which any increase in HGV traffic will trigger a requirement to demonstrate various conditions. This could potentially hinder new development in the area, as the developer has to meet requirements which they may not have to meet elsewhere.	-	+/-	+/-	ongoing	reversible	local	medium	low	+/-	yes	to ensure the economy does not suffer due to the restriction of HGVs, additional support should be given to the small and medium sized businesses in the area, to encourage SMAs to locate in the Vale of Evesham to replace the enterprises that might be discouraged by the policy	+	
Policy CS14: Vale of Evesham		Key	Overall Effect										Proposed Mitigation		
		Major negative effect	--	The overall effect of this policy is positive, as the HGV movements across Stratford-on-Avon and through the wider areas of the district, including parts of Gloucestershire and Worcestershire, have been identified in association with potential adverse effects against a range of factors. Restricting HGV movements in the Vale of Evesham could reduce congestion and emissions, leading to indirect positive effects on the interity and distinctiveness of the townscape, countryside and landscape of the District, as well as air quality and human health.										Support should be given to SMAs and other businesses that do not utilise HGV's in order to counteract the potential relocation of enterprise away from the area. The wording of the policy could be strengthened in order to reference rural tranquility, as well as ensure that the environmental impacts of HGVs are considered (even when they do not reach the 5% increase required).	
		Negative effect	-												
		Uncertain effect,	+/-												
		Positive and negative effect	+&-												
		Positive effect	+												
		Major positive effect	++												
No significant environmental effect	0														

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect						
			Short term	Medium term	Long term															
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	Although some of the area policies which are briefly discussed in the policy were found to potentially have adverse or uncertain effects on cultural heritage, the policy itself specifies within the requirements section that the development cannot have an unreasonably harmful impact on the setting of the settlements, which could help protect the setting of local heritage assets	+	+	+	ongoing	permanent	local	medium	medium	+	no		+						
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	The area policies identified issues regarding development in areas of medium and high landscape sensitivity. The requirements section in the policy states that the development cannot have an unreasonably harmful impact on the surrounding landscape, with a further requirement to protect and enhance the character of the area.	+	+	+	ongoing	permanent	local	medium	medium	+	no		+						
3	Protect, enhance and manage biodiversity and geodiversity.	The requirements in the policy do not mention protection of biodiversity. Policies SOU1 and ALC1 are assessed as adverse and uncertain respectively due to the presence of BAP priority habitat on both sites. However the remaining area policies support the green areas of the district and help protect biodiversity.	+/-	+/-	+/-	ongoing	permanent	local	low	low	+/-	yes	The proposal should mention the protection and enhancement of biodiversity, clarifying the need for no net loss in biodiversity. This is supported by policy CS6. Biodiversity offsetting could be implemented to facilitate this.	+						
4	Reduce the risk of flooding.	No significant effects at this level of detail.	0	0	0						0			0						
5	Minimise the district's contribution to climate change.	No significant effects at this level of detail.	0	0	0						0			0						
6	Plan for the anticipated levels of climate change.	No significant effects at this level of detail.	0	0	0						0			0						
7	Protect and conserve natural resources.	The policy explains that development will take place in Stratford-upon-Avon, the main rural centres and at a new settlement in Gaydon Lighthorne Heath whilst specifying the area strategies within the Core Strategy that discuss them in more detail. As part of this the area policies and sites are often located in areas of grade 3 ALC land, where it is uncertain whether this is grade 3a or 3b. This is the case for ALC1, ALC2, AS7, SOU1 and SOU2.	+/-	+/-	+/-	ongoing	permanent	local	medium	medium	+/-	yes	The agricultural land classification of the sites should be investigated to discover if it is 3a or 3b. To further inform the decision, the demand for agricultural land in the area should be investigated to ascertain the significance of the loss. A Soil Management Plan could be prepared to help preserve the soil resources at this site.	+						
8	Reduce air, soil and water pollution.	The policy prescribes development in Stratford-upon-Avon and Studley, both of which have AQMA in place. Development in these locations could cause the air quality to get worse.	0	+/-	+/-	ongoing	permanent	local	high	medium	+/-	yes	Improvements in air quality should be prioritised, with the aim of removing both AQMAs in the District.	+						
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	No significant effects at this level of detail.	0	0	0						0			0						
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	Although the majority of the strategic allocations have been assessed as having a positive effect on transportation, there were uncertain effects identified against some of the area policies (AS2, AS5, AS7, AS8 and AS9). The area policies tend to be assessed as uncertain due to the rural and dispersed nature of the District which means that residents tend to rely on the car. This is not addressed in the policy.	+/-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	Sustainable transportation is an important consideration and should be promoted District-wide. The focus on cycling and pedestrian links helps to improve the sustainability of proposals, however this could be strengthened by reference to public modes of transport, improving the sustainable transport infrastructure and attempts to increase patronage of public transport.	+						
11	Reduce barriers for those living in rural areas.	No significant effects at this level of detail.	0	0	0						0			0						
12	Protect the integrity of the district's countryside.	The policy includes a requirement that development at existing settlements is expected to protect and enhance the character of the settlement and its setting.	+	+	+	ongoing	permanent	local	medium	medium	+	no		+						
13	Provide affordable, environmentally sound and good quality housing for all.	The policy is about the distribution of housing development within the District. It does not specify the amount of housing provided, yet discusses how the housing will be situated throughout the District.	+	+	+	ongoing	permanent	local	medium	low	+	no		+						
14	Safeguard and improve community health, safety and well being.	The policy has received a positive assessment due to the suggestion that development will take place at a level appropriate to the size of the settlement. This is especially evident with regard to the 'all other settlements' which will only accept community led schemes which are needed. This means that development taking place in Stratford-upon-Avon is appropriate to the location and responds to community needs.	+	+	+	ongoing	permanent	local	low	medium	+	no		+						
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	No significant effects at this level of detail.	0	0	0						0			0						
Policy CS15: Distribution of Development			Key											Overall Effect		Proposed Mitigation				
			Major negative effect			--											The policy proposes a balanced dispersal distribution when considering development across the District, suggesting a focus on shopping, services and tourism within Stratford-upon-Avon; housing, business development and the provision of local services in the main rural centres; a new settlement in Gaydon and Lighthorne Heath; an appropriate level of housing in the local service villages and; small-scale community-led schemes in all other settlements. As part of this the policy refers to the 'requirements' of the settlements, whereby development at existing settlements is expected to protect and enhance the character of the settlement, and its setting. It also specifies that the development cannot have an unreasonably harmful impact on the surrounding landscape and setting of the settlement. Adverse and uncertain effects identified within the area policies could potentially impact the assessment of policy CS15 if there is no explicit reference to the protection of that objective, this is the case for the SA Objectives referring to biodiversity, natural resource, pollution and transportation.		These mitigation suggestions have been reiterated within the individual area policies and include establishing the quality of the agricultural land and highlighting the need for biodiversity protection. Furthermore, the implementation of sustainable modes of transport is an important consideration.	
			Negative effect			-														
			Uncertain effect,			+/-														
			Positive and negative effect			+&-														
			Positive effect			+														
			Major positive effect			++														
			No significant environmental effect			0														

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect	
			Short term	Medium term	Long term										
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	Area policies ALC1, ALC2, SOU1, SOU2 and GLH which are referred to within the policy have all been assessed as having an adverse effect of SA Objective 1. These policies are referenced as being developed on within policy CS 16, and the adverse effect will therefore be carried over. The adverse effect is due to the potential for archaeological deposits to be found on the sites, as well as some examples of ridge and furrow, with the potential for heritage assets such as listed buildings to be affected in the short term	--	-	-	ongoing	permanent	local	medium	low	-	yes	It is important to establish whether there are any features of importance prior to development occurring. Development on ridge and furrow should be avoided if possible.	-	
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	Again, the sustainability effects of the policies mentioned within CS16 affect the assessment results. Area policies ALC1, ALC2, SOU1, SOU2 and GLH were all assessed as having an adverse effect on landscape and townscape due to the sites being assessed as having medium or high landscape sensitivity to development. However the general area policies (AS1-AS9) support the landscape, and the fact that the policy allocates development appropriately according to size, leads to an uncertain impact overall.	+/-	+/-	+/-	ongoing	permanent	local	low	low	+/-	yes	Landscaping could have a role in helping to mitigate any associated effects, design is important to ensure that any development is in keeping with its surroundings.	+	
3	Protect, enhance and manage biodiversity and geodiversity.	Policies SOU1 and ALC1 are assessed as adverse and uncertain respectively due to the presence of BAP priority habitat on both sites. However the remaining area policies support the green areas of the district and help protect biodiversity overall.	+/-	+/-	+/-	ongoing	permanent	local	medium	medium	+/-	yes	BAP habitats should be retained and/or replaced. The proposal should mention the protection and enhancement of biodiversity to be assessed positively. There should be no net loss in biodiversity. Biodiversity offsetting could be implemented to facilitate this.	+	
4	Reduce the risk of flooding.	The general protection of the District's green areas will help preserve areas which can provide climate change adaptation measures, including flood attenuation.	0	+	+	ongoing	permanent	local	medium	low	+	no	Development should incorporate SUDS	++	
5	Minimise the district's contribution to climate change.	No significant effects at this level of detail.	0	0	0						0	no		0	
6	Plan for the anticipated levels of climate change.	The general protection of the District's green areas will help preserve areas which can provide climate change adaptation measures.	0	+	+	ongoing	permanent	local	medium	low	+	no		+	
7	Protect and conserve natural resources.	The majority of the sites (ALC1, ALC2, AS7, SOU1 and SOU2) are located in areas of grade 3 ALC land, where it is uncertain whether this is grade 3a or 3b.	+/-	+/-	+/-	ongoing	permanent	local	medium	medium	+/-	yes	The agricultural land classification of the site should be investigated to discover if it is 3a or 3b. To further inform the decision, the demand for agricultural land in the area should be investigated to ascertain the significance of the loss. A Soil Management Plan could be prepared to help preserve the soil resources at this site.	+	
8	Reduce air, soil and water pollution.	The policy prescribes development in Stratford-upon-Avon and Studley, both of which have AQMAs in place. Development in these locations could cause the air quality to get worse.	0	+/-	+/-	ongoing	permanent	local	high	medium	+/-		Improvements in air quality should be prioritised, with the aim of removing both AQMAs in the District.	0	
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	No significant effects at this level of detail.	0	0	0						0	no		0	
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	Although the majority of the strategic allocations have been assessed as having a positive effect on transportation, there were uncertain effects identified against some of the area policies (AS2, AS5, AS7, AS8 and AS9). The area policies tend to be assessed as uncertain due to the rural and dispersed nature of the District which means that residents tend to rely on the car	+/-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	Sustainable transportation is an important consideration and should be promoted District-wide. The focus on cycling and pedestrian links helps to improve the sustainability of proposals, however this could be strengthened by reference to public modes of transport, improving the sustainable transport infrastructure and attempts to increase patronage of public transport.	+	
11	Reduce barriers for those living in rural areas.	No significant effects at this level of detail.	0	0	0						0	no		0	
12	Protect the integrity of the district's countryside.	The reference to the new settlement at Gaydon Lighthorne Heath has influenced the assessment, the policy specifies approximately 1,900 homes. As the site at Gaydon Lighthorne Heath is a large development on green field land in the countryside it is likely to have an adverse effect on the integrity of the countryside.	-	-	-	ongoing	permanent	local	low	medium	-	yes	Sensitive landscape design will be required to mitigate intrusive landscape effects whilst at the same time contributing to green infrastructure assets.	-	
13	Provide affordable, environmentally sound and good quality housing for all.	The policy discusses the housing requirements of Stratford-on-Avon, proposing approximately 9,500 new homes; some of these will be affordable housing.	+	++	++	ongoing	permanent	local	high	medium	++	no		++	
14	Safeguard and improve community health, safety and well being.	No significant effects at this level of detail.	0	0	0						0	no		0	
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The area policies generally promote the economy.	+	+	+	ongoing	permanent	local	medium	high	+	no		+	
Policy CS16: Housing Development			Key			Overall Effect						Proposed Mitigation			
			Major negative effect	--	The new settlement at Gaydon/Lighthorne Heath has been assessed in the Potential Strategic Allocations SA Report (see comments within policy CS15). Policy GLH had adverse effects in regards to cultural heritage, landscape, natural resources and countryside; these will influence the assessment of policy CS16. The policy highlights the sites which are central to meeting the District's housing requirements. The assessment results of the SUA1, ALC1, ALC2, SOU1 and SOU2 will consequently also influence the assessment of policy CS16. The main issues were against cultural heritage, landscape, biodiversity and natural resources. In addition, housing development within the eight main rural centres has been assessed previously, these assessment results can be found in Section 3.7 of this report. The Core Strategy also has reference to the main rural centres (AS1-AS9) and the assessment results of these highlight potential issues regarding transportation.						Due to the multitude of adverse and uncertain effects, it is important to implement mitigation. These mitigation suggestions have been reiterated within the individual area policies and include establishing the ALC and whether there are archaeological assets on sites, incorporating high quality design and landscaping as well as highlighting the need for biodiversity protection. Furthermore, the implementation of sustainable modes of transport is an important consideration.				
			Negative effect	-											
			Uncertain effect,	+/-											
			Positive and negative effect	+&-											
			Positive effect	+											
			Major positive effect	++											
			No significant environmental effect	0											

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect						
			Short term	Medium term	Long term															
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	There are no significant effects at this level of detail	0	0	0						0			0						
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	Retail development and other commercial uses are required to strengthen the function and character of the District's town and rural centres, ensuring that the character and appearance of the townscape is maintained	0	+	+	ongoing	permanent	local	medium	medium	+	no		+						
3	Protect, enhance and manage biodiversity and geodiversity.	There are no significant effects at this level of detail	0	0	0						0			0						
4	Reduce the risk of flooding.	There are no significant effects at this level of detail	0	0	0						0			0						
5	Minimise the district's contribution to climate change.	There are no significant effects at this level of detail	0	0	0						0			0						
6	Plan for the anticipated levels of climate change.	There are no significant effects at this level of detail	0	0	0						0			0						
7	Protect and conserve natural resources.	There are no significant effects at this level of detail	0	0	0						0			0						
8	Reduce air, soil and water pollution.	There are no significant effects at this level of detail	0	0	0						0			0						
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	There are no significant effects at this level of detail	0	0	0						0			0						
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	A strong retail and commercial sector provides a variety and diversity of products, which decreases the likelihood that residents are travelling to larger regional centres such as Birmingham or Coventry. However, through suggesting that large-scale development should only take place in Stratford-Upon-Avon or the commercial cores of a Main Rural Centre the policy stops large-scale development occurring in the more rural areas of the District, leading to the (approximately) 80% of Stratford-on-Avon's rural population still having to travel to these main rural centres.	+	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	public transport routes and services could be reviewed, upgraded and increase where necessary to allow for a reasonable alternative to driving to be available for those wishing to travel to facilities.	+						
11	Reduce barriers for those living in rural areas.	The policy will mean rural residents will still have to journey a considerable distance for most of their products. The policy improves and increases the amount of some facilities and amenities, however it is not likely to lead to improved accessibility for rural residents. The 2012 report by CRC on barriers to education, employment and training for young people in rural areas advised that: "Young people living in rural areas face a number of uniquely rural barriers, particularly concerning access to transport, careers advice, employment and training support, and youth services." which would not be rectified by this policy	+/-	+/-	+/-	ongoing	permanent	local	low	low	+/-	yes	Although major development is being focused in the main settlements, smaller businesses, facilities and amenities should be supported in the rural areas of the district.	+						
12	Protect the integrity of the district's countryside.	The policy provides limits and controls on the encroachment of large out-of-town developments upon the district's countryside. This is done by promoting development of more than 1000m ² within or on the edge of Stratford-upon-Avon and other main town centres. Any large-scale development elsewhere in the district would require a comprehensive retail impact assessment. In addition, the cumulative impact of large-scale retail schemes outside of Stratford-upon-Avon town centre and the commercial cores of the Main Rural Centres will be taken into account.	0	+	+	ongoing	permanent	local	medium	medium	+	no		+						
13	Provide affordable, environmentally sound and good quality housing for all.	There are no significant effects at this level of detail	0	0	0						0			0						
14	Safeguard and improve community health, safety and well being.	There are no significant effects at this level of detail	0	0	0						0			0						
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The spatial development aspect of the policy focuses on Stratford-upon-Avon as the strategic centre and the most appropriate location for any major retail, leisure, commercial or business developments. The surrounding main centres are supported as secondary centres with a focus on attracting new business and a wide choice of products	+	++	++	ongoing	permanent	local	high	medium	++	no		++						
Policy CS22: Retail Development and Main Centres			Key									Overall Effect			Proposed Mitigation					
			Major negative effect			- -			The effect on the integrity of the countryside as well as the appearance of the landscape of Stratford-on-Avon is likely to be protected and potentially enhanced due to the requirement for retail and commercial development to be focused in the main rural settlements. The policy directly supports the local economy through emphasising on attracting new businesses with a wide range of products. There is uncertainty regarding the potential effects on the sustainability of transportation and the accessibility of facilities, services and amenities for those in rural areas. The policy could reduce both barriers and travel distances by allowing Stratford-upon-Avon and the other main settlements to compete with the other larger regional centres such as Birmingham and Coventry. However the centralisation proposed in the policy could force rural residents to travel to the main settlements rather than to local shops.									To counteract the potential issues regarding accessibility and transportation, the public transport network could be reviewed and strengthened, improving both alternatives to driving and accessibility. Improving the resilience of small businesses and facilities that already exist in the rural areas will help slow down any further reduction in accessibility.		
			Negative effect			-														
			Uncertain effect,			+/-														
			Positive and negative effect			+&-														
			Positive effect			+														
			Major positive effect			++														
No significant environmental effect			0																	

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect	
			Short term	Medium term	Long term										
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	Potential adverse impacts relate to (i) the damage or destruction of potential archaeological remains and (ii) loss of historic landscape archaeological feature, ridge and furrow. The Historic Environment Assessment (2008) suggests that historic features and/or potential archaeological remains are located on or near the proposed site. There is also ridge and furrow in this area which shows the medieval agricultural use of this area and adds to the historic landscape character. The loss of the ridge and furrow feature would be a significant adverse residual effect. It is suggested that ridge and furrow is of regional if not national significance.	-	-	-	single event	permanent	local to regional	high	medium	-	yes	The loss of ridge and furrow constitutes an adverse effect on the local area. Its loss is permanent and cannot be restored. The loss of ridge and furrow cannot be mitigated. Only avoidance will remove this identified impact. Regarding the archaeology, the site should be investigated to rule out any features.	-	
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	This site is located within an area of high landscape sensitivity to commercial development. The Landscape Sensitivity Assessment (2011) suggests development at this location would adversely impact on the strong rural character of the area and impact on its distinctiveness. The retention and management of the mature hedgerows, and the extensive landscaping mandated will help by integrating the development into the area over time.	--	--	-	ongoing	permanent	local	medium	medium	--	yes	If development takes place it should be designed and sited sympathetically so that it can be integrated into the landscape in the longer term. All the important landscape features should be retained as well as be enhanced where possible. Extensive landscaping must be carried out to integrate the development into the area.	+	
3	Protect, enhance and manage biodiversity and geodiversity.	Hedgerows are included within the 2010 BAP priority habitats list. There is the potential for some of these to be lost in the short term as only those along the road frontage are highlighted for retention. The retention and management of the mature hedgerows along the road frontages will help protect some of the biodiversity. The core strategy includes reference to providing open space and green roofs in HQE developments which could increase biodiversity in the long run. There are no features of note in terms of biodiversity on the site. There are small areas of woodland in the vicinity of the site, but none within 500m. There are two areas of woodland (of over 20 hectares) within 4km of the site.	-	+	+	ongoing	permanent	local	low	medium	+	yes	Retaining the hedgerows will maintain a level of biodiversity which could be improved by landscaping. Further improvements to biodiversity could be implemented using design guidelines, SUDS and GI. There should be no net loss in biodiversity.	+	
4	Reduce the risk of flooding.	Development site is within flood risk zone 1, and CS 3 (Water) mandates that SUDS should be incorporated where practical.	++	++	++	ongoing	permanent	local	low	high	++	yes	Development should incorporate SUDS	++	
5	Minimise the district's contribution to climate change.	The reduction of HGVs into the town centre, and the provision of a bus service to the development also leads to a positive assessment against the climate change emissions SA Objective.	+	+	+	ongoing	permanent	regional	medium	low	+	yes	Renewable and low carbon energy should be sourced where possible. The proposal is required to facilitate frequent bus services in order to reach a positive assessment.	+	
6	Plan for the anticipated levels of climate change.	No significant effects at this level of detail.	0	0	0						0			0	
7	Protect and conserve natural resources.	The proposed site is potentially located on an area of Grade 3 agricultural land. It is partly 3a and partly 3b. It is difficult to determine the local significance of the loss of this land.	+/-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	To further inform the decision, the demand for agricultural land in the area should be investigated to ascertain the significance of the loss. A Soil Management Plan could be prepared to help preserve the soil resources at this site.	+	
8	Reduce air, soil and water pollution.	Removal of HGVs from the centre of Stratford-upon-Avon is likely to lead to an improvement in air quality. This is especially pertinent as there is an AQMA in Stratford-upon-Avon.	+	+	+	ongoing	permanent	local	medium	low	+	no		+	
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	No significant effects at this level of detail.	0	0	0						0			0	
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	The site is located on the A46, which links Stratford-upon-Avon with the M40, allowing HGVs to circumnavigate the town centre. Within the proposal, improvements to Wildmoor Roundabout have been recommended, and there is a requirement for frequent bus services.	+	+	+	ongoing	permanent	local and regional	high	medium	+	no		+	
11	Reduce barriers for those living in rural areas.	Stratford-upon-Avon is generally well serviced by public transport, with two train stations and multiple bus stops. However these are not in proximity to the site, with both railway stations falling beyond the 600m zone, as well as there being no bus stops within 400m of the site, as recommended by Shaping Neighbourhoods (2010). The proposal suggests a frequent bus service into the development which improves accessibility to the site by a range of transport modes.	-	+	+	ongoing	permanent	local	medium	medium	+	no	The new bus service is required for a positive assessment.	+	
12	Protect the integrity of the district's countryside.	The proposed site is a small-scale development, located to the south west of Stratford-upon-Avon, on a greenfield site.	+	+	+	ongoing	permanent	local	medium	medium	+	yes	Sensitive landscape design will also help mitigate intrusive landscape effects whilst at the same time contributing to green infrastructure assets.	+	
13	Provide affordable, environmentally sound and good quality housing for all.	No significant effects at this level of detail.	0	0	0						0			0	
14	Safeguard and improve community health, safety and well being.	No significant effects at this level of detail.	0	0	0						0			0	
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Directly supports the creation of approximately 14 hectares of employment land. Direct on site employment will also bring benefits in terms of indirect and induced employment associated with spend in the local economy.	+	+	+	ongoing	permanent	local and regional	medium	medium	+	no		+	
Policy SUA2: South of Alcester Road, Stratford-on-Avon			Key			Overall Effect						Proposed Mitigation			
			Major negative effect	--	The policy of locating an employment site to the south of Alcester Road in Stratford-upon-Avon will have benefits for biodiversity, flooding, climate change emission levels, pollution, sustainable transportation, barriers and the local economy. The potential issues related to this policy concern damage to potential archaeological assets and ridge and furrow, the integrity of the landscape as well as potentially to the natural resources of the area.						The presence of ridge and furrow land on site constitutes a residual adverse effect and should be avoided where possible. Further investigations should be undertaken with regard to the archaeological features on site and the agricultural value of the land. Design considerations can help mitigate adverse effects on the landscape. Sensitive design may also help mitigate intrusive effects and deliver green infrastructure benefits.				
			Negative effect	-											
			Uncertain effect,	+/-											
			Positive and negative effect	+&-											
			Positive effect	+											
			Major positive effect	++											
No significant environmental effect	0														

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect				
			Short term	Medium term	Long term													
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	The Historic Environment Assessment (2008) indicates that potential archaeological features or remains are situated within close proximity to the site	-	-	-	single event	permanent	local to regional	medium	low	-	yes	It is important to establish whether there are any features of importance prior to development occurring.	0				
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	This site is directly north of an area of medium landscape sensitivity to commercial development and adjacent to an area of high sensitivity (White 2011). Although the site itself is not classified, its features are similar to the area of medium landscape sensitivity due to two sides of the site being edged by roads and due to the recent large-scale housing development along Birmingham Road. There are requirements for extensive landscaping as well as the retention, treatment and management of the mature hedgerows along the road frontages. This will help by integrating the development into the area over time leading to a positive impact in the long term.	-	-	+	ongoing	permanent	local	medium	medium	-	yes	All the important landscape features should be retained as well as be enhanced where possible. Extensive landscaping must be carried out to integrate the development into the area. The Core Strategy description states that there is further scope to improve the appearance and image of this key route into the town. This could be implemented to further enhance the landscape quality of the area.	+				
3	Protect, enhance and manage biodiversity and geodiversity.	There is an area of traditional orchard in the centre of the site. Traditional orchards are included within the BAP priority habitat list. The requirement to retain and manage the mature hedgerows, as well as the extensive landscaping suggested will help with the biodiversity of the proposal in the long term.	-	-	+	ongoing	permanent	local	low	low	-	yes	It is important to retain the traditional orchard already on site to ensure that the proposals will bring about a net gain in biodiversity. Retaining the hedgerows will help maintain a level of biodiversity which could be improved by landscaping. Further improvements to biodiversity could be implemented using design guidelines, SUDS and GI.	+				
4	Reduce the risk of flooding.	Development site is within flood risk zone 1, and CS 3 (Water) mandates that SUDS should be incorporated where practical.	++	++	++	ongoing	permanent	local	low	high	++	yes	Development should incorporate SUDS	++				
5	Minimise the district's contribution to climate change.	Heavily polluting HGVs would no longer need to enter Stratford-upon-Avon town centre, and the provision of a bus service to the development also leads to a positive assessment.	+	+	+	ongoing	permanent	regional	medium	low	+	yes	Renewable and low carbon energy should be sourced where possible. The proposal is required to facilitate frequent bus services in order to reach a positive assessment.	+				
6	Plan for the anticipated levels of climate change.	No significant effects at this level of detail.	0	0	0						0			0				
7	Protect and conserve natural resources.	The proposed site is potentially located on an area of Grade 3 agricultural land. It is uncertain whether this is 3a or 3b land. It is difficult to determine the local significance of the loss of this land.	+/-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	The agricultural land classification of the site should be investigated to discover if it is 3a or 3b. To further inform the decision, the demand for agricultural land in the area should be investigated to ascertain the significance of the loss. A Soil Management Plan could be prepared to help preserve the soil resources at this site.	+				
8	Reduce air, soil and water pollution.	Removal of HGVs from the centre of Stratford-upon-Avon is likely to lead to an improvement in air quality. This is especially pertinent as there is an AQMA in Stratford-upon-Avon.	+	+	+	ongoing	permanent	local	medium	low	+	no		+				
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	No significant effects at this level of detail.	0	0	0						0			0				
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	The 221 and X20 bus routes run down the A3400 alongside the west of the site. There are not currently bus stops in the vicinity of the site (there are none within the 400m suggested by Shaping Neighbourhoods 2010), however it should be possible to introduce these. This is reiterated by the proposal which includes a requirement for frequent bus services. The site is located on the A46, which links Stratford-upon-Avon with the M40. Siting the employment are in this location allows HGVs to circumnavigate the town centre. When coupled with the recommended improvements to Wildmoor Roundabout, the proposal is likely to have a positive impact on sustainable transport.	+	+	+	ongoing	permanent	local and regional	high	medium	+	no		+				
11	Reduce barriers for those living in rural areas.	The proposal suggests a frequent bus service into the development which improves accessibility by a range of transport modes.	+	+	+	ongoing	permanent	local	medium	medium	+	no		+				
12	Protect the integrity of the district's countryside.	The site is located within Green Belt which could adversely effect the integrity of the environment. It is on the rural urban fringe of Stratford-upon-Avon. The designation of the site as being Green Belt land provides a constraint to development and means that any development that takes place is likely to adversely impact the integrity of the countryside as the generally open nature of these areas should be maintained.	-	-	-	ongoing	permanent	local	medium	medium	-	yes	Development on Green Belt land should be avoided where possible. Where sites are removed from the Green Belt, design should feature strongly in order to reduce the adverse impact on the integrity of the countryside.	+				
13	Provide affordable, environmentally sound and good quality housing for all.	No significant effects at this level of detail.	0	0	0						0			0				
14	Safeguard and improve community health, safety and well being.	No significant effects at this level of detail.	0	0	0						0			0				
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Directly supports the creation of 15 hectares of employment land. Direct on site employment will also bring benefits in terms of indirect and induced employment associated with spend in the local economy.	+	+	+	ongoing	permanent	local and regional	medium	medium	+	no		+				
Policy SUA3: East of Birmingham Road, Stratford-on-Avon			Overall Effect										Proposed Mitigation					
			Key															
			Major negative effect			-										Due to the focus on employment and the introduction of frequent bus services, the proposal will have a number of positive effects on the economy, access, emissions, pollution and quality of life. Although development is usually concerned with additional traffic, this proposal has an overall positive impact on traffic, congestion and climate change mitigation due to the relocation of industry and the consequent HGV traffic from the town centre, to an area on the outskirts of Stratford-upon-Avon with more suitable larger A roads. The location of the site does cause a few adverse issues as the site is located on Green Belt designated land, as well as potentially being home to archaeological features, biodiversity features such as traditional orchards and valuable agricultural land resources of the area. The site should be investigated for archaeological features prior to any development taking place. Further investigations should be undertaken to assess the agricultural value of the land. Design considerations can help mitigate adverse effects on the integrity of the countryside and landscape. Features of importance for biodiversity such as the traditional orchard should be retained and enhanced where possible. Sensitive design may also help mitigate intrusive effects and deliver green infrastructure benefits.		
			Negative effect			-/-												
			Uncertain effect,			+/-												
			Positive and negative effect			+&-												
			Positive effect			+												
Major positive effect			++															
No significant environmental effect			0															

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect					
			Short term	Medium term	Long term														
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	There are several features of heritage value in Alcester, with a conservation area in the town and multiple listed buildings. The policy seeks to protect and enhance the urban fabric of the town.	+	+	+	ongoing	permanent	local	medium	medium	+	no		+					
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	The proposal aims to protect existing woodland and reverse fragmentation, as well as enhancing Arden Forest Industrial Estate which could help retain and improve the landscape quality of Alcester.	+	+	+	ongoing	permanent	local	medium	medium	+	no		+					
3	Protect, enhance and manage biodiversity and geodiversity.	There is a Local Nature Reserve located within Alcester, with small areas of woodland throughout the town. The two rivers (the River Alne and the River Arrow) are also important biodiversity features. The policy aims to enhance the biodiversity value of the River Arrow Nature Reserve, as well as protecting existing woodland.	+	+	++	ongoing	permanent	local	high	medium	+	no	areas of biodiversity interest (even those not explicitly stated in the policy) should be protected and enhanced where possible.	+					
4	Reduce the risk of flooding.	The emphasis on protecting woodland, an enhancing the area through the use of planting and GI features will help with climate change adaptation.	0	+	+	ongoing	permanent	local	low	medium	+	no		+					
5	Minimise the district's contribution to climate change.	The creation of additional parking facilities could encourage people to drive in and around Alcester, potentially contributing to emissions. This is likely to be a short term effect due to the progression of technology. The performance of cars is improving and as a consequence green house gas emissions are reducing as technology improves	-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	Creating additional car parks should be avoided where possible.	+/-					
6	Plan for the anticipated levels of climate change.	There are no significant effects at this level of detail	0	0	0						0			0					
7	Protect and conserve natural resources.	There are no significant effects at this level of detail	0	0	0						0			0					
8	Reduce air, soil and water pollution.	There are no significant effects at this level of detail	0	0	0						0			0					
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	There are no significant effects at this level of detail	0	0	0						0			0					
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	The policy suggests creating additional cycle routes which would have a positive effect on transport. However as part of part C, the policy refers to providing additional parking facilities. Atkins (2006) advises that parking management is a powerful travel planning tool; "Parking management provides the impetus for a shift to sustainable modes. Without changes to current parking conditions, existing car drivers have limited incentives for modal shift and are likely to continue their existing travel behaviour". Increasing parking facilities does not support an increase in sustainable travel.	+&-	+&-	+&-	ongoing	permanent	local	medium	low	+&-	yes	To mitigate this, public transportation methods should be explored with the aim of creating a well patronised public transportation system, to provide alternatives to travel via car. Creating additional car parks should be avoided where possible.	+					
11	Reduce barriers for those living in rural areas.	The Conway Estate, in the northern part of the town is one of the top 30% most deprived ward nationally. Increasing play spaces for children and young people, improving recreation facilities, focusing on providing opportunities for existing companies to expand and attracting new businesses to the area could help reduce rural barriers.	0	+	+	ongoing	permanent	local	medium	medium	+	no		+					
12	Protect the integrity of the district's countryside.	There are no significant effects at this level of detail	0	0	0						0			0					
13	Provide affordable, environmentally sound and good quality housing for all.	The policy makes clear the need for a stable range of affordable housing to be available in Alcester. The policy further emphasises the need for affordable housing on the Conway and Ten Acres Estates to try and address the high levels of deprivation in these areas, including other specific initiatives to meet residents needs.	+	++	++	ongoing	permanent	local	high	medium	++	no		++					
14	Safeguard and improve community health, safety and well being.	The improved and increased play spaces and indoor and outdoor recreation facilities, as well as the enhancements to the recreational value of the River Arrow Nature Reserve will have benefits on the health of residents.	+	+	+	ongoing	permanent	local	medium	medium	+	no	further health and recreation facilities could be incorporated in the area	++					
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The policy aims to provide opportunities for existing companies to expand, and to attract new businesses to Alcester. Part C also references promoting the town as an attractive destination for tourists. This could help support the local economy.	+	+	+	ongoing	permanent	local	medium	medium	+	no		+					
Policy AS2: Alcester			Key										Overall Effect		Proposed Mitigation				
			Major negative effect			--										The area policy aims to protect and enhance the important landscape, biodiversity and heritage features. Furthermore the focus on employment and access supports the local economy and reduces rural barriers which is particularly relevant due to the deprivation currently in the Conway Estate. However, the issue of increasing parking facilities in Alcester could have adverse effects on transportation and emissions.		Creating new parking facilities should be avoided where possible, and focus should be maintained on public transport.	
			Negative effect			-													
			Uncertain effect,			+/-													
			Positive and negative effect			+&-													
			Positive effect			+													
			Major positive effect			++													
			No significant environmental effect			0													

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			Short term	Medium term	Long term														
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	The Warwickshire County Council (2008) historic environment assessment shows that the site to the north has known archaeological features present, therefore it is possible that there are also archaeological features on this site.	-	-	-	single event	permanent	local to regional	medium	low	-	yes	It is important to establish whether there are any features of importance prior to development occurring.	0					
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	According to the Landscape Sensitivity Assessment (White 2011) the area is assessed as having a medium sensitivity to housing development. Housing development may be acceptable in areas away from the stream corridor, overgrown orchard and mature trees as the site is enclosed by the bypass and therefore not widely visible with poorly managed pasture and lacking tranquillity.	-	-	+	ongoing	permanent	local	medium	medium	-	yes	Development should avoid the stream corridor, orchards and mature trees that lie between the stream corridor and Field House. The sensitive components should be retained as open and green space, and the fields preferably managed as permanent pasture.	+					
3	Protect, enhance and manage biodiversity and geodiversity.	The proposed site contains BAP priority habitat such as hedgerows, overgrown orchard and mature trees (White 2011). There is also a proposed Local Wildlife Site located in the southern tip of the site area. Within the policy there is a requirement to protect important natural features on the site which will help retain biodiversity in the long run.	-	-	+	ongoing	permanent	local	medium	low	-	yes	Development on a BAP priority habitat is likely to have an adverse effect on biodiversity in the short term. The potential retention of BAP priority habitat as part of the requirement to protect important natural features could mitigate this adverse effect. Important biodiversity features should be protected, with development designed to avoid areas which are of high biodiversity value. Areas of lower biodiversity value should be prioritised for development, with other parts of the site forming the core parts of a local biodiversity network, incorporated into and around the development. There should be no net loss in biodiversity. Additional biodiversity features should be incorporated where possible, preferably linking into the wider GI network.	+					
4	Reduce the risk of flooding.	Development site is within flood risk zone 1, and CS 3 (Water) mandates that SUDs should be incorporated where practical.	++	++	++	ongoing	permanent	local	low	high	++	no	Development should incorporate SUDS	++					
5	Minimise the district's contribution to climate change.	No significant effects at this level of detail.	0	0	0						0			0					
6	Plan for the anticipated levels of climate change.	No significant effects at this level of detail.	0	0	0						0			0					
7	Protect and conserve natural resources.	The proposed site is located on an area of Grade 3 agricultural land. It is uncertain whether this is 3a or 3b land. It is difficult to determine the local significance of the loss of this land.	+/-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	The agricultural land classification of the site should be investigated to discover if it is 3a or 3b. To further inform the decision, the demand for agricultural land in the area should be investigated to ascertain the significance of the loss. A Soil Management Plan could be prepared to help preserve the soil resources at this site.	+					
8	Reduce air, soil and water pollution.	No significant effects at this level of detail.	0	0	0						0			0					
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	No significant effects at this level of detail.	0	0	0						0			0					
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	The majority of the proposed site is within 400m of an existing bus stop.	+	+	+	ongoing	permanent	local	low	high	+	no	Further bus stops could be introduced to service the remainder of the site.	+					
11	Reduce barriers for those living in rural areas.	Due to the location near Alcester, the site has easy access to the facilities Alcester town centre has to offer. The site is located well within the catchment area for local secondary schools, as well as being within the recommended 1km distance from a primary school (Shaping Neighbourhoods 2010).	+	+	+	ongoing	permanent	local	medium	high	+	no	Need to ensure that an appropriate range of services and facilities are provided in or near to the site. Facilitating cycling and pedestrian routes to and within the site will improve accessibility.	+					
12	Protect the integrity of the district's countryside.	Assessed on the basis that the site is located in the rural urban fringe and proposed a small scale development on undeveloped land.	+	+	+	ongoing	permanent	local	medium	low	+	no	Development at this location should be made to be in keeping with the surrounding area using appropriate design. Development should be located in areas which have been previously developed where possible.	+					
13	Provide affordable, environmentally sound and good quality housing for all.	Provides approximately 165 dwellings, which is likely to include provision of affordable housing.	+	+	+	ongoing	permanent	local	medium	medium	+	no	Housing developments should include affordable housing provision.	+					
14	Safeguard and improve community health, safety and well being.	Improvements to sustainable transport infrastructure, such as pedestrian and cycle links, is included within the proposal and could improve the safety of walking and cycling, as well as improving the health of residents. The doctors surgery in Alcester is not within 800m of the site, and as the site only proposes 135 the development is not of a sufficient size to support a new doctors surgery (requires 2000 people). However there is a hospital in Alcester which is accessible from the site.	+	+	+	ongoing	permanent	local to regional	low	medium	+	no	Green Infrastructure and provision for walking and cycling could also help improve health.	+					
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	No significant effects at this level of detail.	0	0	0						0			0					
Policy ALC1: North of Allimore Lane (southern part)			Key									Overall Effect		Proposed Mitigation					
			Major negative effect			--			Improving links within the area, including vehicle, pedestrian and cycling routes positively affects accessibility, sustainable transport and health and wellbeing. The housing nature of development is also likely to provide affordable housing in the area. On the other hand the site is in an area which could potentially house important archaeological features, is a BAP priority habitat, a proposed local wildlife site and potentially of agricultural value, which would be lost if development takes place.									Development should avoid areas which would result in unacceptable damage or loss to important features of historical interest or in demand natural resources. The site should be investigated further to establish the likely loss. In addition, design which supports and is in keeping with the character of the area should be supported.	
			Negative effect			-													
			Uncertain effect,			+/-													
			Positive and negative effect			+&-													
			Positive effect			+													
			Major positive effect			++													
			No significant environmental effect			0													

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect					
			Short term	Medium term	Long term														
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	The Historic Environment Assessment (2008) suggests known archaeological features within the area include an Iron Age settlement and site of the former Midland Railway (Alcester and Bearley Branch). Archaeological finds include Roman coins, a Roman Trumpet Brooch and Anglo Saxon Brooch. The Anglo Saxon Brooch could be an indication of Saxon burials within the area. If a Saxon burial site was identified this could be of national importance. It is suggested that groundwork associated with development would adversely impact on archaeological deposits both known and unknown that survive.	-	-	-	single event	permanent	national	high	medium	-	yes	It is important to investigate the site further before development occurs due to the potential for a nationally important archaeological feature to be present on site.	0					
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	According to the Landscape Sensitivity Assessment (White 2011) the proposed site is assessed as of low/medium landscape sensitivity to housing development and could accommodate housing. Development at this location has the opportunity to create a high quality entrance/gateway to the area which could compliment the setting of the Grade II listed Roebuck Inn.	-	-	+	ongoing	permanent	local	medium	medium	-	yes	A comprehensive development and design brief would be needed to ensure that the best and most sensitive areas are maintained in strong landscape infrastructure.	+					
3	Protect, enhance and manage biodiversity and geodiversity.	There are no known assets of biodiversity value on the site, which is composed of mainly arable land, scrub and gappy outgrown hedgerows. The suggested landscape buffer along the bypass could introduce more biodiversity onto site. There is a variety of biodiversity features near to the site; with areas of woodland, which are proposed Local Wildlife Sites, located to the west of the site. There is also an area of woodland of over 20 hectares within 4km of the site (a distance suggested by Shaping Neighbourhoods 2010).	0	+	+	ongoing	permanent	local	low	medium	+	no		+					
4	Reduce the risk of flooding.	Development site is within flood risk zone 1, and CS 3 (Water) mandates that SUDs should be incorporated where practical.	++	++	++	ongoing	permanent	local	low	high	++	no	Development should incorporate SUDS	++					
5	Minimise the district's contribution to climate change.	No significant effects at this level of detail.	0	0	0						0			0					
6	Plan for the anticipated levels of climate change.	No significant effects at this level of detail.	0	0	0						0			0					
7	Protect and conserve natural resources.	The proposed site is located on an area of Grade 3 agricultural land. It is uncertain whether this is 3a or 3b land. It is difficult to determine the local significance of the loss of this land.	+/-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	The agricultural land classification of the site should be investigated to discover if it is 3a or 3b. To further inform the decision, the demand for agricultural land in the area should be investigated to ascertain the significance of the loss. A Soil Management Plan could be prepared to help preserve the soil resources at this site.	+					
8	Reduce air, soil and water pollution.	No significant effects at this level of detail.	0	0	0						0			0					
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	No significant effects at this level of detail.	0	0	0						0			0					
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	The majority of the proposed site is within 400m of an existing bus stop.	+	+	+	ongoing	permanent	local	low	high	+	no	Further bus stops could be introduced to service the remainder of the site.	+					
11	Reduce barriers for those living in rural areas.	Due to the location near Alcester, the site has easy access to the facilities Alcester town centre has to offer. The site is located well within the catchment area for local secondary schools, as well as being within the recommended 1km distance from a primary school (Shaping Neighbourhoods 2010).	+	+	+	ongoing	permanent	local	medium	high	+	no	Need to ensure that an appropriate range of services and facilities are provided in or near to the site. Facilitating cycling and pedestrian routes to and within the site will improve accessibility.	+					
12	Protect the integrity of the district's countryside.	Assessed on the basis that the site is located in the rural urban fringe and proposed a small scale development on undeveloped land.	+	+	+	ongoing	permanent	local	medium	low	+	no	Development at this location should be made to be in keeping with the surrounding area using appropriate design. Development should be located in areas which have been previously developed where possible.	+					
13	Provide affordable, environmentally sound and good quality housing for all.	Provides approximately 135 dwellings, which is likely to include provision of affordable housing.	+	+	+	ongoing	permanent	local	medium	medium	+	no	Housing developments should include affordable housing provision.	+					
14	Safeguard and improve community health, safety and well being.	Pedestrian and cycle links into Alcester Town Centre are included within the proposal, which could improve the safety of walking and cycling, as well as improving the health of residents. There are no doctors surgeries within 800m of the site, and as the site only proposes 135 the development is not of a sufficient size to support a new doctors surgery (requires 2000 people). However there is a hospital in Alcester which is accessible from the site.	+/-	+	+	ongoing	permanent	local to regional	low	medium	+	no	It should be checked whether health facilities in the area have capacity, or are over subscribed. Although the site itself is not big enough to support a new doctors surgery, if there is additional demand for the service in the area a new surgery would help meet wider needs. Green Infrastructure and provision for walking and cycling could also help improve health.	++					
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	No significant effects at this level of detail.	0	0	0						0			0					
Policy ALC2: North of Allimore Lane (northern part)			Key										Overall Effect		Proposed Mitigation				
			Major negative effect			--										The proposal is likely to have a positive effect on social receptors, including the provision of affordable housing and sustainable transport, as well as improving the accessibility, health and wellbeing of the community. However the proposal performs poorly against the environmental aspects of SA with adverse effects identified against historic features, natural resources and the quality of the landscape.		The site should be investigated further to establish the extent of archaeological features present prior to development. Any minerals on site should be worked prior to development if this is feasible. Where possible, development should avoid areas which would result in unacceptable damage or loss to significant features of archaeological and natural resources. In addition, design which supports and is in keeping with the character of the area should be supported.	
			Negative effect			-													
			Uncertain effect,			+/-													
			Positive and negative effect			+&-													
			Positive effect			+													
			Major positive effect			++													
			No significant environmental effect			0													

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect	
			Short term	Medium term	Long term										
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	There are no known historic or archaeological deposits on the site, however there are features within close proximity. If there are any archaeological remains in the area these are not likely to still be intact as the Historic Environment Assessment (2008) suggests the proposed site has been in use since the medieval period. Nearby remains include undated linear features and enclosures shown in crop marks and Roman and Anglo Saxon finds.	-	-	-	single event	permenant	local to regional	medium	low	-	yes	It is important to establish whether there are any features of importance prior to development occurring.	0	
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	According to the Landscape Sensitivity Assessment (2011) the area is of medium landscape sensitivity, it goes on to clarify that the site could accommodate housing or commercial development.	-	+	+	ongoing	permenant	local	medium	medium	+	yes	The Landscape Sensitivity Assessment (2011) stipulates that development would need to be suitably designed and sited to mitigate the visual impact.	+	
3	Protect, enhance and manage biodiversity and geodiversity.	There are no areas of biodiversity interest on site, although there is a proposed local wildlife site to the west of the site. As this is not on site it is unlikely to be affected by development. The proposal states that the watercourse running along the southern boundary of the site will be protected.	0	+	+	ongoing	permenant	local	low	medium	+	no		+	
4	Reduce the risk of flooding.	Development site is within flood risk zone 1, and CS 3 (Water) mandates that SUDs should be incorporated where practical.	++	++	++	ongoing	permanent	local	low	high	++	no	Development should encoporate SUDS	++	
5	Minimise the district's contribution to climate change.	No significant effects at this level of detail.	0	0	0						0			0	
6	Plan for the anticipated levels of climate change.	No significant effects at this level of detail.	0	0	0						0			0	
7	Protect and conserve natural resources.	The proposed site is located on an area of Grade 3 agricultural land. It is uncertain whether this is 3a or 3b land. It is difficult to determine the local significance of the loss of this land.	+/-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	The agricultural land classification of the site should be investigated to discover if it is 3a or 3b. To further inform the decision, the demand for agricultural land in the area should be investigated to ascertain the significance of the loss. A Soil Management Plan could be prepared to help preserve the soil resources at this site.	+	
8	Reduce air, soil and water pollution.	No significant effects at this level of detail.	0	0	0						0			0	
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	No significant effects at this level of detail.	0	0	0						0			0	
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	As the site is for employment, people will be commuting to the site. The proposal lacks the explicit reference to bus travel that other employment proposals contain, suggesting that access to the site will be based around car travel. Furthermore there is no bus route connected to the site, although part of the site is within 400m of a bus stop (Shaping Neighbourhoods 2010).	-	-	-	ongoing	reversible	local	medium	medium	-	yes	The proposal should aim to improve access to the site by a range of transportation modes including bus travel.	+	
11	Reduce barriers for those living in rural areas.	No significant effects at this level of detail.	0	0	0						0			0	
12	Protect the integrity of the district's countryside.	The site is located in the rural urban fringe, within the Green Belt around Alcester. The policy proposes to remove the site from the Green Belt. This could mean that development will adversely impact the integrity of the countryside as the generally open nature of these areas should be maintained.	-	-	-	ongoing	permanent	local	medium	low	-	yes	Development will be required to provide substantial landscaping to minimise the visual impact of the allocation from the surrounding countryside to the north which lies in the Green Belt. Sensitive landscape design will help mitigate intrusive landscape effects whilst at the same time contributing to green infrastructure assets. Where sites are removed from the Green Belt, design should feature strongly in order to reduce the adverse impact on the integrity of the countryside.	+	
13	Provide affordable, environmentally sound and good quality housing for all.	No significant effects at this level of detail.	0	0	0						0			0	
14	Safeguard and improve community health, safety and well being.	No significant effects at this level of detail.	0	0	0						0			0	
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The site is proposed for employment uses, with 11 hectares of employment land allocated. Increasing the amount of employment space and opportunities in the area will directly help the economy, as well as provide jobs and reduce deprivation.	0	+	+	ongoing	permenant	local to regional	medium	medium	+	no		+	
Policy ALC3: North of Arden Road, Alcester			Key			Overall Effect						Proposed Mitigation			
			Major negative effect	--	Development here would result in the loss of a greenfield site but effects on the landscape would be minimised by strengthening existing boundaries. Biodiversity, such as the watercourse is protected, and the site is in flood risk zone 1. Employment development will bring benefits in terms of direct, indirect and induced employment. There is the potential for archaeological assets to be on site. The site could be of agricultural value and is currently within the green belt (although it is proposed to be removed). There is no reference to sustainable forms of transportation and it is likely that commuting to the employment site would be mainly based around car journeys.						The importance of the site in archaeological terms should be established prior to development. The agricultural value of the site should be ascertained. Where possible development should be avoided on land that is not previously developed. The proposal should promote alternatives to the car as done in other employment site proposals.				
			Negative effect	-											
			Uncertain effect,	+/-											
			Positive and negative effect	+&-											
			Positive effect	+											
			Major positive effect	++											
No significant environmental effect	0														

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect	
			Short term	Medium term	Long term										
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	There are several features of cultural heritage importance in the area, with a conservation area in the village and multiple listed buildings. The policy seeks to protect and preserve the historic character of the market square and King John's Castle.	+	++	++	ongoing	permanent	local	high	medium	++	no		++	
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	Environmental features include the high quality of the local landscape. The policy seeks to protect and enhance these landscape features.	++	++	+	ongoing	permanent	local	medium	medium	++	no		++	
3	Protect, enhance and manage biodiversity and geodiversity.	The Kings John's Castle site is recognised as a multifunctional area for biodiversity, with proposals for biodiversity assets to be enhanced at DM Kineton and the River Dene Valley according to the aspirations of the Warwickshire Biodiversity Action Plan	+	++	++	ongoing	permanent	local	high	medium	++	no	Areas of biodiversity interest (even those not explicitly stated in the policy) should be protected and enhanced where possible. GI could be encouraged in order to bring multifaceted benefits to the area.	++	
4	Reduce the risk of flooding.	The emphasis on protecting biodiversity, maintaining the green wedge along the Dene Valley and protecting the proposed Area of Restraint will maintain the GI assets in the locality which perform ecosystem services such as climate change adaptation. There is also a requirement for Severn Trent Water to carry out the necessary works at Kineton Waste Water Treatment Works before development takes place.	0	+	+	ongoing	permanent	local	low	medium	+	no		+	
5	Minimise the district's contribution to climate change.	There are no significant effects at this level of detail	0	0	0						0			0	
6	Plan for the anticipated levels of climate change.	There are no significant effects at this level of detail	0	0	0						0			0	
7	Protect and conserve natural resources.	The recognition that Seven Trent Water needs to carry out work at Kineton WwTW identifies water as a natural resource and plans for any additional consumption	+	+	+	ongoing	permanent	local	low	low	+	no		+	
8	Reduce air, soil and water pollution.	There are no significant effects at this level of detail	0	0	0						0			0	
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	There are no significant effects at this level of detail	0	0	0						0			0	
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	Pedestrian and cycle links within Kineton would provide additional methods of transportation for residents. However, without additional facilities in the vicinity it is likely that residents will continue to rely on transport via car.	+/-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	To mitigate this, public transportation methods should be explored with the aim of creating a well patronised public transportation system, to provide alternatives to travel via car.	+	
11	Reduce barriers for those living in rural areas.	Due to the high quality environmental features in the vicinity of Kineton, it is unlikely that the area become a centre for growth as these will need to be protected. This limited development at this location and has an uncertain effect on the accessibility issues faced by rural residents.	+/-	+/-	+/-	ongoing	permanent	local	medium	medium	+/-	yes	The high quality environmental features present in the area produce a trade-off effect which is hard to mitigate. Either development can take place to the detriment of the environment, or the environmental features can be left to flourish at the detriment of rural facilities. It should be decided which aspect is most important. Otherwise the creation of an efficient and effective public transport route between Kineton and a larger nearby settlement could help avoid development in Kineton whilst helping provide additional services and facilities for the rural residents.	+/-	
12	Protect the integrity of the district's countryside.	The proposal suggests that the 'green wedge' along the Dene Valley should be kept clear to preserve the separate identities of Kineton and Little Kineton. This will have a strong positive effect on the district's countryside. In addition, the general protection of the green areas of Kineton will help maintain the aesthetics and local distinctiveness of the area.	++	+	+	ongoing	permanent	local	high	medium	+	no		+	
13	Provide affordable, environmentally sound and good quality housing for all.	There are no significant effects at this level of detail	0	0	0						0			0	
14	Safeguard and improve community health, safety and well being.	The proposed support for Kineton High School will help the health, wellbeing and quality of life of the community	+	++	++	ongoing	permanent	local	medium	medium	++	no		++	
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	There are no significant effects at this level of detail	0	0	0						0			0	
Policy AS5: Kineton		Key													
		Major negative effect	--												
		Negative effect	-												
		Uncertain effect,	+/-												
		Positive and negative effect	+&-												
		Positive effect	+												
		Major positive effect	++												
No significant environmental effect			0												
											Overall Effect		Proposed Mitigation		
											The area policy strongly supports the environmental aspects of Kineton, with positives against landscape, historic assets, biodiversity, natural resources and countryside due to the support towards the environment included within the policy. However social aspects are not as well represented with issues over the the provision of public transport and opportunities to reduce barriers for those living in this rural area being assessed as uncertain. Rural barriers are present due to the multitude of environmental features in the locality, and the trade off this presents in regard to additional development.		The tradeoff between the high quality environment and services and facilities in rural areas should be considered, as mitigation is difficult. A effective, efficient and well patronised public transport system in the area would help mitigate both issue of transportation as well as improving accessibility for rural residents.		

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect					
			Short term	Medium term	Long term														
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	The desire to enhance the character of Southam as a historic market town together with a new museum will help strengthen the cultural heritage aspects of the town	+	++	++	ongoing	permanent	local	medium	medium	++	no		++					
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	The proposal suggests improvements to the function and appearance of the recreation ground off Market Hill, whilst mitigating the impact of the proposed High Speed Two railway line and the impacts of activities at the former Southam Cement Works which could positively effect the quality of the landscape in Southam.	+	+	+	ongoing	permanent	local	medium	medium	+	no		+					
3	Protect, enhance and manage biodiversity and geodiversity.	There are a range of proposals within the area policy which support the biodiversity features in Southam. The policy suggests improving the GI network to enhance linkages between important local biodiversity and geodiversity features such as Ufton Fields SSSI and Long Itchington and Ufton Woods SSI. In addition the policy will support the function and use of the River Stowe and River Itchen as GI assets.	++	++	++	ongoing	permanent	local	high	medium	++	no		++					
4	Reduce the risk of flooding.	The River Stowe flows through Southam, and contains areas of high flood risk (1 in 30). No development is suggested in the areas at risk of flooding.	+	+	+	ongoing	permanent	local	medium	low	+	no	Development should avoid areas of flood risk, SUDS should be incorporated into development proposals.	++					
5	Minimise the district's contribution to climate change.	Southam acts as a central hub and service centre for a wide range of smaller rural settlements in Stratford-on-Avon, with residents coming from Harbury, Long Itchington and Stockton. Due to the rural nature of the district, the everyday travel from smaller settlements into Southam is likely to contribute to emissions if sustainable methods of transportation are not used.	+/-	+/-	+/-	ongoing	permanent	regional	high	low	+/-	yes	Public transportation infrastructure and routes should be supported in order to encourage rural residents who currently drive into Southam for their everyday needs to change their habits.	+					
6	Plan for the anticipated levels of climate change.	There are no significant effects at this level of detail	0	0	0						0			0					
7	Protect and conserve natural resources.	The description of Southam recognises the minerals site and the RIGS at the former Southam Quarry, with the policy aiming to mitigate and minimise the impacts of activities at the quarry, supporting biodiversity and nature conservation. The policy does not mention the RIGS. The land around the settlement is mostly ALC grade 3; it is uncertain whether this is grade 3a or 3b. There are also some areas of ALC grade 4 land.	+/-	+/-	+/-	ongoing	permanent	local	low	low	+/-	yes	Development should be avoided on areas of ALC grade 3a land. Protection should be given to the RIGS.	+					
8	Reduce air, soil and water pollution.	There are no significant effects at this level of detail	0	0	0						0			0					
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	There are no significant effects at this level of detail	0	0	0						0			0					
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	Cycling and pedestrian improvements will help at a local scale but there appears to be little focus on public transport such as rail and bus opportunities. There is no railway line through Southam but the Oxford Birmingham line is little over a mile away to the south west. A longer term aspiration might consider how public transport links could be enhanced if the relationship between employment sites and residents of Southam is to be less dependent on the car	+/-	+/-	+/-	ongoing	permanent	local	medium	medium	+/-	yes	Sustainable transportation is an important consideration. The focus on cycling and pedestrian links and management helps to improve the sustainability of the proposal, however this could be strengthened by reference to public modes of transport and linkages to these	+					
11	Reduce barriers for those living in rural areas.	There are no significant effects at this level of detail	0	0	0						0			0					
12	Protect the integrity of the district's countryside.	Enhancements to the appearance of the area, coupled with an improved GI network will help retain the distinctive local character of the area.	+	+	+	ongoing	permanent	local	low	low	+	no		+					
13	Provide affordable, environmentally sound and good quality housing for all.	There are no significant effects at this level of detail	0	0	0						0			0					
14	Safeguard and improve community health, safety and well being.	The proposal aims to make up for the shortfall in amenity greenspace, play spaces for children and young people and sports pitches which have been identified. Provision of these facilities will help encourage people to take part in sport and active recreation, leading to a long term improvement in health.	+	++	++	ongoing	permanent	local	medium	high	++	no		++					
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Only 33% of employed residents live and work in Southam, with larger cities such as Leamington and Warwick attracting the remainder. The proposal suggests strengthening the role of Southam town centre and providing support for tourism aspects such as heritage attractions, which will support the local economy. However, efforts to encourage more employment opportunities are likely to be eclipsed by the strong focus on environmental protection.	+	+	+	ongoing	permanent	local	high	medium	+	no	Strong economic growth is likely to result in environmental degradation and potentially is not suitable in this area.	+					
Policy AS7: Southam			Key										Overall Effect		Proposed Mitigation				
			Major negative effect			--										The policy supports the protection and enhancement of environmental features such as improvements to the landscape and appearance of Southam. The policy is positive for biodiversity as it proposes improvements to the GI network to enhance the linkages between biodiversity rich areas, and provide multifunctional benefits. Other positives of the policy are the recommended additional sports and recreation facilities to make up for the current shortfall; leading to a long term positive against the health objective.		Public transport should be considered within and to and from the settlement due to its large size and catchment area. As residents from many rural villages travel to Southam, it is important to ensure these journeys are as sustainable as possible. Investment in sustainable transport infrastructure as well as emphasis on sustainable methods of transportation should be encouraged where possible. The protection of the RIGS site should be considered.	
			Negative effect			-													
			Uncertain effect,			+/-													
			Positive and negative effect			+&-													
			Positive effect			+													
			Major positive effect			++													
No significant environmental effect			0																

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect			
			Short term	Medium term	Long term												
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	The Historic Environment Assessment (2008) shows that there have been some archaeological sites previously recorded in the immediate vicinity of the site, with evidence for prehistoric and Roman activity recorded in the wider area. The absence of finds on site may be due to a lack of investigation. There may be potential for deposits on site which would be of local to regional significance. The assessment also suggests that the ridge and furrow present on site is some of the best surviving in the vicinity of Southam	-	-	-	single event	permanent	local to regional	medium	low	-	yes	It is important to establish whether there are any features of importance prior to development occurring. Development on ridge and furrow should be avoided if possible.	-			
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	The Landscape Sensitivity Assessment (White 2011) advises that the area is of medium landscape sensitivity to both residential and commercial development. It also suggests that the area is currently disjointed from a landscape perspective. Development here provides the opportunity to strengthen and enhance the settlement edge.	-	-	+	ongoing	permanent	local	medium	medium	-	yes	Landscaping could have a role in helping to mitigate any associated effects, design is important to ensure that the development is in keeping with its surroundings.	+			
3	Protect, enhance and manage biodiversity and geodiversity.	The Green Infrastructure Study (2011) states that part of the site consists of BAP priority habitat. Unlike similar proposals, the specific requirements do not mention landscaping or any other mention of protecting or enhancing biodiversity. There is a small Local Wildlife Site to the east of the site boundary, although this is separated from the development site by the A423 and is unlikely to be affected.	-	-	0	ongoing	permanent	local	low	medium	-	yes	BAP habitats should be retained and/or replaced. The proposal should mention the protection and enhancement of biodiversity to be assessed positively.	+			
4	Reduce the risk of flooding.	Development site is within flood risk zone 1, and CS 3 (Water) mandates that SUDs should be incorporated where practical.	++	++	++	ongoing	permanent	local	low	high	++	yes	Development should incorporate SUDS	++			
5	Minimise the district's contribution to climate change.	No significant effects at this level of detail.	0	0	0						0			0			
6	Plan for the anticipated levels of climate change.	No significant effects at this level of detail.	0	0	0						0			0			
7	Protect and conserve natural resources.	The proposed site is potentially located on an area of Grade 3 agricultural land. It is uncertain whether this is 3a or 3b land. It is difficult to determine the local significance of the loss of this land.	+/-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	The agricultural land classification of the site should be investigated to discover if it is 3a or 3b. To further inform the decision, the demand for agricultural land in the area should be investigated to ascertain the significance of the loss. A Soil Management Plan could be prepared to help preserve the soil resources at this site.	+			
8	Reduce air, soil and water pollution.	No significant effects at this level of detail.	0	0	0						0			0			
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	No significant effects at this level of detail.	0	0	0						0			0			
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	The site is promoted as a mixed use site, including both housing, employment and relocated/enhanced sports facilities. Creating a mixed use site reduces the need to travel. Its mixed use nature, coupled with the provision of pedestrian and cycle links will contribute to a positive impact on sustainable travel. The western part of the site is within 400m of a bus stop (as suggested by Shaping Neighbourhoods 2010).	+	+	+	ongoing	permanent	local	low	medium	+	yes	There is the opportunity to increase bus stop coverage of the site by introducing a new bus stop on the bus route running on the A423 alongside the eastern edge of the site.	+			
11	Reduce barriers for those living in rural areas.	The site is located on the fringe of Southam and consequently will be able to access some of the services the town provides. Part of the site is located within an accessible distance (1km, Shaping Neighbourhoods 2010) of a primary school. There is also a secondary school to the north of the site known as Southam College which is within 2km of the site.	0	+	+	ongoing	permanent	local	medium	medium	+	yes	Need to ensure that an appropriate range of services and facilities are provided in or near to the site. Facilitating cycling and pedestrian routes to and within the site will improve accessibility to the existing facilities in Southam.	+			
12	Protect the integrity of the district's countryside.	The site is a small-scale development located on green field land on the rural urban fringe of Southam. Development here provides the opportunity to strengthen and enhance the settlement edge.	+	+	+	ongoing	permanent	local	low	medium	+	yes	Sensitive landscape design will help mitigate intrusive landscape effects whilst at the same time contributing to green infrastructure assets.	+			
13	Provide affordable, environmentally sound and good quality housing for all.	The development will deliver approximately 200 dwellings	+	+	+	ongoing	permanent	local	medium	medium	+	no	Housing developments should include affordable housing provision.	+			
14	Safeguard and improve community health, safety and well being.	The proposals include replacement and enhancement of the existing sports facilities on the site. There is also a leisure centre located within Southam which is within 1,900m of the site (as recommended by Shaping Neighbourhoods 2010). Furthermore the site is within 800m of an existing doctors surgery. The provision of enhanced crossing facilities at Leamington Road should also contribute to this objective, making walking safer. This is built upon by the introduction of pedestrian and cycling links.	+	+	+	ongoing	permanent	local	medium	medium	+	yes	It should be checked whether health facilities in the area have capacity. Green Infrastructure and provision for walking and cycling could also help improve health.	+			
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The allocation includes employment uses, increasing the amount of employment land and opportunities in the area will directly help the economy, as well as provide jobs and reduce deprivation.	+	+	+	ongoing	permanent	local	medium	medium	+	no		+			
Policy SOU1: West of Banbury Road, Southam			Overall Effect										Proposed Mitigation				
			Key														
			Major negative effect			--											
			Negative effect			-											
			Uncertain effect,			+/-										Development here would result in the loss of a greenfield site on unknown agricultural value, which could contain some assets of historical worth. The effects on the landscape and biodiversity could be adverse, but could be minimised by strengthening the settlement edge and sensitive design. An employment development will bring benefits in terms of direct, indirect and induced employment. The site is located on flood risk zone 1, and consists of a mixed use development aiding both a reduction in travel needs and an improvement in human health, accessibility and safety.	
			Positive and negative effect			+&-											
			Positive effect			+											
Major positive effect			++														
No significant environmental effect			0														
													The importance of the site in archaeological and agricultural terms should be established prior to development. Development should be avoided on green field land where possible. Future proposals should ensure that the proposals for employment and routing of HS2 do not impact on the amenity of residents. It should be confirmed that existing facilities such as doctors surgeries have capacity for 200 new dwellings and if not, potentially expanded.				

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect		
			Short term	Medium term	Long term											
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	The Historic Environment Assessment (2008) advised that there could be relics from a Civil War skirmish on the proposed site. Evidence for this skirmish would take the form of artefact scatters within the topsoil. Any such artefacts would be of regional significance. The site also contains some of the best surviving ridge and furrow in the immediate vicinity of Southam (Historic Environment Assessment 2008).	-	-	-	single event	permanent	local to regional	medium	low	-	yes	It is important to establish whether there are any features of importance prior to development occurring. Development on ridge and furrow should be avoided where possible.	-		
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	The Landscape Sensitivity Assessment (2011) suggests that the site is partly in an area of high landscape sensitivity and partly in an area of high/medium landscape sensitivity for housing development. The assessment advises that any development will significantly alter the historic landscape character of this area and have an effect on the surrounding character. The Core Strategy identifies the need for extensive landscaping along the southern and western boundaries of the site. Incorporating extensive landscaping will help the site to be integrated into the area over time.	--	--	-	ongoing	permanent	local	medium	medium	--	yes	Development should be designed and sited sensitively. Potentially development should be avoided in the area assessed as having a high landscape sensitivity.	0		
3	Protect, enhance and manage biodiversity and geodiversity.	The site does not currently have high biodiversity value. Although there is a Local Wildlife Site located to the east of the site on the other side of the A423. Over time, with the addition of extensive landscaping the biodiversity of the site could increase.	0	0	+	ongoing	permanent	local	low	medium	+	no		+		
4	Reduce the risk of flooding.	Development site is within flood risk zone 1, and CS 3 (Water) mandates that SUDs should be incorporated where practical.	++	++	++	ongoing	permanent	local	low	high	++	yes	Development should incorporate SUDs	++		
5	Minimise the district's contribution to climate change.	No significant effects at this level of detail.	0	0	0						0			0		
6	Plan for the anticipated levels of climate change.	No significant effects at this level of detail.	0	0	0						0			0		
7	Protect and conserve natural resources.	The proposed site is located on an area of Grade 3 agricultural land. It is uncertain whether this is 3a or 3b land. It is difficult to determine the local significance of the loss of this land. A Soil Management Plan could be prepared to help preserve the soil resources at this site.	+/-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	The agricultural land classification of the site should be investigated to discover if it is 3a or 3b. To further inform the decision, the demand for agricultural land in the area should be investigated to ascertain the significance of the loss.	+		
8	Reduce air, soil and water pollution.	No significant effects at this level of detail.	0	0	0						0			0		
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	No significant effects at this level of detail.	0	0	0						0			0		
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	The majority of the proposed site is within 400m of an existing bus stop.	+	+	+	ongoing	permanent	local	low	high	+	yes	Further bus stops could be introduced to service the remainder of the site.	+		
11	Reduce barriers for those living in rural areas.	The site is located on the fringe of Southam and consequently will be able to access some of the services the town provides. However the development is located in the northern area of Southam with the majority of facilities located in the centre. The site is located within an accessible distance (1km, Shaping Neighbourhoods 2010) of a primary school. Furthermore there is a secondary school (Southam College) in close proximity to the site.	0	+	+	ongoing	permanent	local	medium	medium	+	yes	Need to ensure that an appropriate range of services and facilities are provided in or near to the site. Facilitating cycling and pedestrian routes to and within the site will improve accessibility.	+		
12	Protect the integrity of the district's countryside.	The site is a small-scale development on green field land, located on the rural urban fringe of Southam.	+	+	+	ongoing	permanent	local	low	medium	+	yes	Sensitive landscape design will help mitigate intrusive landscape effects whilst at the same time contributing to green infrastructure assets.	+		
13	Provide affordable, environmentally sound and good quality housing for all.	The development will deliver approximately 150 dwellings	+	+	+	ongoing	permanent	local	low	medium	+	no		+		
14	Safeguard and improve community health, safety and well being.	There are no doctors surgeries within 800m of the site, although two are located in Southam. As the site only proposes 150 dwellings the development is not of a sufficient size to support a new doctors surgery (which requires 2000 people; Shaping Neighbourhoods 2010). There is a leisure centre in the vicinity of the site which would be accessible. The provision of pedestrian and cycle links suggested by the proposal will contribute to the achievement of this objective on health.	+&-	+&-	+&-	ongoing	permanent	local	low	medium	+&-	yes	Will need to ensure that the required health facilities are accessible for new residents. It should also be checked whether health facilities in the area have capacity, or are over subscribed. Although the site itself is not big enough to support a new doctors surgery, if there is additional demand for the service in the area a new surgery would help meet wider needs. Green Infrastructure and provision for walking and cycling could also help improve health.	++		
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	No significant effects at this level of detail.	0	0	0						0			0		
Policy SOU2: West of Coventry Road, Southam			Key													
			Major negative effect	--	Development here would result in the loss of a greenfield site on an area of unknown agricultural value, with the potential to contain historical artifacts which could be of regional significance. The effects on biodiversity are minimal and would be enhanced by extensive landscaping along the southern and western boundaries of the site. The site will deliver some affordable homes, and is accessible, with a reduction in rural barriers.											
			Negative effect	-												
			Uncertain effect,	+/-												
			Positive and negative effect	+&-												
			Positive effect	+												
			Major positive effect	++												
No significant environmental effect	0															
Overall Effect											Proposed Mitigation					
											The importance of the site in archaeological terms should be established prior to development. The agricultural grade of the land should be confirmed to establish the sites value. Development should be avoided on green field sites where possible. The accessibility of health facilities should be investigated, with additional services provided where necessary.					

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect		
			Short term	Medium term	Long term											
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	There are no significant effects at this level of detail	0	0	0						0			0		
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	The policy supports the creation of a village 'gateway' in Studley, whilst retaining a separate identity from nearby Redditch, supporting the existing landscape. The village is located entirely within Green Belt, with strong boundaries caused by the A435 and the A448 restricting development to within this triangle.	+	+	+	ongoing	permanent	local	low	medium	+	no		+		
3	Protect, enhance and manage biodiversity and geodiversity.	The policy provides a number of environmental enhancement actions, including the creation of an improved gateway to the village, additional greenspace for residents and in particular children and young people. The policy proposes specific improvements to biodiversity, mentioning environmental regeneration and enhancements to the GI network.	++	++	++	ongoing	permanent	local	medium	medium	++	no		++		
4	Reduce the risk of flooding.	There are no significant effects at this level of detail	0	0	0						0			0		
5	Minimise the district's contribution to climate change.	The policy advocates implementing traffic management measures in the village centre which could help reduce vehicular emissions. However, due to the severe traffic problems experienced in Studley the traffic management measures will have to be quite significant.	+/-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	Suggestions of what traffic management measures will be put in place will help identify whether these will be sufficient to mitigate the effects of the traffic. Additional robust alternatives should be considered.	+		
6	Plan for the anticipated levels of climate change.	There are no significant effects at this level of detail	0	0	0						0			0		
7	Protect and conserve natural resources.	There are no significant effects at this level of detail	0	0	0						0			0		
8	Reduce air, soil and water pollution.	The policy includes traffic management measures but does not prescribe what these might be. With a seven year old AQMA in place, the trend data for air quality shows, at best, a slow improvement in air quality.	+/-	+/-	+	ongoing	permanent	local	medium	low	+/-	yes	Improvements in air quality should be prioritised, with the aim of removing the AQMA from the village. Once opportunities for mitigating the impact of through traffic have been investigated, these should be implemented.	+		
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	There are no significant effects at this level of detail	0	0	0						0			0		
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	Transportation issues associated with the car include air quality and busy roads, which are likely to influence highway safety issues as well. The policy suggests the implementation of traffic management measures which could improve this. However any attempts to explore off-street car parking should be wary of setting as well as the potential to increase car traffic in the long term.	+/-	+/-	-	ongoing	permanent	local	medium	low	+/-	yes	The traffic management measures should be implemented, and then monitored to ensure that no further issues are encountered. The need for off-street car parking in the village centre should be reviewed, and avoided if possible due to the potential to increase journeys via car. Instead emphasis should be placed on sustainable modes of transportation.	+		
11	Reduce barriers for those living in rural areas.	There are no significant effects at this level of detail	0	0	0						0			0		
12	Protect the integrity of the district's countryside.	Studley lies on the outskirts of Redditch and is heavily influenced by the larger settlement despite attempts to maintain its own identity and distinctiveness. This policy therefore serves to support the location by protecting the landscape to help avoid coalescence with Redditch.	++	+	+	ongoing	permanent	local	high	medium	+	no		+		
13	Provide affordable, environmentally sound and good quality housing for all.	There are no significant effects at this level of detail	0	0	0						0			0		
14	Safeguard and improve community health, safety and well being.	The proposal aims to make up for the shortfall in accessible and amenity greenspace, play spaces for children and young people, parks, gardens and sports pitches which have been identified. Provision of these facilities will help encourage people to take part in sport and active recreation, leading to a long term improvement in health.	+	++	++	ongoing	permanent	local	medium	high	++	no		++		
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The policy shows support for the village centre through focusing local shops and services there, as well as retaining the main employment sites in the area.	0	+	+	ongoing	permanent	local	low	medium	+	no	The policy does not advocate additional employment opportunities, these could be supported to strengthen the economy,	+		
Policy AS8: Studley			Overall Effect									Proposed Mitigation				
			Key													
			Major negative effect	--												
			Negative effect	-												
			Uncertain effect,	+/-	The policy focuses on rectifying the current shortfall in greenspaces and amenity land such as sport and recreation facilities; this results in positive assessments against biodiversity and health. The policy also addresses issues such as coalescence with Redditch and creating a 'gateway' both of which help maintain the integrity of the landscape and countryside. There are issues with transportation and traffic in Studley, and the secondary problems this has such as congestion, air quality and increased emissions.											
			Positive and negative effect	+&-												
			Positive effect	+												
Major positive effect	++															
No significant environmental effect	0															
												As there is a significant issue with traffic and transportation in Studley, and whilst the traffic management measures proposed are likely to improve this somewhat, the proposals should be made clear with robust alternatives considered. Additional parking facilities should be avoided where possible as they could encourage car journeys. Additional small employment opportunities could be supported within Studley.				

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect	
			Short term	Medium term	Long term										
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	There are no significant effects at this level of detail	0	0	0						0			0	
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	There are areas around Wellesbourne that are sensitive to development, these are acknowledged within the description, and the policy suggests protecting the openness of the River Dene Valley.	+	+	+	ongoing	permanent	local	low	medium	+	no		+	
3	Protect, enhance and manage biodiversity and geodiversity.	There are multiple proposals to increase the biodiversity present in the area. The policy suggests creating additional natural accessible greenspace, parks, gardens and amenity greenspace. Furthermore there are suggestions to improve the linkages with important biodiversity features such as the Smatchley, Loxley and Wellesbourne Woods, Loxley Church Meadow and the River Dene.	++	++	++	ongoing	permanent	local	medium	medium	++	no		++	
4	Reduce the risk of flooding.	There are no significant effects at this level of detail	0	0	0						0			0	
5	Minimise the district's contribution to climate change.	There are no significant effects at this level of detail	0	0	0						0			0	
6	Plan for the anticipated levels of climate change.	There are no significant effects at this level of detail	0	0	0						0			0	
7	Protect and conserve natural resources.	There are no significant effects at this level of detail	0	0	0						0			0	
8	Reduce air, soil and water pollution.	There are no significant effects at this level of detail	0	0	0						0			0	
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	The recognition that Seven Trent Water needs to carry out work at Wellesbourne WwTW should help improve the treatment of waste water.	+	+	+	ongoing	permanent	local	low	low	+	no		+	
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	The new pedestrian and cycling links will provide good local opportunities to travel sustainably. However there is a culture of commuting within Wellesbourne. Wellesbourne sits on the Fosse Way and is reliant on a number of road links to meet transportation needs; these include the A429 or M40. The lack of a secondary school, with employment opportunities mainly focused on the airfield site or the horticultural college; mean many residents drive to work in nearby Stratford-upon-Avon, Leamington or Banbury.	+/-	+/-	+/-	ongoing	permanent	local	medium	medium	+/-	yes	Sustainable transportation is an important consideration. The focus on cycling and pedestrian links and management helps to improve the sustainability of the proposal, however this could be strengthened by reference to public modes of transport, improving the sustainable transport infrastructure and attempts to increase patronage of public transport.	+	
11	Reduce barriers for those living in rural areas.	There are no significant effects at this level of detail	0	0	0						0			0	
12	Protect the integrity of the district's countryside.	The policy aims to protect the openness of the River Dene Valley and create additional green and amenity spaces.	+	+	+	ongoing	permanent	local	low	low	+	no		+	
13	Provide affordable, environmentally sound and good quality housing for all.	There are no significant effects at this level of detail	0	0	0						0			0	
14	Safeguard and improve community health, safety and well being.	The proposal aims to rectify the shortfall in accessible natural greenspace and sports and recreation facilities. There is also the possibility of improving health through open air recreation by linking up with Charlecote Park and Compton Verney. Provision of these facilities will help encourage people to take part in sport and active recreation, leading to a long term improvement in health.	+	++	++	ongoing	permanent	local	medium	high	++	no		++	
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The policy states that additional employment development should be considered in the village, and clarifies that local job opportunities will be improved through increasing the concentration of activity on the M40 Distribution Park	0	+	+	ongoing	permanent	local	high	medium	+	no		+	
Policy AS9: Wellesbourne			Overall Effect										Proposed Mitigation		
			Key												
			Major negative effect	--	The policy aims to rectify the identified shortfalls in amenity greenspace, parks, gardens and sports pitches, accessible natural greenspace and play spaces for children and young people. These additional spaces have multifaceted benefits, including increased biodiversity and spaces to take part in sport and active recreation. The general environmental improvements help to protect the openness of the landscape, whilst ensuring that the integrity of the countryside is kept intact.										
			Negative effect	-	Employment and the economy are referenced and accounted for with the economic proposals through enhancement to the village centre and assessment of the need for additional employment. Wellesbourne has a limited catchment, with residents choosing to go to larger nearby settlements (such as Stratford-upon-Avon, Leamington and Banbury) for their daily food and shopping needs, as well as for work. This reliance on commuting could affect the sustainability of the area.										
			Uncertain effect,	+/-	Transportation is the only issue which needs to be mitigated, due to the limited catchment of Wellesbourne and the size of the centres it is competing with it would be most efficient to facilitate travel to these larger settlements in a sustainable manner. Ensure that the current facilities remain strong and can service some of the everyday needs of residents, but focus on public transport and walking and cycling routes.										
			Positive and negative effect	+&-											
			Positive effect	+											
Major positive effect	++														
No significant environmental effect	0														

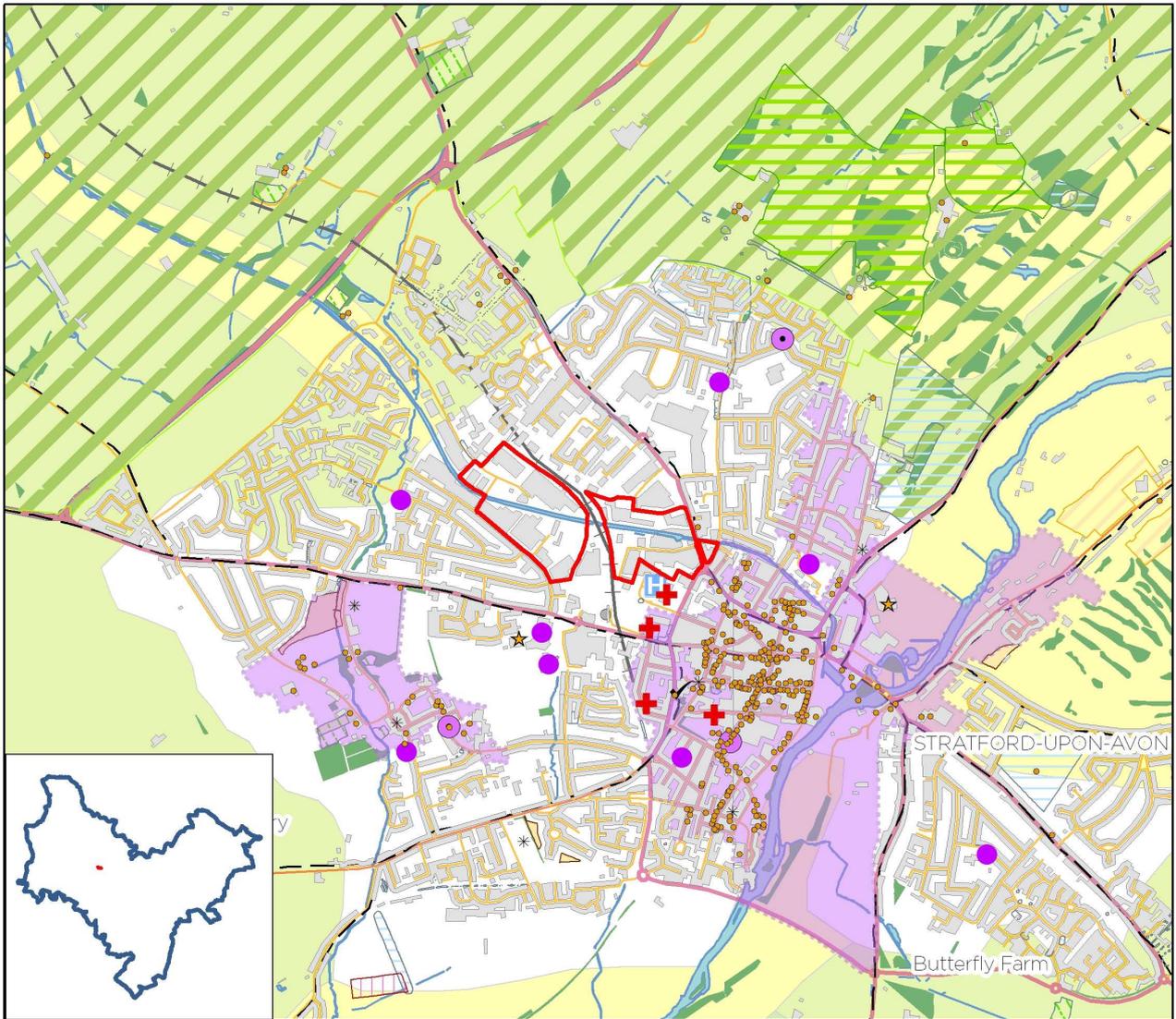
No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect	
			Short term	Medium term	Long term										
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	The Historic Environment Assessment (2012) identifies a small area of High to Medium Archaeological Sensitivity, immediately to the North East of Gaydon (thought to be a Bronze Age round barrow), but within the proposed site allocation. Warwickshire County Council (WCC) have granted planning permission for a scheme to improve junction 12 of the M40, which includes the construction of a dual carriageway. The dual carriageway would be sited on where the Bronze Age round barrow is thought to be located. As part of the permission WCC have included the planning condition that archaeological investigations must be carried out prior to development, which would help mitigate archaeological uncertainty. There are listed buildings in the vicinity of the site and the setting of these will be a consideration when any development is considered in more detail. Short-term adverse effects on local heritage assets such as the listed buildings in the vicinity are likely to occur in the short term; due to the effect of development and the consequent noise and disturbance effects, including HGVs.	-	-	-	single event	permanent	local	low	low	-	yes	The potential presence of a Bronze Age round barrow on site will be examined by the archaeological investigation planning condition imposed on the construction of a dual carriageway by WCC. Development on this scale would have to adhere to policy CS.8 in relation to the historic environment which protects historic buildings and policy CS.5 on landscape and CS.9 on design and distinctiveness would also apply. Landscaping should be implemented to screen the listed buildings from the new site in the longer term to protect from harm, as well as potentially improving the townscape and setting of historic assets. Effects associated with construction may be capable of mitigation through the routing of construction traffic.	+	
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	The site is characterised by open countryside which ranges in quality according to the diversity of landscape features. These include nearby woodlands (Chesterton Wood) at the northern end of the site and hedgerows. Parts of the landscape are lower quality for example near junction 12 of the M40. The Landscape Sensitivity Study (2012) identifies that the site includes areas of medium and high to medium landscape sensitivity. The built character of Lighthorne Heath lacks distinctiveness. Initially there could be a minor adverse effect on the character and appearance of the landscape due to development. The introduction of open space and other green area could help reduce this adverse impact.	--	--	+	ongoing	permanent	local	medium	medium	--	yes	To mitigate the potential adverse effect on the character of the area the distinctive landscape features such as Chesterton Wood should be retained and incorporated into the new development. Design standards should be implemented to ensure that the development will be in keeping with the area, incorporating landscaping. The site could provide an opportunity to improve the local landscape and townscape in the long term. Any new settlement here would have the opportunity to introduce enhanced design standards and more traditional built styles that combine with sustainable design. The implementation of high design standards in accordance with Policy CS.9 is required for a positive assessment.	+	
3	Protect, enhance and manage biodiversity and geodiversity.	The site is long or ribbon in nature. Chesterton Wood at the north end of the site is an important feature that should be retained and protected. Biodiversity levels are likely to be low in association with the larger arable fields, however the woodlands and hedgerows may serve to increase this resource. The centre and northern part of the site is within a 500m buffer zone of woodland (a standard suggested by Shaping Neighbourhoods 2010). The presence of woodland in and around the site ensures there is accessible biodiversity in the area. The option proposes to incorporate parks, open space and community woodland, as well as introducing a managed ecological reserve on the former quarry. This will add to the biodiversity value of the area in the long term.	-	+	+	ongoing	permanent	local	low	medium	+	no	Much could be done as part of a new development to enhance the green infrastructure provision including creation of more woodland, introduction of water features and planting of a natural noise and landscape barrier that could also function as a wildlife corridor alongside the M40. Important biodiversity features should be protected as suggested by policy CS.6. Areas of lower biodiversity value should be developed on, with landscaping and green areas incorporated as part of the development. There should be no net loss in biodiversity. Additional biodiversity features should be incorporated where possible, preferably linking into the wider GI network.	++	
4	Reduce the risk of flooding.	Assessed on the basis that the site is in Flood Risk Zone 1 and that it would incorporate Sustainable Urban Drainage.	++	++	++	ongoing	permanent	local	low	medium	++	no	Scheme to incorporate Sustainable Urban Drainage.	++	
5	Minimise the district's contribution to climate change.	The development is mixed-use and is comprised of housing, employment land, a main centre, a local centre and a primary school. The mixed-use nature of the site could help reduce carbon emissions associated with transport by helping to reduce the need to travel, promote walking and cycling and alternatives to the car. The size of the development means there will also be potential for local energy generation, including District Heating from renewable / low carbon sources.	+	+	+	ongoing	permanent	regional	high	low	+	no	There will also be potential for local energy generation, including District Heating from renewable / low carbon resources should be incorporated. A high quality public transport service should be implemented.	+	
6	Plan for the anticipated levels of climate change.	A site of this size provides the opportunity to provide Green Infrastructure, including the proposed parks, open space and community woodland, in the medium term. Other adaptation techniques depend on design.	0	+	+	ongoing	permanent	local	low	low	+	no	Ensure that existing areas contribute towards the provision of Green Infrastructure, including public access, where this is consistent with other objectives. Introduce further green spaces which are connected to the GI network A Soil Management Plan could be used to mitigate effects in relation to soils.	++	
7	Protect and conserve natural resources.	Loss of soil at this site (as with all sites) represents a loss of natural resources - an irreversible effect. The site includes land in Grade 3a.	-	-	-	ongoing	permanent	local	low	low	-	yes	Cannot mitigate against the loss of agricultural land, the importance and demand for the agricultural land needs to be assessed.	-	
8	Reduce air, soil and water pollution.	No significant effects at this level of detail.	0	0	0						0			0	
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	No significant effects at this level of detail.	0	0	0						0			0	
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	A mixed use development, including employment, local and main centres and a primary school will help ensure that a self-sufficient community is created, this could reduce the need for travel via car. The proposal also includes walking and cycling links. There are multiple bus stops on the B4100 along the west of the site. This improves the accessibility of the proposal and ensures that there are alternatives to car travel available. However not all of the site is within 400m of a bus stop (a standard suggested by Shaping Neighbourhoods 2010). This is likely to be improved through the frequent, express bus services which are proposed to Warwick/Leamington and Banbury, including railway stations.	+	+	+	ongoing	permanent	local and regional	medium	low	+	yes	The scale and mix of the development provides the opportunity to encourage alternatives to the car and reduce the length of journeys. Ambitious targets for modal shift should be set (see separate text on this) by the Core Strategy. This could include additional and more frequent bus routes. The assessment assumes that sustainable transport infrastructure will be implemented.	+	
11	Reduce barriers for those living in rural areas.	There is currently a primary school in Lighthorne Heath, which would serve part of the site. However there would be insufficient capacity at existing facilities to meet the demand created by 3,000 new homes. A new primary school is suggested which is likely to make up for the current shortfall in capacity. The proposal includes the introduction of a main centre (comprising of a range of shops, services, community and leisure facilities), a local centre, highway improvements and a primary school which will improve accessibility in the longer term The area currently has some employment opportunities, namely Aston Martin, Jaguar, Land Rover and the Heritage Museum. The site is close to small villages but not within the vicinity of larger towns, therefore providing housing and employment development in this area together is likely to help provide opportunities in the wider area.	-	++	++	ongoing	permanent	local and regional	high	medium	++	no	Need to ensure that an appropriate range of services and facilities are provided.	++	
12	Protect the integrity of the district's countryside.	Assessed on the basis that this is a greenfield site in the countryside.	--	--	--	ongoing	permanent	local	low	medium	--	yes	Sensitive landscape design will be required to mitigate intrusive landscape effects whilst at the same time contributing to green infrastructure assets.	--	
13	Provide affordable, environmentally sound and good quality housing for all.	In the long term this location could provide up to 3,000 dwellings. The proposal introduces a large amount of new housing to the area. As part of that, a percentage of the new housing will be affordable housing.	+	++	++	ongoing	permanent	local and regional	high	high	++	no		++	
14	Safeguard and improve community health, safety and well being.	A large influx of new residents and housing is likely to mean the surrounding roads are busier and consequently potentially more hazardous in the absence of measures to reduce the use of the car. There are no health facilities within range of the site. For example there are doctors surgeries to the north east and the south west, but these are beyond the 800m buffer suggested by Shaping Neighbourhoods 2010. A mixed use development provides a range of opportunities which could contribute to this objective, the proposal advises additional health facilities will be created on site and will positively effect the area over the medium and long term.	-	++	++	ongoing	permanent	local	high	medium	++	no		++	
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The nearby employment centres of Aston Martin, Jaguar, Land Rover and the Heritage Museum all provide employment opportunities. These facilities will be expanded by a further 100ha, if selected. The option also proposes a main and local centre which would include shops and services, further contributing to employment opportunities	++	++	++	ongoing	permanent	local and regional	high	high	++	no		++	
Key			Overall Effect										Proposed Mitigation		
Major negative effect			--	The development is proposed on an area of greenfield land, with areas of high biodiversity value, and areas of less biodiversity value. There are currently limited local services in the area, although the proposal includes the implementation of new amenities. The site is located close to the M40 motorway providing an opportunity for travel, there are also opportunities for travel via bus. As part of the proposal, both housing and employment development will take place providing affordable housing and employment opportunities currently lacking in the area. Although the proposal is likely to effect the character of the area, the area is not recognised as being an exemplar for character, therefore implementing stringent design guides will help mitigate any adverse effects, and potentially improve the feel of the area. Although the use of cars at this area could be issue in the short term, the site is strategically linked to the settlements of Stratford-upon-Avon, Banbury and Warwick. If these links are capitalised on using sustainable modes of transportation the effect on employment, quality of life and wellbeing could be significant.										The site does have some constraints; the presence of biodiversity rich areas will have to be considered, with protection and retention of these areas being made a priority. The potential for focus on car journeys should be addressed and sustainable transport infrastructure should be implemented from day one with the Core Strategy providing a target for modal shift from the car. Due to the greenfield nature of the site (although the land is not particularly resource rich) design and siting of the development should be carefully considered to ensure that the character and integrity of the area is protected. New education facilities should be made available. A development of this scale provides the opportunity for innovative approaches to management and long term stewardship of green space, community assets and community development.	
Negative effect			-												
Uncertain effect,			+/-												
Positive and negative effect			+&-												
Positive effect			+												
Major positive effect			++												
No significant environmental effect			0												
Policy GLH: Gaydon/Lighthorne Heath															

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect	
			Short term	Medium term	Long term										
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	The site is in close proximity to the grade II listed building Lower House but existing mature trees and roads provide a buffer. As the site is greenfield, and likely to have been used for agricultural purposes since the medieval period, if archaeological deposits are present they are most probably undisturbed. However development would disturb any such features. Redditch Borough Council commissioned a Historic Environment Assessment in 2012 but it does not contain any information pertinent to the site.	-	-	-	single event	permanent	local	medium	low	-	yes	It is important to establish whether there are any features of importance prior to development occurring. Proposals should consider how to mitigate effects on Lower House and its setting.	+	
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	This is a greenfield site which is enclosed by the A435 to the north and east. The Core Strategy identifies the need to retain the mature hedgerow along the western boundary. The site falls within the Arden Special Landscape Area. Policy CS 12 states that the quality of these areas will be protected by resisting development which might harm historic and cultural features, or have a harmful effect on their distinctive character and appearance. Development proposals within a Special Landscape Area must respect the current and historic relationship of that settlement within the landscape, meaning the proposal should not have an adverse impact on landscape.	0	0	0						0			0	
3	Protect, enhance and manage biodiversity and geodiversity.	A Phase 1 Habitats Survey and Protected Species Survey was undertaken in January 2012. From an ecological context, the site supports an interesting mosaic of semi-natural habitats including good semi-improved neutral grassland, scrub, veteran standard trees, semi-natural broadleaved woodland, streams, ponds and species-rich hedgerows, many of which are recognised for their nature conservation value within the Worcestershire Biodiversity Action Plan including ancient and species-rich hedgerows, semi-natural grassland, scrub, woodland, veteran trees and rivers & streams. The site supports two ponds which are reported to contain great crested newts during the breeding season. A number of trees offer suitable roosting opportunities for bats, particularly the older veteran trees along the wooded lane. Other surveys were also recommended, e.g. Dormice. There are areas of substantial woodland near the site, including two proposed local wildlife sites. The site is within 500m of woodland of over 2 hectares in size, as well as within 4km of woodland of over 20 hectares in size.	-	-	-	ongoing	permanent	local	low	medium	-	yes	The site contains a range of features of ecological interest, these should be protected, retained and improved where it is possible to do so.	+	
4	Reduce the risk of flooding.	Assessed on the basis that the site is in Flood Risk Zone 1 and that it would incorporate Sustainable Urban Drainage.	++	++	++	ongoing	permanent	local	low	medium	++	yes	Scheme to incorporate Sustainable Urban Drainage.	++	
5	Minimise the district's contribution to climate change.	An employment development at this location is likely to give rise to a significant number of journeys by car.	-	+/-	+/-	ongoing	permanent	local	low	medium	+/-	yes	Need to enhance public transport and require Travel Plans.	+	
6	Plan for the anticipated levels of climate change.	No significant effects at this level of detail.	0	0	0						0			0	
7	Protect and conserve natural resources.	The site is classified as Grade 3 Agricultural Land but it is not known if it is Grade 3a or 3b	+/-	+/-	+/-	single event	permanent	local to regional	medium	low	+/-	yes	A Soil Management Plan could be prepared to help preserve the soil resources at this site.	+	
8	Reduce air, soil and water pollution.	Studley has a designated Air Quality Management Area and additional traffic associated with this site could have additional effects on air quality.	-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	A Travel Plan could be required for the site and/or applications for development to help reduce effects on the AQMA.	+	
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	No significant effects at this level of detail.	0	0	0						0			0	
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	The provision of pedestrian and cycle links to adjacent residential areas will contribute to the achievement of this objective however the location and nature of the development suggests that car travel will dominate from this location. There are bus routes in the vicinity of the site, with current bus stops within 400m of the site, servicing the whole of the site. Additional bus stops could be introduced to further improve the accessibility in the long term	+&-	+&-	+&-	ongoing	permanent	local	low	medium	+&-	yes	A Travel Plan could be required for the site and/or applications for development to help reduce transport effects. Additional bus stops and/or bus routes to the site would further improve accessibility.	+	
11	Reduce barriers for those living in rural areas.	The provision of additional employment at this location could contribute to this objective but there is likely to be reliance on the car because of the location of the site.	0	0	0						0			0	
12	Protect the integrity of the district's countryside.	Development would take place on a greenfield site in the urban fringe.	+	+	+	ongoing	permanent	local	medium	low	+	yes	Landscaping along the northern boundary would mitigate potential adverse effects to a degree.	+	
13	Provide affordable, environmentally sound and good quality housing for all.	No significant effects at this level of detail.	0	0	0						0			0	
14	Safeguard and improve community health, safety and well being.	No significant effects at this level of detail.	0	0	0						0			0	
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The allocation includes employment uses, increasing the amount of employment space and opportunities in the area will directly help the economy, as well as provide jobs and reduce deprivation.	+	+	+	ongoing	permanent	local	medium	medium	+	no	Direct on site employment will also bring benefits in terms of indirect and induced employment associated with spend in the local economy.	+	
Policy REDD1: Winyates Green Triangle, Mappleborough Green			Key			Overall Effect						Proposed Mitigation			
			Major negative effect	--	Development at this location would have a potential impact on heritage assets and archaeological features and biodiversity with the loss of a greenfield site with a potential impact on. The location of the site on the edge of Redditch surrounded by primary roads means that as an employment site, the development is likely to rely on transportation via car. Potentially leading to indirect effects on the AQMA in Studley. An employment development will bring benefits in terms of direct, indirect and induced employment.						The importance of the site in archaeological terms should be established prior to development, with landscape and biodiversity features protected and enhanced. Travel Plans should be used to minimise effects associated with transport and the AQMA for Studley.				
			Negative effect	-											
			Uncertain effect,	+/-											
			Positive and negative effect	+&-											
			Positive effect	+											
			Major positive effect	++											
No significant environmental effect	0														

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect		
			Short term	Medium term	Long term											
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	The site is in close proximity to the grade II listed building Lower House with little existing screening. As the site is greenfield, and likely to have been used for agricultural purposes since the medieval period, if archaeological deposits are present they are most probably undisturbed. Development would disturb any such archaeological features. Redditch Borough Council commissioned a Historic Environment Assessment in 2012 but it does not contain any information pertinent to the site.	-	-	-	ongoing	permanent	local	medium	low	-	yes	It is important to establish whether there are any features of importance prior to development occurring. Proposals should consider how to mitigate effects on Lower House and its setting.	+		
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	This is a greenfield site which is enclosed by the A435 to the south and east. The Core Strategy identifies the need to retain the mature hedgerows and trees on site. The site falls within the Arden Special Landscape Area. Policy CS 12 states that the quality of these areas will be protected by resisting development which might harm historic and cultural features, or have a harmful effect on their distinctive character and appearance. Development proposals within a Special Landscape Area must respect the current and historic relationship of that settlement within the landscape, meaning the proposal should not have an adverse impact on landscape.	0	0	0						0			0		
3	Protect, enhance and manage biodiversity and geodiversity.	The site has not been assessed in the same level of detail as the other Mappleborough Green site (Winyates Green Triangle) but contains similar features, including a pond. The policy does not identify the need to protect these other features. There are areas of substantial woodland near the site, including two proposed local wildlife sites. The site is within 500m of woodland of over 2 hectares in size, as well as within 4km of woodland of over 20 hectares in size.	-	-	-	ongoing	permanent	local	low	medium	-	yes	The site contains a range of features of ecological interest - not all of which are protected by the Draft Plan, therefore the Plan could have a negative effect if not amended. The areas of ecological interest should be retained and improved where possible.	+		
4	Reduce the risk of flooding.	Assessed on the basis that the site is in Flood Risk Zone 1 and that it would incorporate Sustainable Urban Drainage.	++	++	++	ongoing	permanent	local	low	medium	++	yes	Scheme to incorporate Sustainable Urban Drainage.	++		
5	Minimise the district's contribution to climate change.	An employment development at this location is likely to give rise to a significant number of journeys by car.	-	+/-	+/-	ongoing	permanent	local	low	medium	+/-	yes	Need to enhance public transport and require Travel Plans.	+		
6	Plan for the anticipated levels of climate change.	No significant effects at this level of detail.	0	0	0						0			0		
7	Protect and conserve natural resources.	The site is classified as Grade 3 Agricultural Land but it is not known if it is Grade 3a or 3b	+/-	+/-	+/-	single event	permanent	local to regional	medium	low	+/-	yes	A Soil Management Plan could be prepared to help preserve the soil resources at this site.	+		
8	Reduce air, soil and water pollution.	Studley has a designated Air Quality Management Area and additional traffic associated with this site could have additional effects on air quality.	-	+/-	+/-	ongoing	permanent	local	medium	low	+/-	yes	A Travel Plan could be required for the site and/or applications for development to help reduce effects on the AQMA.	+		
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	No significant effects at this level of detail.	0	0	0						0			0		
10	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	The provision of pedestrian and cycle links to adjacent residential areas will contribute to the achievement of this objective however the location and nature of the development suggests that car travel will dominate from this location. There are two bus routes in the vicinity of the site, with two current bus stops within 400m of the site, servicing the majority of the site.	+&-	+&-	+&-	ongoing	permanent	local	low	medium	+&-	yes	A Travel Plan could be required for the site and/or applications for development to help reduce transport effects. Additional bus stops and/or bus routes to the site would further improve accessibility.	+		
11	Reduce barriers for those living in rural areas.	The provision of additional employment at this location could contribute to this objective but there is likely to be reliance on the car because of the location of the site.	0	0	0						0			0		
12	Protect the integrity of the district's countryside.	Development would be small scale and take place on a greenfield site in the urban fringe, however the site is currently Green Belt, and its loss could affect the openness and integrity of the countryside.	-	-	-	ongoing	permanent	local	medium	low	-	yes	Landscaping along the northern boundary would mitigate potential adverse effects to a degree.	-		
13	Provide affordable, environmentally sound and good quality housing for all.	This is an employment scheme.	0	0	0						0			0		
14	Safeguard and improve community health, safety and well being.	No significant effects at this level of detail.	0	0	0						0			0		
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	This is an employment allocation intended for development, increasing the amount of employment space and opportunities in the area will directly help the economy, as well as provide jobs and reduce deprivation. Direct on site employment will also bring benefits in terms of indirect and induced employment associated with spend in the local economy.	0	+	+	ongoing	permanent	local	medium	medium	+	no		+		
Policy REDD2: Gorcott Hill, Mappleborough Green		Key	Overall Effect											Proposed Mitigation		
		Major negative effect	--	Development here would result in the loss of a greenfield site with a potential impact on heritage assets and archaeological features and biodiversity. The location of the site on the edge of Redditch surrounded by primary roads means that as an employment site, the development is likely to rely on transportation via car. Potentially leading to indirect effects on the AQMA in Studley. An employment development will bring benefits in terms of direct, indirect and induced employment.											The importance of the site in archaeological terms should be established prior to development. Travel Plans should be used to minimise effects associated with transport and the AQMA for Studley. Extensive landscaping will be required to reduce effects on Lower House and the countryside with effects on the landscape minimised by strengthening existing boundaries. Biodiversity should be maintained and enhanced where possible, and a soil management plan and SUDS should be implemented.	
		Negative effect	-													
		Uncertain effect,	+/-													
		Positive and negative effect	+&-													
		Positive effect	+													
		Major positive effect	++													
No significant environmental effect	0															

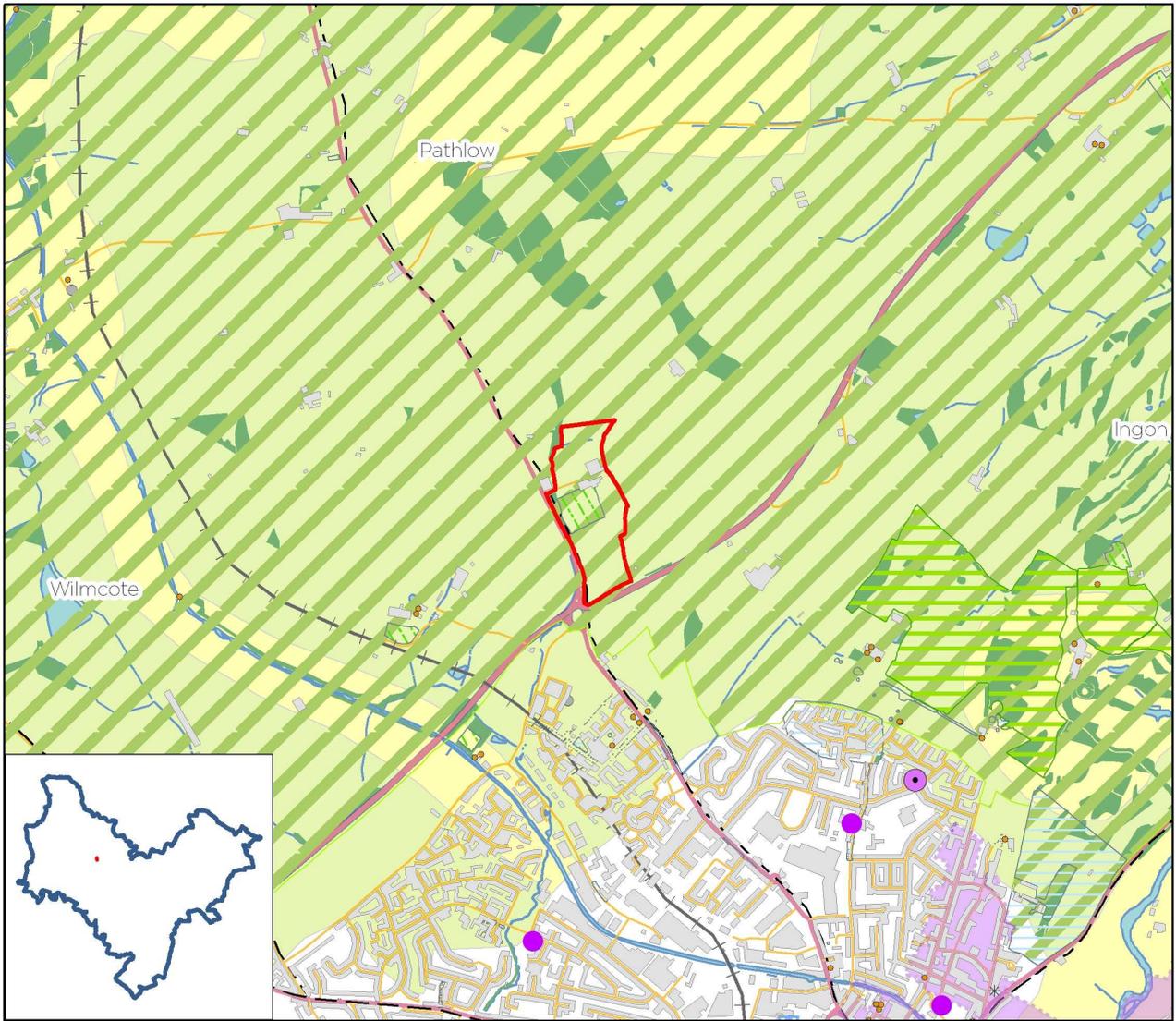
Appendix F: Constraints and Opportunities Maps

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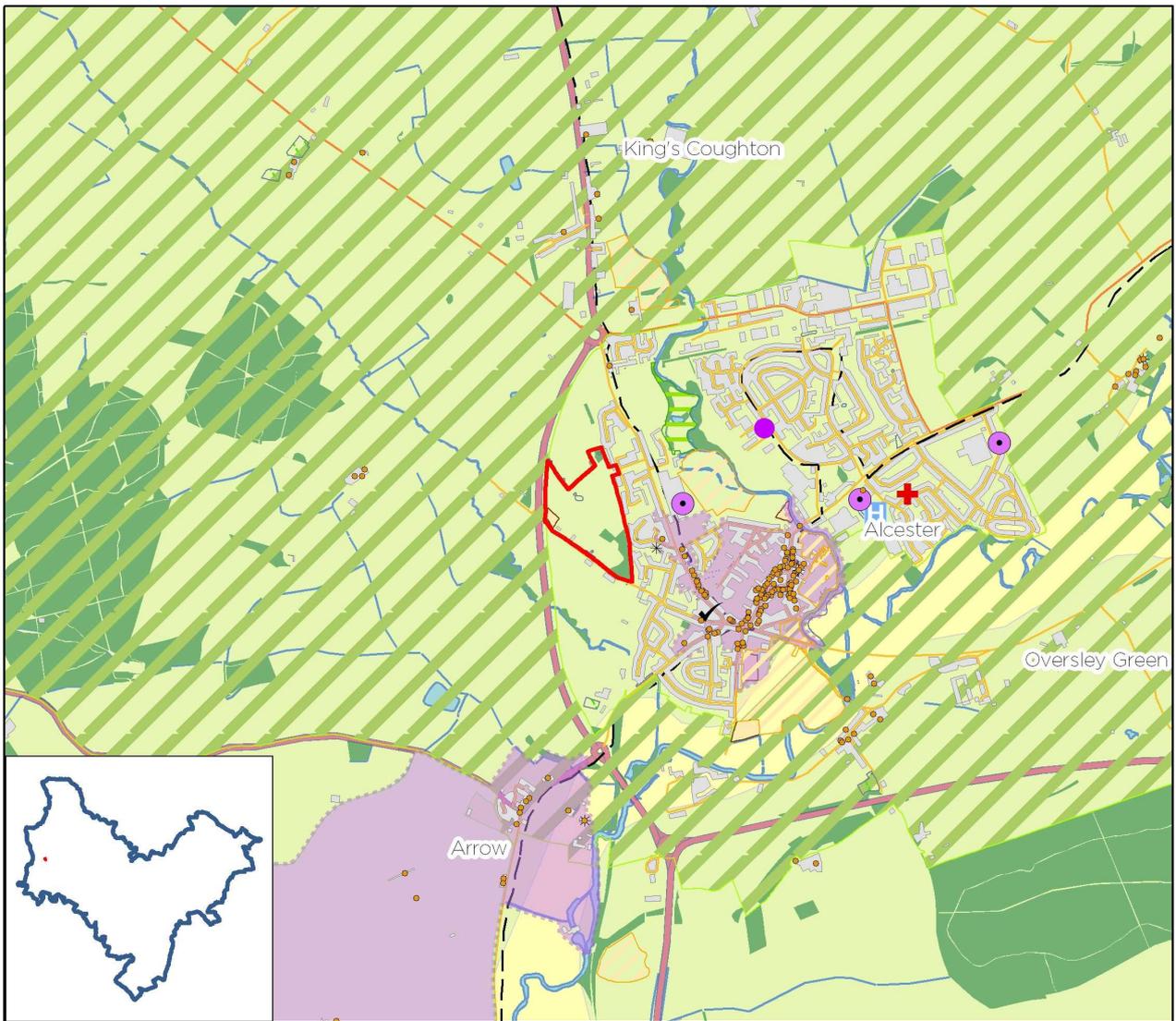
**Canal Quarter Regeneration Zone
Stratford-upon-Avon**





Birmingham Road Stratford-upon-Avon

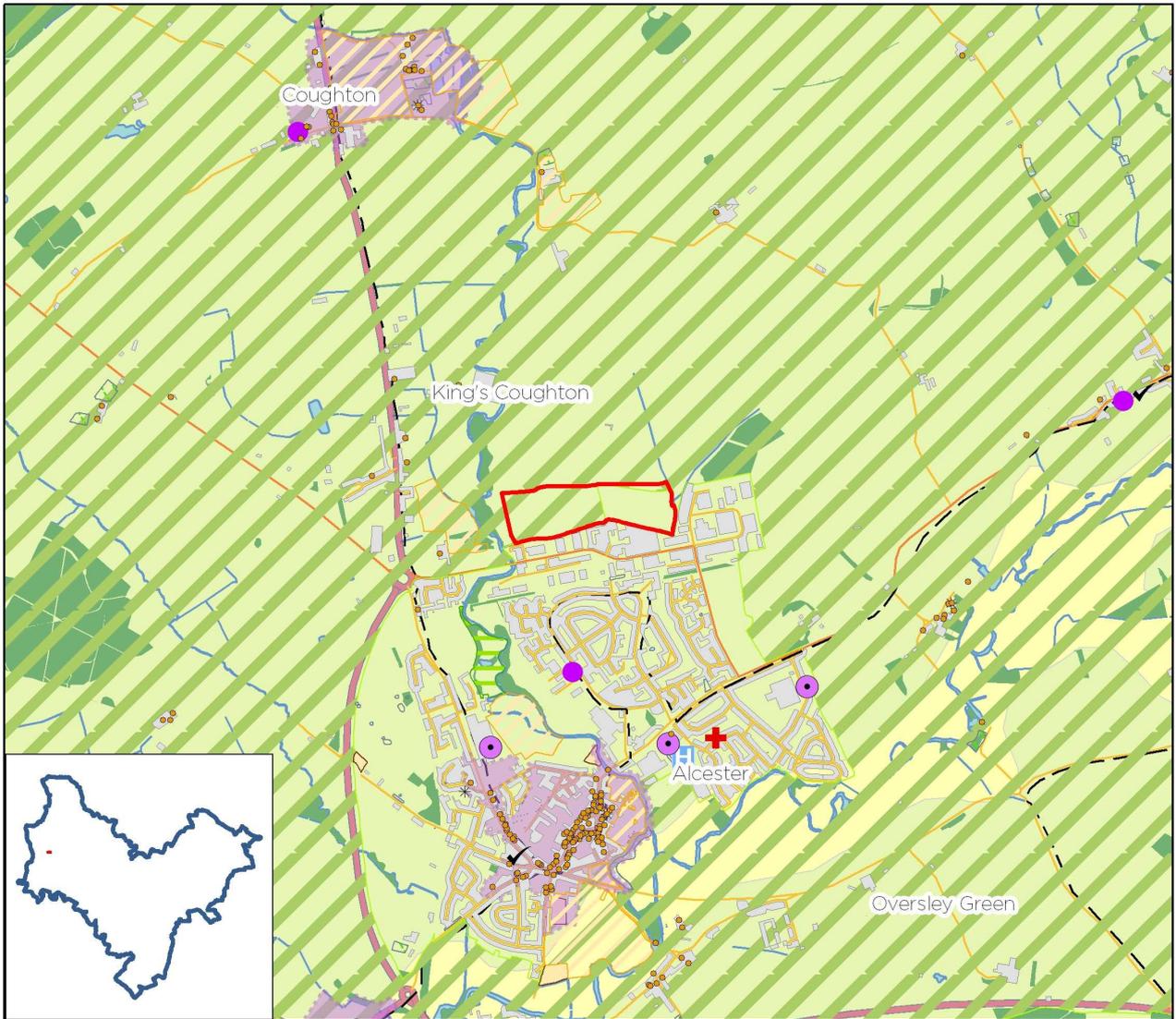




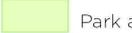
**North of Allimore
Alcester (South)**

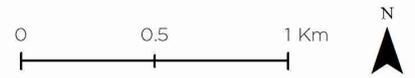
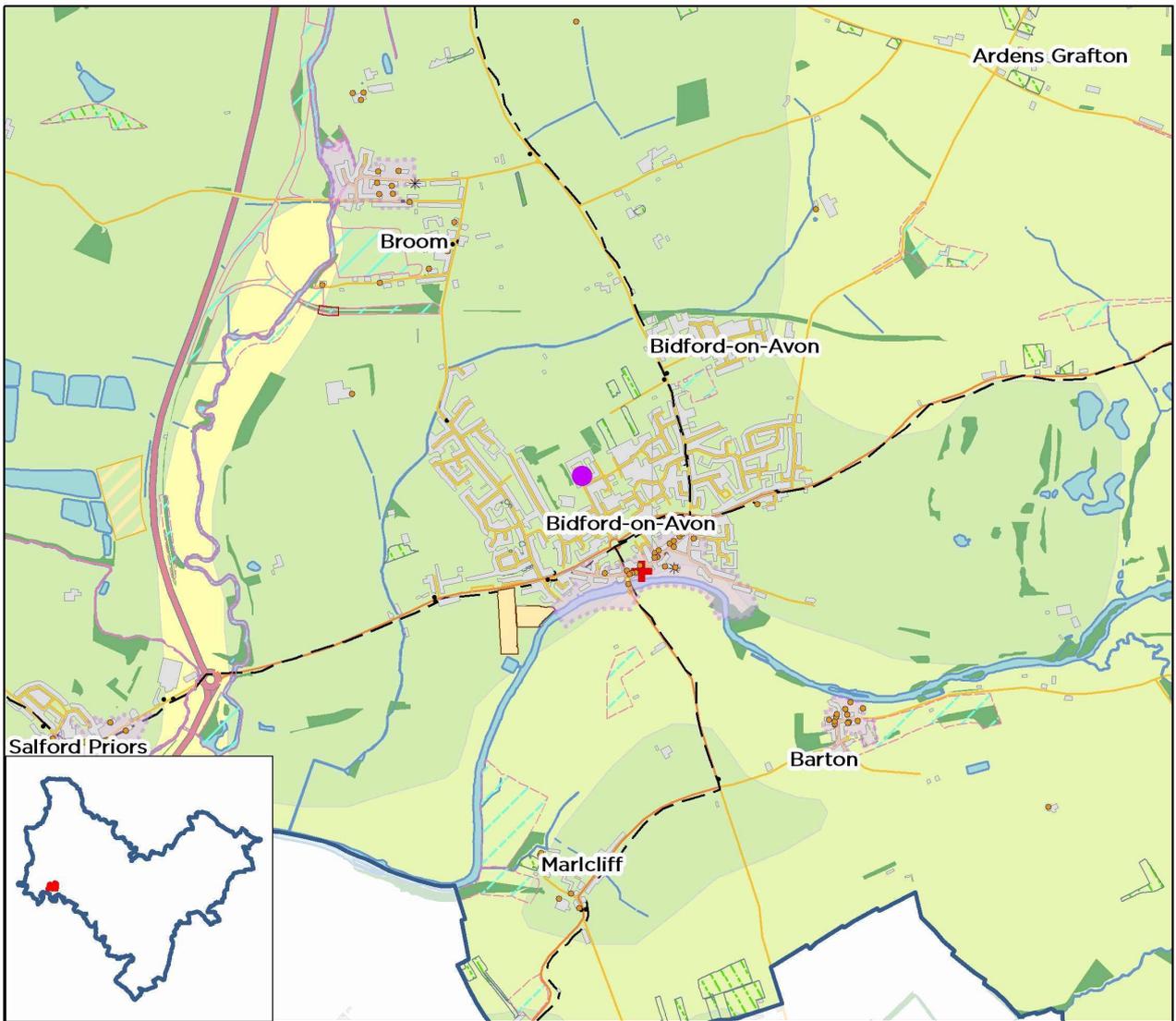


- | | | |
|--------------------------|--------------------------------|------------------|
| North of Allimore (S) | Listed Building | |
| Stratford District | Scheduled Monument | |
| Secondary Schools | Traditional Orchard | |
| Primary Schools | Allotments | |
| Doctor Surgery | Environmentally Sensitive Area | Bus Routes |
| Hospital | Green Belt | Railway Station |
| Leisure Or Sports Centre | AONB | Railway |
| Place Of Worship | Country Parks | Woodland |
| Police Station | Park and Garden | Surface Water |
| Built Area | A Roads | Grade 1 |
| Conservation Areas | B Roads | Grade 2 |
| SSSI | Local, Minor Roads | Grade 3 |
| Local Nature Reserve | Motorways | Grade 4 |
| Tree Preservation Orders | Primary Roads | Grade 5 |
| | | Non Agricultural |



**North of Arden Road
Alcester**

- | | | | | | |
|---|--------------------------|---|--------------------------------|---|------------------|
|  | North of Arden Road |  | Listed Building |  | Bus Routes |
|  | Stratford District |  | Scheduled Monument |  | Railway Station |
|  | Secondary Schools |  | Traditional Orchard |  | Railway |
|  | Primary Schools |  | Allotments |  | Woodland |
|  | Doctor Surgery |  | Environmentally Sensitive Area |  | Surface Water |
|  | Hospital |  | Green Belt |  | Grade 1 |
|  | Leisure Or Sports Centre |  | AONB |  | Grade 2 |
|  | Place Of Worship |  | Country Parks |  | Grade 3 |
|  | Police Station |  | Park and Garden |  | Grade 4 |
|  | Built Area |  | A Roads |  | Grade 5 |
|  | Conservation Areas |  | B Roads |  | Non Agricultural |
|  | SSSI |  | Local, Minor Roads | | |
|  | Local Nature Reserve |  | Motorways | | |
|  | Tree Preservation Orders |  | Primary Roads | | |

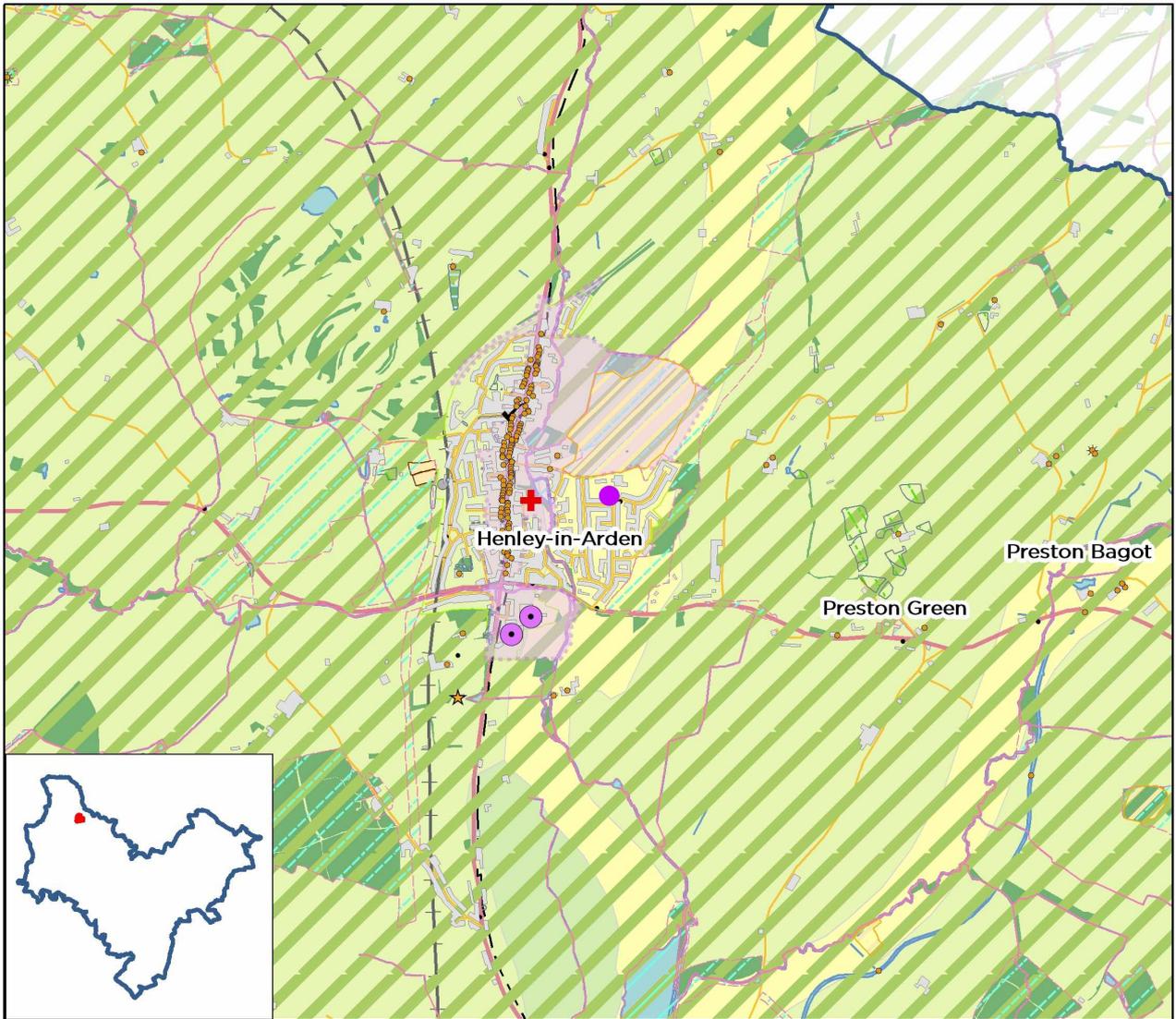


Bidford-on-Avon

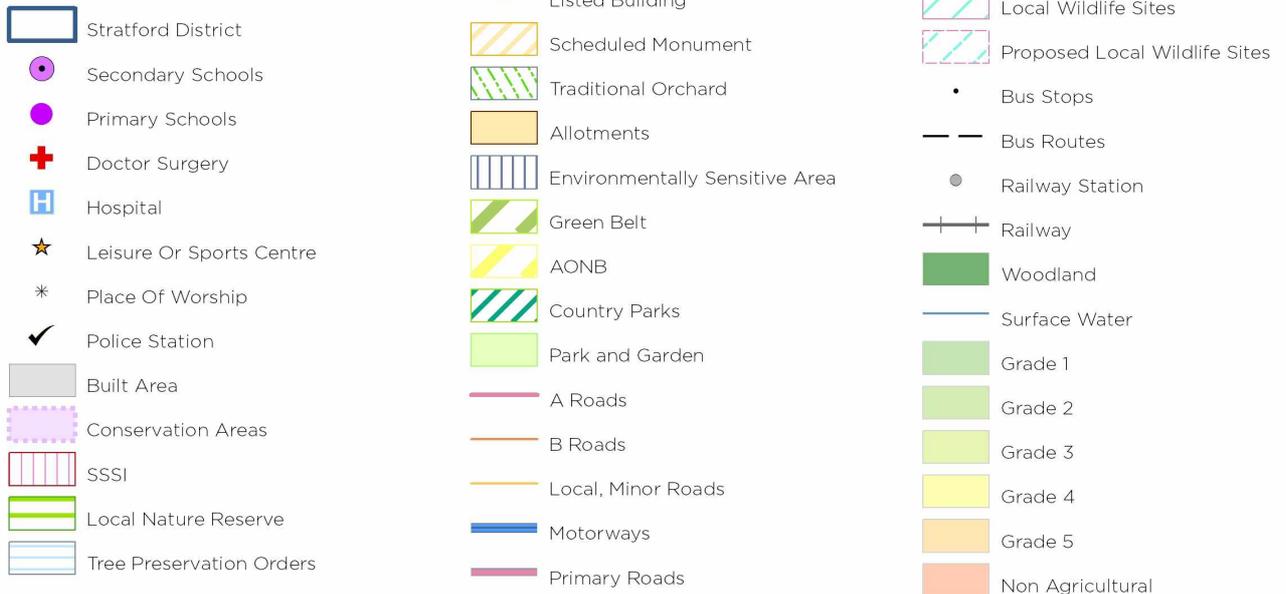
- Stratford District
- Secondary Schools
- Primary Schools
- Doctor Surgery
- Hospital
- Leisure Or Sports Centre
- Place Of Worship
- Police Station
- Built Area
- Conservation Areas
- SSSI
- Local Nature Reserve
- Tree Preservation Orders

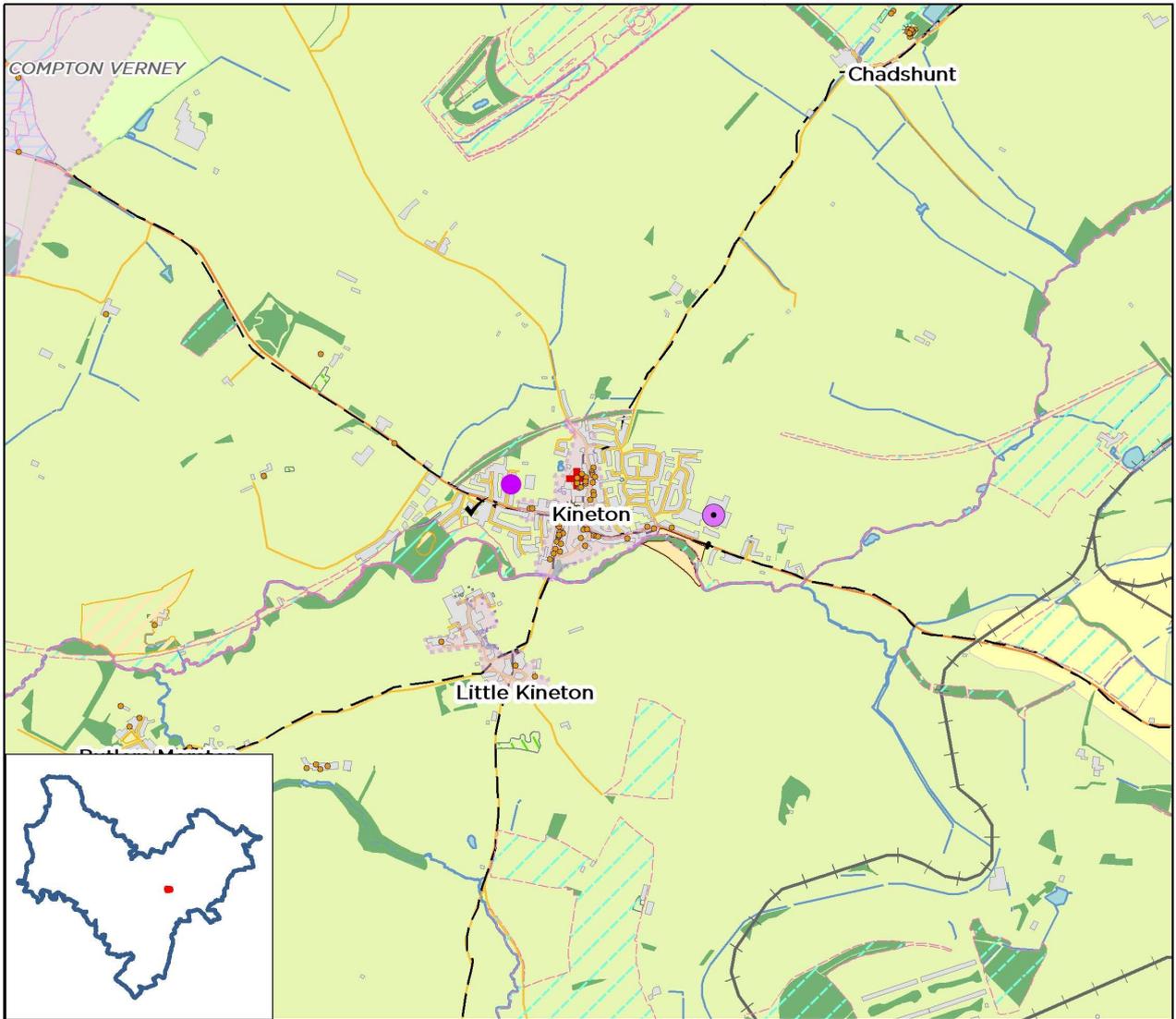
- Listed Building
- Scheduled Monument
- Traditional Orchard
- Allotments
- Environmentally Sensitive Area
- Green Belt
- AONB
- Country Parks
- Park and Garden
- A Roads
- B Roads
- Local, Minor Roads
- Motorways
- Primary Roads

- Local Wildlife Sites
- Proposed Local Wildlife Sites
- Bus Stops
- Bus Routes
- Railway Station
- Railway
- Woodland
- Surface Water
- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Grade 5
- Non Agricultural



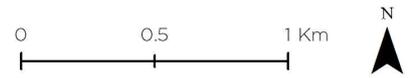
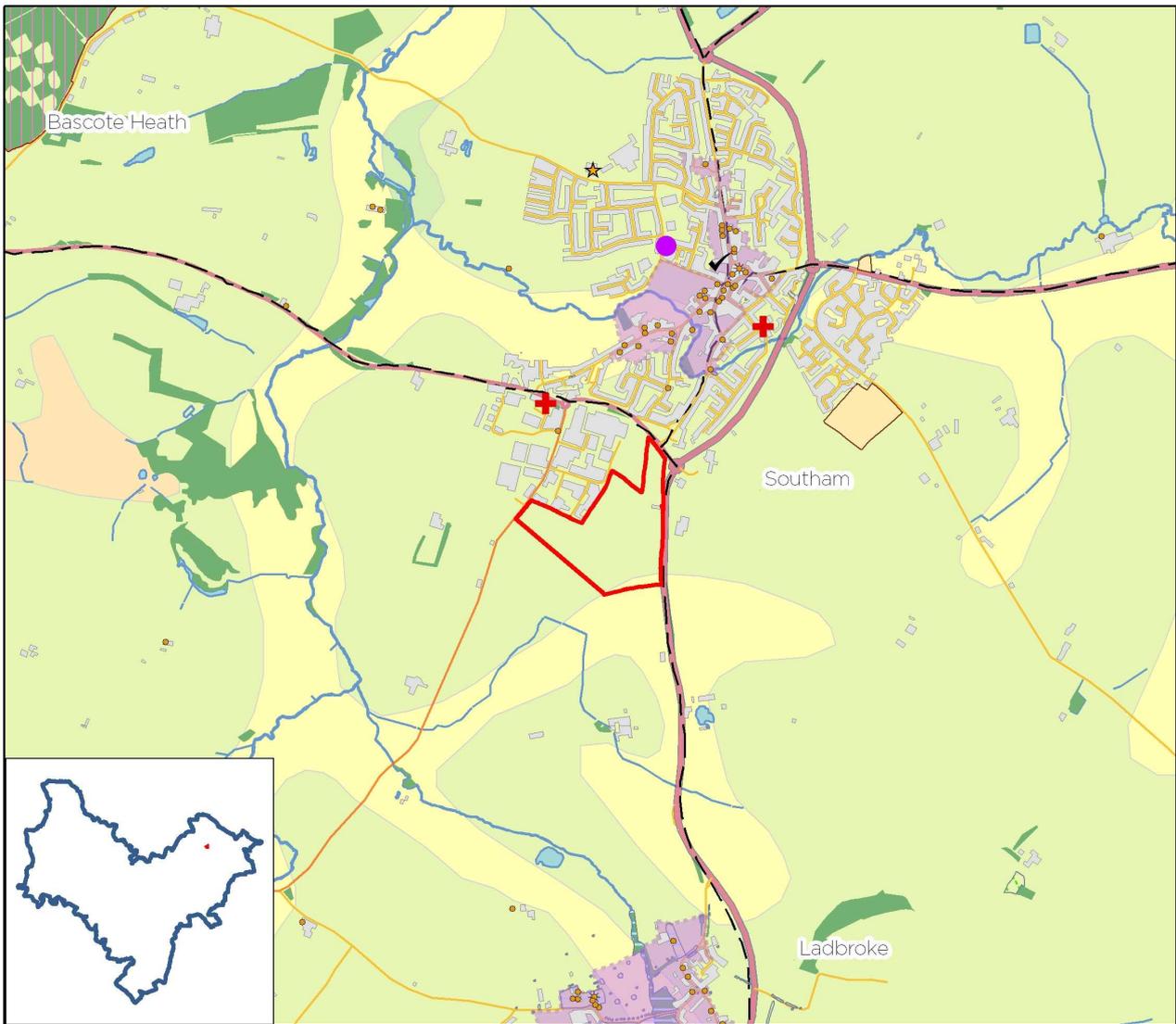
Henley-in-Arden



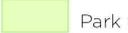
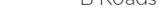


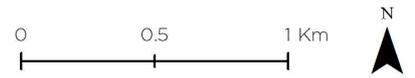
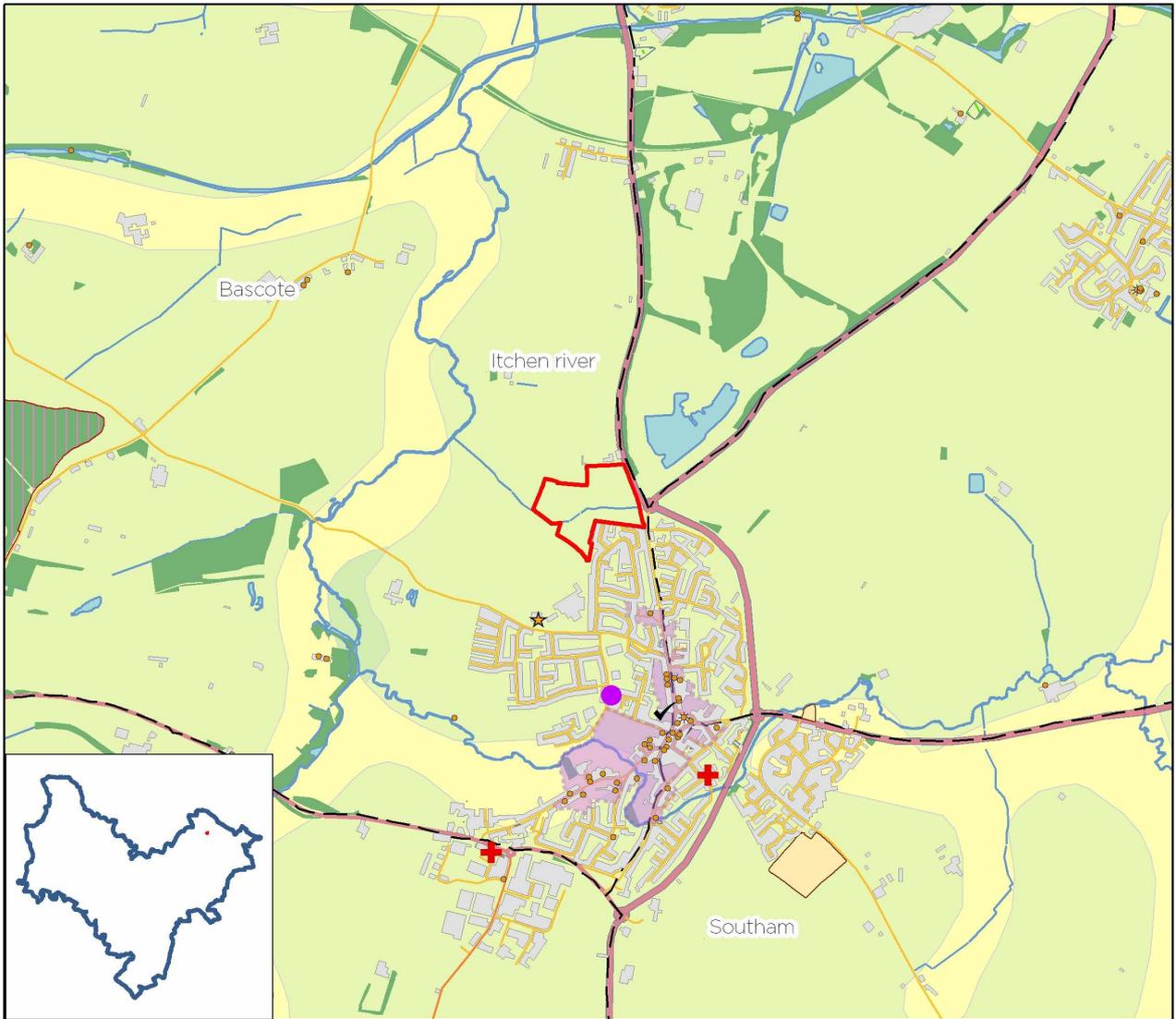
Kineton

- | | | |
|--------------------------|--------------------------------|-------------------------------|
| Stratford District | Listed Building | Local Wildlife Sites |
| Secondary Schools | Scheduled Monument | Proposed Local Wildlife Sites |
| Primary Schools | Traditional Orchard | Bus Stops |
| Doctor Surgery | Allotments | Bus Routes |
| Hospital | Environmentally Sensitive Area | Railway Station |
| Leisure Or Sports Centre | Green Belt | Railway |
| Place Of Worship | AONB | Woodland |
| Police Station | Country Parks | Surface Water |
| Built Area | Park and Garden | Grade 1 |
| Conservation Areas | A Roads | Grade 2 |
| SSSI | B Roads | Grade 3 |
| Local Nature Reserve | Local, Minor Roads | Grade 4 |
| Tree Preservation Orders | Motorways | Grade 5 |
| | Primary Roads | Non Agricultural |



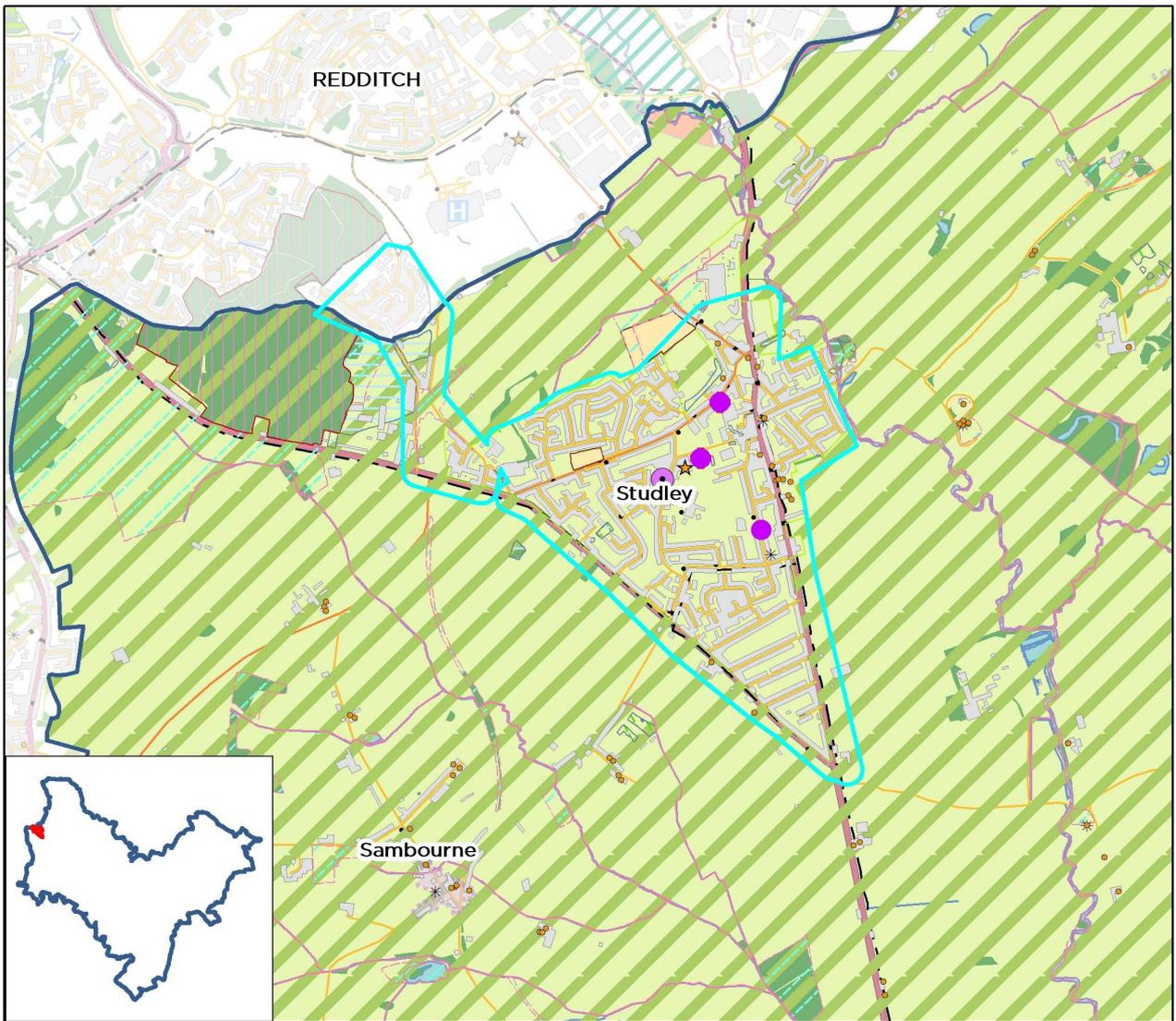
**West of Banbury Road
Southam**

- | | | | | | |
|---|--------------------------|---|--------------------------------|---|------------------|
|  | West of Banbury Road |  | Listed Building |  | Bus Routes |
|  | Stratford District |  | Scheduled Monument |  | Railway Station |
|  | Secondary Schools |  | Traditional Orchard |  | Railway |
|  | Primary Schools |  | Allotments |  | Woodland |
|  | Doctor Surgery |  | Environmentally Sensitive Area |  | Surface Water |
|  | Hospital |  | Green Belt |  | Grade 1 |
|  | Leisure Or Sports Centre |  | AONB |  | Grade 2 |
|  | Place Of Worship |  | Country Parks |  | Grade 3 |
|  | Police Station |  | Park and Garden |  | Grade 4 |
|  | Built Area |  | A Roads |  | Grade 5 |
|  | Conservation Areas |  | B Roads |  | Non Agricultural |
|  | SSSI |  | Local, Minor Roads | | |
|  | Local Nature Reserve |  | Motorways | | |
|  | Tree Preservation Orders |  | Primary Roads | | |

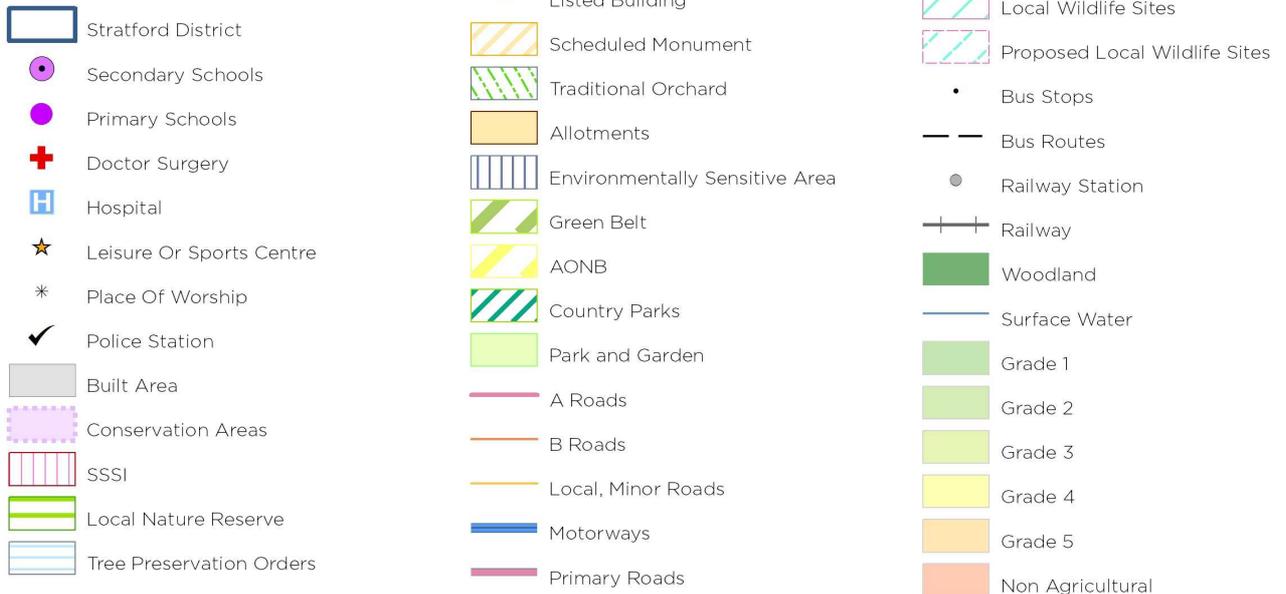


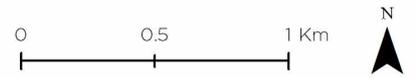
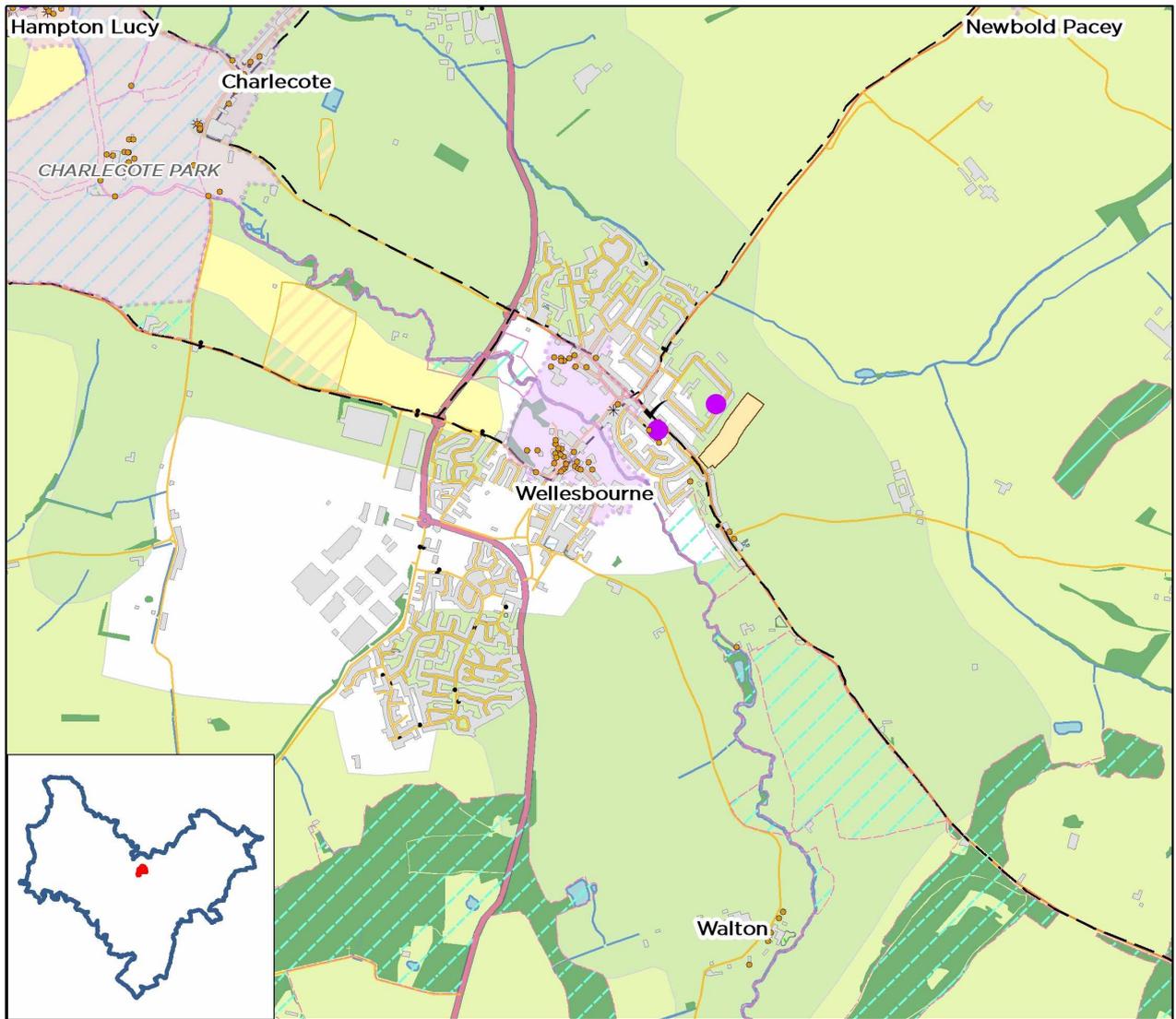
**Coventry Road
Southam**

- | | | |
|--------------------------|--------------------------------|------------------|
| Coventry Road | Listed Building | |
| Stratford District | Scheduled Monument | |
| Secondary Schools | Traditional Orchard | |
| Primary Schools | Allotments | Bus Routes |
| Doctor Surgery | Environmentally Sensitive Area | Railway Station |
| Hospital | Green Belt | Railway |
| Leisure Or Sports Centre | AONB | Woodland |
| Place Of Worship | Country Parks | Surface Water |
| Police Station | Park and Garden | Grade 1 |
| Built Area | A Roads | Grade 2 |
| Conservation Areas | B Roads | Grade 3 |
| SSSI | Local, Minor Roads | Grade 4 |
| Local Nature Reserve | Motorways | Grade 5 |
| Tree Preservation Orders | Primary Roads | Non Agricultural |



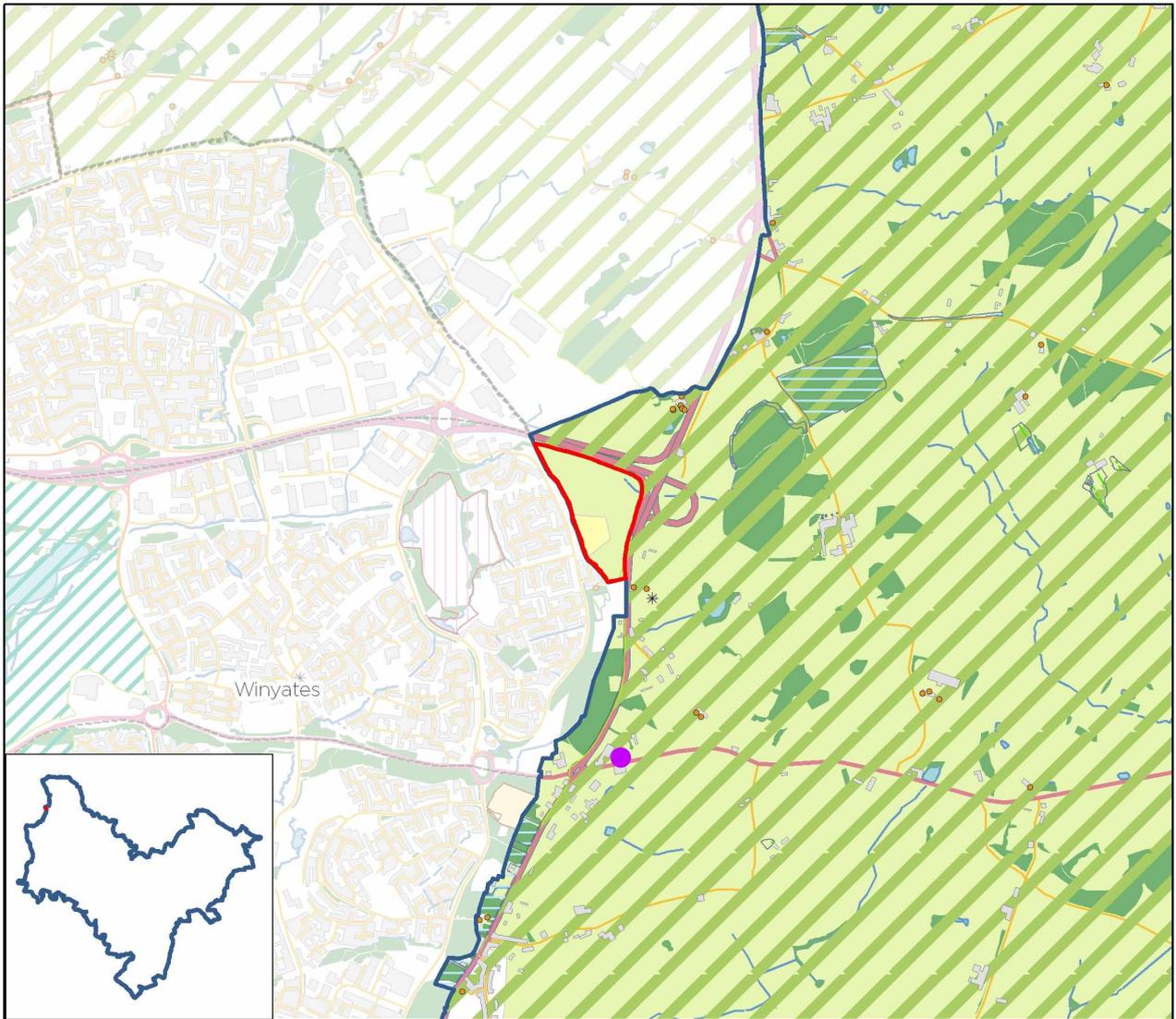
Studley





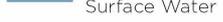
Wellesbourne

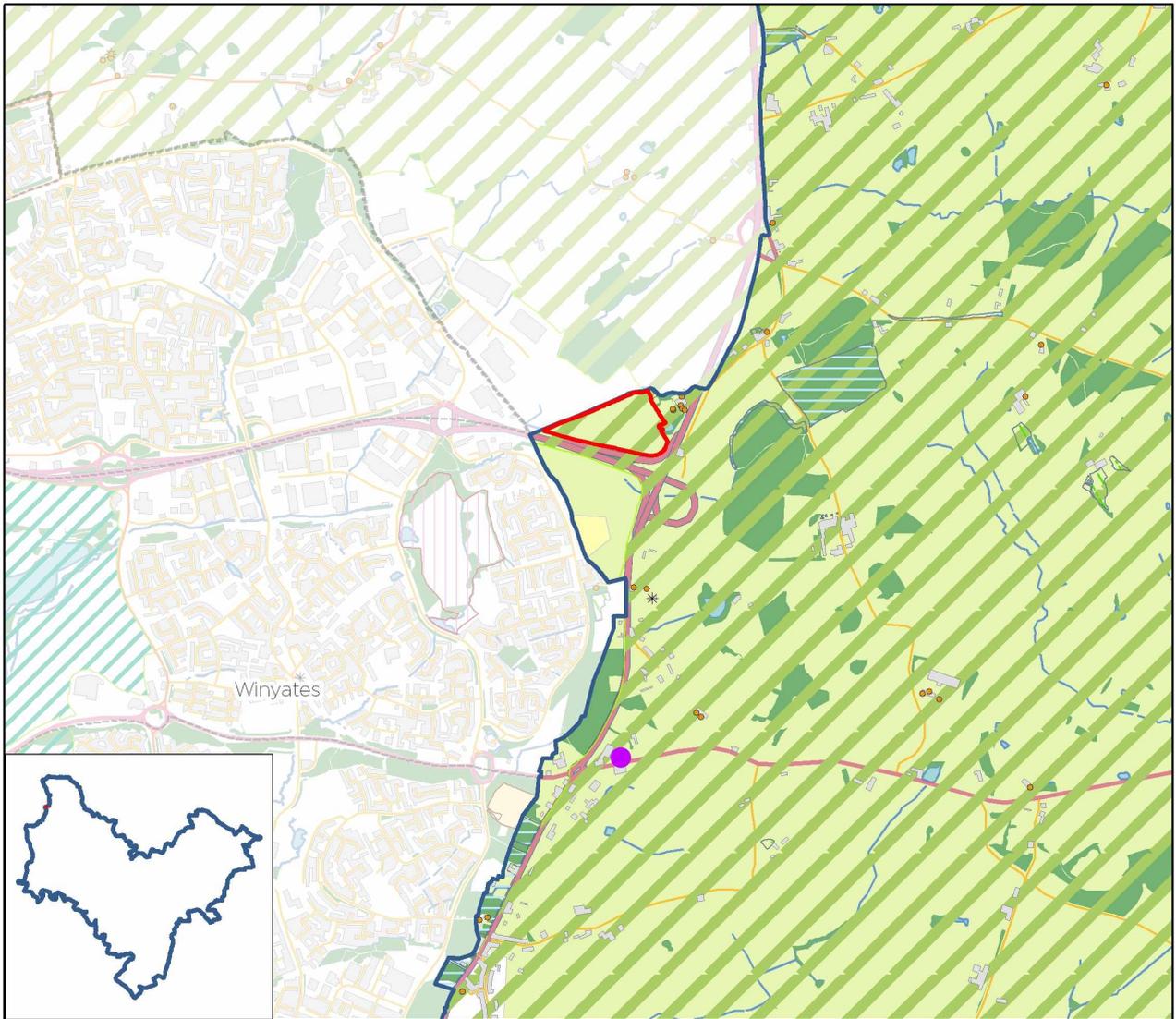
- | | | |
|--------------------------|--------------------------------|-------------------------------|
| Stratford District | Listed Building | Local Wildlife Sites |
| Secondary Schools | Scheduled Monument | Proposed Local Wildlife Sites |
| Primary Schools | Traditional Orchard | Bus Stops |
| Doctor Surgery | Allotments | Bus Routes |
| Hospital | Environmentally Sensitive Area | Railway Station |
| Leisure Or Sports Centre | Green Belt | Railway |
| Place Of Worship | AONB | Woodland |
| Police Station | Country Parks | Surface Water |
| Built Area | Park and Garden | Grade 1 |
| Conservation Areas | A Roads | Grade 2 |
| SSSI | B Roads | Grade 3 |
| Local Nature Reserve | Local, Minor Roads | Grade 4 |
| Tree Preservation Orders | Motorways | Grade 5 |
| | Primary Roads | Non Agricultural |



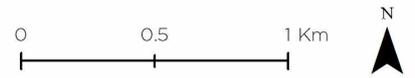
Winyates Green Triangle Mappleborough Green



- | | | | | | |
|---|--------------------------|---|--------------------------------|---|------------------|
|  | Winyates Green Triangle |  | Listed Building |  | Bus Routes |
|  | Stratford District |  | Scheduled Monument |  | Railway Station |
|  | Secondary Schools |  | Traditional Orchard |  | Railway |
|  | Primary Schools |  | Allotments |  | Woodland |
|  | Doctor Surgery |  | Environmentally Sensitive Area |  | Surface Water |
|  | Hospital |  | Green Belt |  | Grade 1 |
|  | Leisure Or Sports Centre |  | AONB |  | Grade 2 |
|  | Place Of Worship |  | Country Parks |  | Grade 3 |
|  | Police Station |  | Park and Garden |  | Grade 4 |
|  | Built Area |  | A Roads |  | Grade 5 |
|  | Conservation Areas |  | B Roads |  | Non Agricultural |
|  | SSSI |  | Local, Minor Roads | | |
|  | Local Nature Reserve |  | Motorways | | |
|  | Tree Preservation Orders |  | Primary Roads | | |



**Gorcott Hill
Mappleborough Green**



- | | | |
|--------------------------|--------------------------------|------------------|
| Gorcott Hill | Listed Building | Bus Routes |
| Stratford District | Scheduled Monument | Railway Station |
| Secondary Schools | Traditional Orchard | Railway |
| Primary Schools | Allotments | Woodland |
| Doctor Surgery | Environmentally Sensitive Area | Surface Water |
| Hospital | Green Belt | Grade 1 |
| Leisure Or Sports Centre | AONB | Grade 2 |
| Place Of Worship | Country Parks | Grade 3 |
| Police Station | Park and Garden | Grade 4 |
| Built Area | A Roads | Grade 5 |
| Conservation Areas | B Roads | Non Agricultural |
| SSSI | Local, Minor Roads | |
| Local Nature Reserve | Motorways | |
| Tree Preservation Orders | Primary Roads | |

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