

ED.13.2

Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Proposed Modifications

SA Report

August 2015





LEPUS CONSULTING
LANDSCAPE, ECOLOGY, PLANNING & URBAN SUSTAINABILITY

Sustainability Appraisal of the Stratford-on-Avon Core Strategy Proposed Modifications

August 2015

SA Report meeting the requirements of the SEA
Directive

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Acronyms

| | |
|-------------|--|
| ALC | Agricultural Land Classification |
| AOD | Above Ordnance Datum |
| AONB | Area of Outstanding Natural Beauty |
| AQMA | Air Quality Management Area |
| ASNW | Ancient Semi-Natural Woodland |
| BAP | Biodiversity Management Plan |
| CfSH | Code for Sustainable Homes |
| DAM | Detailed Assessment Matrix |
| DCLG | Department of Communities and Local Government |
| DPD | Development Plan Document |
| Dw | Dwelling |
| ES | Environmental Statement |
| GI | Green Infrastructure |
| GLH | Gaydon Lighthorne Heath |
| HER | Historic Environmental Record |

| | |
|-----------------------|---|
| HGV | Heavy Goods Vehicle |
| HS2 | High Speed 2 railway |
| JLR | Jaguar Land Rover |
| JNCC | Joint Nature Conservancy Council |
| LMA | Long Marston Airfield |
| LVIA | Landscape and Visual Impact Assessment |
| LWS | Local Wildlife Site |
| MAGIC | Multi Agency Geographic Information for the Countryside |
| MRC | Main Rural Settlement |
| NO₂ | Nitrogen Dioxide |
| NPPF | National Planning Policy Framework |
| PPG | National Planning Policy Guidance |
| pLWS | Potential Wildlife Site |
| PROW | Public Rights of Way |
| RAF | Royal Air Force |
| RIGS | Regionally Importance Geological Sites |
| s.106 | Section 106 Agreement |
| SA | Sustainability Appraisal |
| SAM | Scheduled Ancient Monument |
| SEA | Strategic Environmental Assessment |
| SDC | Stratford-on-Avon District Council |
| SLA | Special Landscape Area |
| SPD | Supplementary Planning Document |
| SSSI | Site of Special Scientific Interest |
| SuDS | Sustainable Urban Drainage Systems |
| WWC | Warwickshire County Council |
| WWII | World War Two |

Non-Technical Summary

- NT1** This report is a Sustainability Appraisal of the Stratford-on-Avon Core Strategy, including proposed modifications. The Core Strategy is currently undergoing examination, and this report looks at changes made as a result of examination findings. This includes assessment findings and associated commentary for several strategic potential development site allocations located throughout the District.
- NT2** This report presents an assessment of the updated Core Strategy, incorporating proposed modifications to assist the Inspector in continuation of examination. The assessment methodology applied is the same as that used in earlier SA work.
- NT3** The report is structured such that it provides a history of the Core Strategy and previous SA work.
- NT4** Sites and modified policies have been assessed in the same way that reasonable alternatives were appraised at earlier stages of the assessment and plan-making process.
- NT5** This report follows on from an Interim SA Report prepared by Lepus Consulting in July 2015. The Interim SA Report was compiled to assess all reasonable alternatives for strategic site allocations in Stratford-upon-Avon, including those that had previously been dismissed by the Council, as they were submitted at a late stage of plan-making. This report has been reproduced in **Appendix C** of this report. The main findings from the Interim SA Report are summarised below:

Strategic Development Sites in and around Stratford-on-Avon

Positive effects

- NT6** The main positive effects of the Strategic Development sites in and around Stratford-on-Avon related to SA Objective 13 Affordable Housing and SA objective 15 Economy due to the introduction of a large amount of new housing to the area. Many of the proposals will include some employment generating uses, both through direct employment floorspace and local centres and community facilities.
- NT7** For the majority of sites, positive effects relate to SA Objective 4 Flood Risk, largely because most developments are within Flood Zone 1. Where developments are within Flood zones 2 or 3, effective flood risk management is in place, such as SuDS.
- NT8** Positive effects have been found for SA Objective 6 Climate Change Adaptation, mainly due to the introduction of new or enhanced green infrastructure. Green infrastructure is expected to be enhanced at many sites through, amongst other things, landscaping proposals, including proposed vegetation screening.

NT9 SA Objective 11 Rural Barriers is positively affected by Strategic Development Sites in and around Stratford-on-Avon due to enhanced access to/provision of high quality facilities for use by both the occupants of the developments and the wider population. Provisions include primary schools, main community centres, shops, and other amenities.

Uncertain effects

NT10 Uncertain effects have been identified for SA Objective 7 Natural Resources due to all sites being located within mineral safeguarding areas. Minerals include coal, cement raw materials, sand and gravel, and building stone. Effects are uncertain depending on the working of minerals prior to development or using them in the construction phase.

Negative effects

NT11 Negative effects of the Strategic Development Sites in and around Stratford-on-Avon are related to SA Objective 1 Cultural Heritage, New development may result in loss of heritage assets such as ridge and furrow and may also negatively impact the setting of historic assets within the surrounding area.

NT12 Negative impacts on SA Objectives 2 Landscape and SA Objective 12 Countryside relate to the potential loss of best and most versatile land. Adverse visual impacts and impacts on character are identified for landscape areas of medium to high sensitivity, as defined in the Stratford Urban Edge Study.

NT13 In relation to SA Objective 3 Biodiversity, all sites are likely to be affected by fragmentation and habitat loss of some extent. Key receptors which are likely to suffer negative effects in the absence of mitigation include a range of priority habitats and protected species, as well as designated sites such as Racecourse Meadow SSSI, Wildlife Sites and Potential Local Wildlife Sites.

Development sites adjacent to or part of Stratford-upon-Avon and Main Rural Centres

Positive effects

NT14 The main positive effects of the Development sites adjacent to or part of MRCs are related to SA Objective 13 Affordable Housing and SA objective 15 Economy due to the introduction of a large amount of new housing to the respective areas. Many of the proposals will include some employment generating uses, both through direct employment floorspace and local centres and community facilities.

NT15 Positive effects have been found for SA Objectives 5 and 6 Climate Change Mitigation & Adaptation, mainly due to the provision of new or enhanced green infrastructure

NT16 SA Objectives 10 and 11 Transport and Rural Barriers are positively affected by Development Sites adjacent to or part of MRCs due to enhanced access to/provision of high quality facilities for use by both the occupants of the developments and the wider population. Provisions include primary schools, main community centres, shops, and other amenities. A number of

development proposals encourage the use of public transport, connecting MRCs via public footpath networks and medium-high frequency bus services.

Uncertain effects

NT17 Uncertain effects have been identified for SA Objective 7 Natural Resources due to all sites being located within mineral safeguarding areas. Minerals include coal, cement raw materials, sand and gravel, and building stone. Effects are uncertain depending on the working of minerals prior to development or using them in the construction phase.

Negative effects

NT18 Negative effects are related to SA Objective 1 Cultural Heritage. New development may result in the loss of heritage assets such as archaeological remains and buildings, such as those associated with a World War II airfield. Development at some sites may also negatively impact the setting of historic assets within the surrounding area.

NT19 Negative impacts on SA Objectives 2 Landscape and SA Objective 12 Countryside relate to the potential loss of best and most versatile land and the development of greenfield land. Adverse visual impacts and impacts on character are identified for landscape areas of medium to high sensitivity, as defined in the Stratford Urban Edge Study.

NT20 In relation to SA Objective 3 Biodiversity, all sites are likely to be affected by fragmentation and habitat loss of some extent. Key receptors which are likely to suffer negative effects include a range of UK priority habitats and BAP protected species.

Mitigation Considerations

NT21 Mitigation has taken the form of NPPF requirements, modified Core Strategy policies (published in June 2015) and any supplementary information associated with mitigation from site promoters.

NT22 Mitigation considerations have been informed by information supplied by the Council via various sources including several promoters. This varies from site to site.

NT23 The July 2015 Interim SA Report (see Appendix C) includes assessment findings for pre- and post- mitigation. Post-mitigation findings present a more uniform suite of results with many sites performing relatively well against the SA Objectives. The development and appraisal of proposals in the Stratford-on-Avon Core Strategy has been and is part of an iterative process, with the various strategic development site and policy proposals being revised to take account of the appraisal findings. This helps to inform the selection, refinement and publication of proposals.

NT24 Chapter 7 of this report sets out the Council's preferred options for meeting the revised housing requirement and details of all of the options considered to meet that need. Information on why the preferred options were selected in favour of the other options considered is provided. Information on options considered in previous iterations of the SA is also provided.

- NT25** The final chapters of this report represent the SA of recommendations set out for further enhancing the sustainability effects of the core strategy, after mitigation measures have been applied; the monitoring measures envisaged to monitor performance of the Core Strategy; and proposed next steps for the Core Strategy and the SA.

- NT26** This report forms part of a series of evidence-based documents for continuation of the Stratford-on-Avon Core Strategy examination in October 2015.

1 Introduction

1.1 Background

- 1.1.1 Stratford-on-Avon District Council (SoADC; the Council) is preparing a series of planning documents to guide development and change in the District up to 2031. These will determine where new homes are built, where new jobs are created and how people can travel to get to the things they need.
- 1.1.2 The first and most important of these documents is the Core Strategy (CS), because it will set the course for everything to follow. It will present a vision of how the District Council want the District to look and function in future years. Lepus Consulting has been instructed to undertake sustainability appraisal (SA) throughout the preparation of the Core Strategy.
- 1.1.3 Stratford-on-Avon District Council submitted its Core Strategy to the Planning Inspectorate on 30 September 2014. Following Examination hearings in January 2015, the Council has been considering feedback from the Inspector and is using the sustainability appraisal to assess consideration of strategic sites and modifications to policies.
- 1.1.4 In June 2015, SoADC published a document titled *Core Strategy as submitted September 2014 showing subsequent proposed modifications*. These modifications were reviewed by Lepus Consulting and considered whether these required further SA work, as presented in **Appendix B**.
- 1.1.5 In July 2015, SoADC published a sustainability appraisal of the Core Strategy as part of Cabinet and Council Papers following the Inspector's interim conclusions, which was prepared by Lepus Consulting. At the Inspector's request, this document assessed reasonable alternatives that had not previously been assessed, and re-assessed strategic site options with consideration of more detailed information provided by developers and site promoters. SoADC also requested that various other sites were re-assessed in order to demonstrate consistency and to present assessments side-by-side for comparison in order to assist with the identification of the best locations to meet an increase to the dwelling requirement.
- 1.1.6 This report constitutes a full SA Report that meets the requirements of an Environmental Report under the Strategic Environmental Assessment (SEA) Directive. It presents an assessment of the Core Strategy proposed modifications to be submitted to the Inspector in continuation of the examination (Core Strategy Proposed Modifications (August 2015); CS (August 2015)).

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1.2 About Stratford-upon-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

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1.3

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 report can be aligned with stage D of the SA process presented in **Figure 1.1**.

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 Planning Practice Guidance on Strategic Environmental Assessment and Sustainability Appraisal

- 1.5.1 The Planning Practice Guidance (PPG) is an online accompaniment to the National Planning Policy Framework (NPPF). It is a fluid resource that is regularly updated to address new issues or incorporate new information or policy.
- 1.5.2 The PPG includes a section on strategic environmental assessment and sustainability appraisal. This includes guidance on sustainability appraisal requirements for Local Plans (this includes Core Strategies). This explains the relationship between SEA and SA, as well as the requirements of the SEA Directive. The PPG explains what documents require SA and emphasises that the SA and plan-making should be carried out alongside each other in an iterative process.
- 1.5.3 In terms of the level of detail required, the PPG states 'The sustainability appraisal should only focus on what is needed to assess the likely significant effects of the Local Plan... It does not need to be done in any more details, or using more resources, than is considered to be appropriate'.
- 1.5.4 The PPG summarises the requirements of each stage of the SA process. **Figure 1.1** shows the key stages of the SA process and how these relate to the Local Plan. The PPG emphasises the importance of identifying reasonable alternatives, identifying likely significant effects of the available options and refining proposals, taking the SA results into account. As shown in stage B in **Figure 1.1**, this should include consideration of ways in which any adverse sustainability effects could be mitigated, ways in which beneficial effects could be maximised and ways of monitoring likely significant effects.
- 1.5.5 The PPG states that the SA 'should identify, describe and evaluate the likely significant effects on environmental, economic and social factors' 'and should clearly identify the significant positive and negative effects of each alternative'. The SA should 'consider all reasonable alternatives and assess them in the same level of detail as the option the plan-maker proposes to take forward'. As the Inspector requested all information regarding certain sites, including evidence documents and masterplans, to be taken into account, assessments of sites included in the July 2015 Interim SA Report (see **Appendix C**) did not necessarily assess all sites in the same level of detail. Sites in the July 2015 Interim SA Report were assessed with consideration of all available information, even if equivalent information was not available for other sites.

1.5.6 With regards to likely significant negative effects, the SA is required to identify 'measures envisaged to prevent, reduce and... offset them'. Another key role of the SA is to 'outline the reasons the alternatives were selected, the reasons rejected options were not taken forward and the reasons for selecting the preferred approach in light of the alternatives'. Whilst this information is included in this report (**Chapter 7**), the selection and rejection of options has been undertaken by the Council. The role of SA has been to provide an objective assessment of sustainability impacts as evidence to help inform this selection.

1.6 About this report

1.6.1 This report presents a sustainability appraisal of the Stratford-on-Avon Core Strategy. This includes the latest updates (modifications) to the Stratford-on-Avon Core Strategy, to be submitted to the Planning Inspectorate for resumption of the Core Strategy examination. This report also summarises previous stages of SA work, both before and after the start of the Core Strategy examination. Assessment of any changes to the Core Strategy has been presented, including any associated changes to previous assessments. Finally, recommendations to enhance sustainability performance and measures envisaged for monitoring have been presented.

1.6.2 This SA Report is structured as follows:

- **Chapter 2** summarises previous SA work and the evolution of the Core Strategy prior to examination;
- **Chapter 3** summarises SA work that has taken place since the January 2015 examination. The scope of this work was set by the Inspector with additional requests from Stratford-on-Avon District Council;
- **Chapter 4** sets out the methodology and assessment criteria for SA assessments presented in this report;
- **Chapter 5** presents the SA findings in relation to the Core Strategy, including updates to the Core Strategy, before any mitigation measures are applied;
- **Chapter 6** demonstrates the changes in SA assessments of the updated Core Strategy, after mitigation has been applied;
- **Chapter 7** records the suite of reasonable alternatives considered during preparation of the Core Strategy, the reasons for selecting the preferred options and the justification for not taking rejected options forward;
- **Chapter 8** sets out recommendations for further enhancing the sustainability effects of the Core Strategy, after mitigation measures have been applied;
- **Chapter 9** states the measures envisaged to monitor the sustainability effects of the Core Strategy; and
- **Chapter 10** sets out the next steps for the Core Strategy and the SA, including details of how to comment on this report.

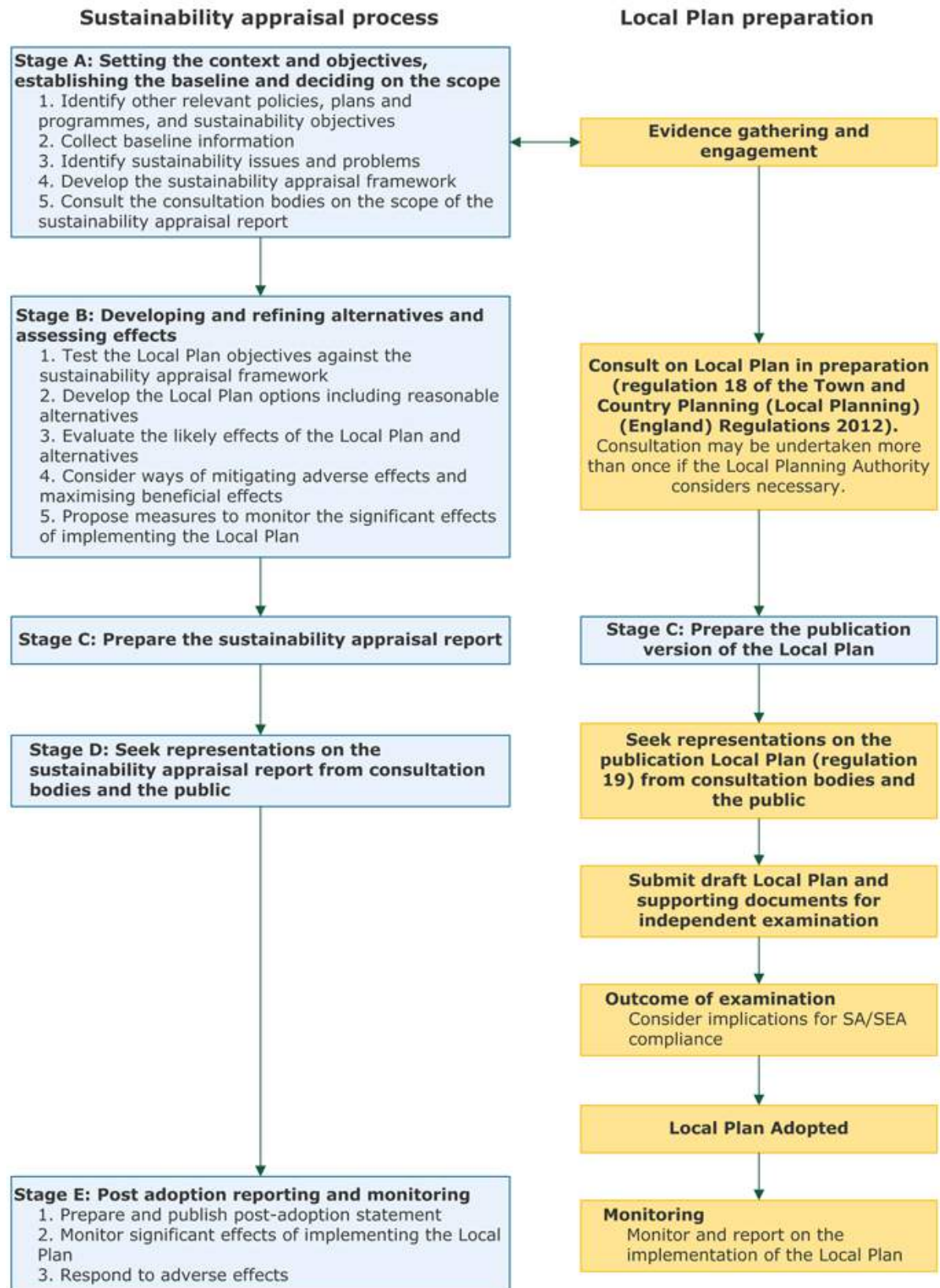


Figure 1.1: Stages of the SA process and its relationship to Local Plan Preparation (DCLG, 2014)

2 Evolution of the Core Strategy and Previous SA work up to Examination

2.1 Core Strategy

Context

- 2.1.1 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.
- 2.1.2 The Core Strategy was submitted to the Secretary of State on 30th September 2014. Examination hearings were held during January 2015 and the Inspector published an Interim Report on 19 March 2015. Prior to submission of the Core Strategy, many iterations of plan making took place, as detailed below.
- 2.1.3 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.
- 2.1.4 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.
- 2.1.5 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. These stages are described below and summarised in **Table 2.1**.

Issues and Options Consultation (May 2007)

2.1.6 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.

2.1.7 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.

Draft Core Strategy Consultation (October 2008)

2.1.8 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.

2.1.9 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)

2.1.10 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).

2.1.11 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)
- 2.1.12 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.
- 2.1.13 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.
- 2.1.14 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.
- 2.1.15 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)
- 2.1.16 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.
- 2.1.17 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.
- 2.1.18 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)**
- 2.1.19 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.
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Assessment of Large Scale Development Options (Spring 2013)

- 2.1.20 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)

- 2.1.21 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.
- 2.1.22 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.
- 2.1.23 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.
- 2.1.24 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.

2.1.25 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.

2.1.26 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.

2.1.27 This Plan underpinned the focused consultation on specific large-scale development proposals that had not featured in previous consultation stages, namely:

2.1.28 Stratford-upon-Avon Canal Quarter Regeneration Zone and two associated employment sites;

2.1.29 New Settlement at Gaydon/Lighthorne Heath.

New Proposals Consultation (August/September 2013)

2.1.30 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.

2.1.31 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)

2.1.32 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.

2.1.33 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.

Proposed Submission Core Strategy (June 2014)

2.1.34 This was the intended final version of the Core Strategy, which was submitted to the Secretary of State on 30th September 2014. This document brought together all previous work and presented the Council's preferred options of policies, area strategies and site allocations. Examination hearings regarding the Proposed Submission Core Strategy began in January 2014. Progression of the Core Strategy beyond this site is discussed below.

2.2 Previous SA Stages

SA of Development Plan Documents: Scoping Report (March 2007)

2.2.1 The first phase of preparation for the SA was the scoping stage. This was carried out in-house by SoADC. Scoping is the process of deciding the scope and level of detail of a 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.

2.2.2 The purpose of the Scoping Report was 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.

2.2.3 The Scoping Report included 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.
- Draft Core Strategy Sustainability Appraisal (2008)
- 2.2.4 This document presented an SA of the first draft of the Core Strategy. This was carried out in-house by SoADC; all following work on the SA was carried out by UE Associates (the former name of Lepus Consulting) or Lepus Consulting.
- SA Scoping Report Update (May 2011)
- 2.2.5 This report provided an update to the 2007 Scoping report, providing updated baseline information, any new or altered plans, policies and programmes and key sustainability issues in the district. This report updated the SA Framework and methodology to be used in future assessments of the Core Strategy.
- Options Report Part 1 (August 2011), Part 2 (November 2011) and Part 3 (January 2012)**
- 2.2.6 These reports assessed a set of initial and further reasonable alternatives that were considered by SoADC. The Part 1 report assessed six alternatives related to broad distributional patterns of development. The Part 2 report assessed three reasonable alternatives for housing quanta to be met by the Core Strategy. The Part 3 report assessed further options for distributing the quanta of housing development across the district. This assessment considered the sustainability impacts of allocating various percentages of future housing provision between the following:
- Stratford-upon-Avon;
 - Main Rural Centres;
 - Villages; and
 - Rural Brownfield Sites.
- Policy Options Appraisal (January 2012)
- 2.2.7 This report recorded the assessment of 29 policy options and 9 area policy profiles. The policy options considered various development management options for the district as a whole, whereas the area policy profiles set out development management and design considerations for individual settlements in Stratford-on-Avon.
- Potential Development Options Report (January 2013)

2.2.8 This report assessed the potential development options for Stratford-upon-Avon and the Main Rural Centres, as set out in the February 2012 Draft Core Strategy. The potential development options consisted of broad sites for development, without specific red lines. Sites were considered in and around the following settlements:

- Stratford-upon-Avon;
- Alcester;
- Bidford-on-Avon;
- Henley-in-Arden;
- Kineton;
- Shipston-on-Stour;
- Southam;
- Studley; and
- Wellesbourne.

Sustainability Appraisal of Potential Strategic Allocations (June 2013)

2.2.9 This document recorded appraisals of 14 strategic sites identified by the Council. Some of these sites were adjacent to each other and were considered by the Council as one, larger site, resulting in 11 sites, 11 of which were subject to SA.

Sustainability Appraisal of Stratford-on-Avon District Council Core Strategy Policies (June 2013)

2.2.10 This document recorded the SA assessment of draft policies for the Core Strategy, as prepared by the Council in June 2013. These policies represented a 'direction of travel' rather than the final content of the Core Strategy. These policies included district-wide development management policies and development strategies for particular areas and settlements within Stratford-on-Avon.

Sustainability Appraisal of the Stratford-on-Avon Alternative Strategic Options (January 2014)

2.2.11 This report was prepared to support the consultation of Core Strategy options undertaken by SoADC in January 2014. This consultation regarded a change to the timeframe of the Core Strategy and an increase in housing numbers. This report also considered five reasonable alternatives for a strategic site allocation to meet the additional housing need identified. All of these options related to a specific site, with the exception of an option for meeting housing need through further dispersal around existing development.

Sustainability Appraisal of the Stratford-on-Avon Core Strategy (May 2014)

2.2.12 This document presented a SA Report of the Proposed Submission Core Strategy in its entirety and met the full requirements of the SEA Directive. This report was submitted to the Secretary of State as part of the evidence to accompany the Proposed Submission Core Strategy.

Sustainability Appraisal Addendum (September 2014)

2.2.13 This addendum was produced to address consultation comments made in response to the SA of the Stratford-on-Avon Core Strategy (May 2014). This report set out why preferred options were taken forward and why alternative options were rejected. This report screened further changes to the Proposed Submission Core Strategy and assessed a new proposed policy. This addendum was submitted to the Secretary of State alongside the May 2014 SA Report as part of the evidence to accompany the Proposed Submission Core Strategy.

2.3 Examination findings

2.3.1 On 18th March 2015 the Inspector issued a report detailing his interim conclusions, including comments on the Sustainability Appraisal. The following criticisms of the SA were recorded throughout the examination hearings:

- No SA undertaken at HMA level;
- Errors with regard to LMA;
- No in-combination assessment of SUA1, SUA2 and SUA3;
- Treatment of strategic sites that have emerged at a late stage;
- Reasoning for selecting Option B, GLH;
- Alleged errors in scoring;
- Consideration of alternatives and the legality of the SA Addendum; and
- Miscellaneous points.

2.3.2 With regards to these, the only points the Inspector supported was that not all alternatives to SUA1, SUA2 and SUA3 had been considered and that late site submissions should be subject to SA. The inspector also suggested that the Council should review the reasons given for selecting GLH to add more clarity. The Inspector stated that issues with the SA could be cured through the examination process.

2.3.3 The Inspector stated that he had identified two crucial defects in the SA process, as follows:

- The admitted error as to the route of the road associated with Long Marston Airfield was a material determining factor that appears to have been instrumental in that strategic site being discounted as a sustainable option; and
- Allocations SUA1, SUA2 and SUA3 were not considered in combination and no reasonable alternatives were even identified, let alone considered.

- 2.3.4 These issues were addressed in the July 2015 Interim SA Report (see **Appendix C**). The road associated with Long Marston Airfield was assessed both individually and in-combination with potential development at LMA. A more precise line for the route of the road was given, in which it was clear that the proposed route lies next to the SSSI, not within it.

- 2.3.5 SUA3 has not been subject to further SA as it is likely to be removed from the Core Strategy. This is due to the fact that the Inspector found there are *'no exceptional circumstances to justify the release of 15 hectares of Green Belt land at SUA3'*. In-combination effects of SUA1 and SUA2 have been assessed as part of the July 2015 Interim SA Report (see **Appendix C**). This report also stated which other options could reasonably be considered as alternatives to these sites.

Table 2.1: Abbreviated history of SA process

| Type of document | Title Jan 2015 Exam. Library Reference | Date published | Summary description |
|-------------------------------|--|-------------------|---|
| SA output | Part 1 Options Assessment N/A | Oct 2011 | The Part 1 SA Housing Options Report assessed six Initial Housing Options (2008) and four subsequent housing options (2010). |
| SA Output | Part 2 Options Assessment N/A | Nov 2011 | Assessed three different housing quanta projections for the district. |
| SA Output | Part 3 Options Assessment N/A | Jan 2012 | The assessment presented in this Part 3 Housing Development Options SA report appraises the options for distributing the amount of housing development SDC seek to provide for in their Core Strategy. |
| SA Output | SA of the Draft Core Strategy; Policy Options N/A | Jan 2012 | Assessed 29 policy options and 9 area policy profiles (these related closely to the Main Rural Settlements). |
| Core Strategy Consultation | Draft Core Strategy N/A | Feb 2012 | The District Council published a third full draft of the Core Strategy for consultation purposes from February to March 2012. This version superseded the previous drafts published in October 2008 and February 2010. |
| SA Output | Potential Development Options Report ED 3.8 | Jan 2013 | Some 84 potential broad locations were assessed. All of the potential broad locations are situated in and around the Stratford-upon-Avon and the eight Main Rural Centres: Stratford-upon-Avon, Alcester, Bidford-on-Avon, Henley-in-Arden, Kineton, Shipston-on-Stour, Southam, Studley and Wellesbourne. |
| SA Output | SA of Potential Strategic Allocations ED 3.7A | June 2013 | Assessment of land at the following locations: Gaydon Lighthorne SE Stratford Long Marston Airfield Sutton Lane, Brailes East of Moreton-in-Marsh West of Alcester North of Wootton Wawen Long Marston Estate Southam Cement Works Harbury Estate South of Bidford-on-Avon |
| Core Strategy Consultation | Intended Proposed Submission Core Strategy N/A | July 2013 | This Core Strategy provides the strategic context for development decisions up to the year 2028. It sets out a Development Strategy and planning policies, including the allocation of strategic sites for employment and housing, and to guide infrastructure and service provision. |
| Core Strategy Consultation | New Proposals Consultation N/A | Aug 2013 | Stratford-on-Avon District Council consults on specific new proposals in its emerging Core Strategy: regeneration of the "Canal Quarter" along with new employment sites in Stratford-upon-Avon, and a new settlement at Gaydon/Lighthorne Heath. These new proposals have originated from the need to increase the District housing requirement for the period 2008 to 2028 from 8,000 homes to 9,500 homes. |
| SA Output | SA of the Stratford-on- Avon Alternative Strategic Options | Jan 2014 | Assessment of land at the following locations: Gaydon Lighthorne SE Stratford |

| | | | |
|---|--|--------------------|---|
| | ED 3.7 | | Long Marston Airfield North of Southam West of Southam (Stoneythorpe) |
| Core Strategy Consultation | Housing Requirement and Strategic Sites Options Consultation N/A | Feb 2014 | New technical evidence is suggesting further important changes that will affect how many and where new homes are built across the District. The purpose of this new consultation is to invite comments on the following aspects of the Core Strategy: <ul style="list-style-type: none"> • changes to the timeframe of the Core Strategy (see section 2) • the total number of new homes that need to be built (see section 3) • a range of alternative strategic options for meeting an increased housing requirement |
| SA Output | SA of the Stratford-on-Avon Core Strategy ED 3.6 | May 2014 | Assessment of the June 2014 Core Strategy. Includes a history of the evolution of the Core Strategy and SA process. This report is an Environmental Report following the requirements of the Strategic Environmental Assessment Directive. |
| Core Strategy Consultation | Proposed Submission Core Strategy | June 2014 | Submission version of the SA. |
| SA Output | Addendum | Sept 2014 | Assessment of minor modifications and Council's rationale behind reasonable alternatives selection and rejection. |
| Core Strategy Consultation | Proposed Submission Version: Schedule of Proposed Minor Modifications | Sept 2014 | Published with modifications to the submission version of the SA. |
| Examination | | Jan 2015 | |
| SA Output | Interim SA Report | July 2015 | Assessment of various sites across the district. |
| Core Strategy Publication of certain policies | Proposed Modifications | July 2015 | In June 2015 the Council published a Core Strategy Proposed Modifications document and adopted, on an interim basis, policies that are not subject to significant representations or unresolved concerns to inform decisions made under the development management process. |
| Core Strategy Consultation | Proposed Modifications | August 2015 | Modifications to the Proposed Submission Core Strategy |
| SA Report | | August 2015 | This report. |

3 Post January 2015 Examination Scope of Appraisal

3.1 Summary

3.1.1 Sustainability appraisals have been carried out for (i) the revised housing figure (ii) strategic development sites for Stratford-upon-Avon and the MRCs (iii) strategic development sites around Stratford-upon-Avon and MRCs (iv) implications of the proposed modifications to the Core Strategy. (i) to (iii) have been presented in **Appendix C**. (iv) consisted of reviewing the proposed modifications to the Core Strategy and determining if further SA work was required (**Appendix B**). The results of any further SA work identified in **Appendix B** have been assessed in **Chapters 5 and 6**.

3.2 Inspector's Findings

3.2.1 In his report of interim findings (March 2015), the Inspector stated that other strategic sites that had emerged at a late stage in the plan-making process should be considered. SoADC decided that some sites that had already been considered earlier in the SA process should be re-assessed. This was in order to take into account any information received from site promoters and present assessments for sites that the Council considered to be of an equivalent 'strategic' nature alongside one another. These assessments are presented in **Appendix C**.

3.2.2 Of these sites, such accompanying information varies. For some sites the Council has supplied only a housing number, where as for other sites of the same size more detail is provided. The Inspector instructed that all relevant sites are to be assessed using all available information even if the level of information is not equal for all sites.

3.3 Sites previously considered

3.3.1 **Table 3.1** shows strategic options assessed by location. Further details include potential dwelling capacity and other prospective components of development. Whilst some of these options had been previously assessed, a complete assessment of all the options in **Table 3.1** was carried out in July 2015 and has been presented in **Appendix C**.

3.4 Proposed modifications to the Core Strategy

3.4.1 Modifications to the Core Strategy have been compiled on two occasions since the January 2015 examination. Changes compiled in June 2015 were assessed as part of the July 2015 Interim Report (**Appendix C**). Since then the Core Strategy has been further updated to reflect the proposed changes approved by the Council and Lepus were supplied with a further suite of proposed modifications in July 2015. Both sets of modifications can be found in **Appendix B**. Where further SA work has been identified, this has been incorporated into **Chapters 5 and 6**.

Table 3.1: Strategic Options assessed following the Core Strategy examination hearings in January 2015

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

Table 3.1: Strategic Options assessed following the Core Strategy examination hearings in January 2015

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

Table 3.1: Strategic Options assessed following the Core Strategy examination hearings in January 2015

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

Table 3.1: Strategic Options assessed following the Core Strategy examination hearings in January 2015

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

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 5.1**. Each of the policies has been assessed against the 15 SA Objectives established through the Scoping Report's SA Framework (which is reproduced in full in **Appendix A**).

4.2 Approach to the appraisal

4.2.1 The assessment of the Stratford-on-Avon Core Strategy Proposed Modifications (August 2015) 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. These criteria are presented in **Table 4.2**. **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 Precautionary principle

4.3.1 Assessments have been conducted with consideration of the precautionary principle. The European Commission describes the precautionary principle as follows:

4.3.2 "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."

- 4.3.3 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.
- 4.3.4 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.
- 4.3.5 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.
- 4.3.6 In previous iterations of the SA of the SoADC Core Strategy, Detailed Assessment Matrices (DAMs) were produced to further investigate any potential negative effects, including those marked as negative and uncertain in initial assessments. DAMs present a series of columns titled with the criteria contained within Annex II of the SEA Directive¹ (See **Table 4.2**), and a final column to suggest any relevant mitigation measures and the residual SA result if mitigation measures were implemented. At the request of Stratford-on-Avon District Council, DAMs have not been used in the following assessments but the same information has been presented in an alternative way. This was to ensure that all sites were assessed at the same level of detail. Criteria contained within Annex II of the SEA Directive have been considered throughout the assessment process. Further consideration of potential negative effects, potential mitigation measures and residual sustainability impacts have been discussed in **Chapter 6**.

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 population likely to be affected); |

¹ This SA is being carried out in accordance with the requirements of the Directive 2001/42/EC, the SEA Directive.

- 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 Cumulative effects assessment

4.4.1 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.

4.4.2 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 examined in **section 6.9** of this report.

4.5 Assumptions

4.5.1 There are a number of limitations, which should be borne in mind when considering the results and conclusions of this assessment.

4.5.2 SA is a tool for predicting potential significant effects. The actual effects may be different from those identified. Prediction of effects is made using an evidence based approach and incorporates a judgement. The assessment matrices should not be regarded as conclusive, as further drafting will be done on the policies, and additional information may come to light.

4.5.3 The assessments above are based on the best available information, including that provided to us by Stratford-on-Avon District Council and information that is publicly available. Every attempt has been made to predict effects as accurately as possible using the available information.

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- 4.5.4 The single line matrices presented in chapters 5 and 6 should not be regarded as conclusive, their 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 summary scores presented in the single line matrices should be read with the accompanying assessment narrative.
- 4.5.5 All distance measurements have been taken from the centre of each site, as the crow flies. The only exception to this is when a service, facility or feature abuts the boundary of a proposed site, in which case this has been stated.
- 4.5.6 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.
- 4.5.7 For the assessment of transport efficiency (SA Objective 10) it is considered that bus services that run once per hour are infrequent. This is assessed negatively as an hour commuting time is expected to have a considerable impact on residents. It is noted however that this is fairly normal relative to other services in Stratford.
- 4.5.8 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

5 Pre Mitigation Appraisal Findings

5.1 The Core Strategy Policies

5.1.1 The Core Strategy contains policies under six headings:

- Sustainability Framework;
- District Resources;
- District Designations;
- Development Strategy;
- Area Strategies; and
- Infrastructure.

5.1.2 The Core Strategy policies are presented in **Table 5.1**.

5.1.3 This chapter presents SA findings for all policies included in the latest version of the Core Strategy.

5.1.4 As before at earlier stages of the SA process, assessment has been prepared on an iterative basis, through which mitigation is applied to initial 'raw' assessment findings, i.e. pre-mitigation. **Chapter 6** presents the residual sustainability effects of the Core Strategy if mitigation is applied, as presented in **Appendix C**.

Table 5.1: 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 XX | Accommodating Housing Need Arising from Outside Stratford-on-Avon District |
| 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 | SUA 1 |
| SUA 2 | South of Alcester Road |
| SUA3 | East of Birmingham Road |
| SUA 4 | North of Bishopton Lane |
| LMA | Long Marston Airfield (LMA) New Settlement |
| | Long Marston Airfield South-Western Relief 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 |
| SOU3 | South of Daventry 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 |

5.2 Sustainability Framework

Policy CS 1 Sustainable 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 |
|---------------------------------------|----------------|-------------------|--------------------|--------------------------------------|--------------------------------------|--------------------------|----------------|------------|-----------------|-------------------------|-------------------|-----------------------------|----------------------------|---------------|
| + | + | + | + | ++ | ++ | + | + | + | + | + | + | + | + | + |

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 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 |

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 adaptation 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).

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- 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. National obligations via Building Regulations acts as an alternative tool to deliver climate change benefits. The Core Strategy should keep up to date with any 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.

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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.

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- 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.

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- 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 health and wellbeing (SA Objective 14).

Policy CS 7 Green Infrastructure

| 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 | ++ | ++ |

- 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).

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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 | 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 | + |

5.3.34 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 | 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 | ++ | + |

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.

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- 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 |

- 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).

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- 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.

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Policy CS 11 Cotswolds Area of Outstanding Natural Beauty

| 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 | + | + |

5.4.10 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.

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- 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 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 |

- 5.4.18 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 | + | +/- |

- 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).

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- 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 |

- 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 Consulting²).
- 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).

² Part 1 Options SA Report (August 2011) and Part 3 Assessment of Housing Options (January, 2012)

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- 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.
- 5.5.6 Part 3 of the policy provides helpful guidelines about a new settlements in the vicinity of Gaydon and Lighthorne Heath and Long Marston Airfield. These area policies are assessed separately under policies GLH and LMA respectively.

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 | - | ++ | +/- | + |

- 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 14,480 new homes in the period 2011-2031. The policy details the distribution, with approximately 3,300 homes in Stratford-Upon-Avon, approximately 3,900 homes split across the eight main rural centres, approximately 2,300 homes located at a new settlement at Gaydon/Lighthorne Heath, approximately 2,100 homes located at a new settlement at Long Marston Airfield, approximately 1,250 homes located at Large Rural Brownfield Sites, and approximately 625 homes distributed to other Rural Locations. This provision will help ensure the character of the area is maintained (SA Objective 2).

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- 5.5.8 The new settlements at Gaydon/Lighthorne Heath and Long Marston Airfield have been assessed under policies GLH and LMA respectively. 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. Policy LMA had adverse effects in regard to cultural heritage, landscape, natural resources and countryside and positive effects on flood risk, climate change mitigation, climate change adaptation, natural resources, rural barriers, affordable housing, health and wellbeing and 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, SUA2, SUA4, ALC1, ALC2, SOU1 SOU2 and SOU3 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 **Appendix C** 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.

- 5.5.11 **Appendix C** includes an assessment of the housing figure used to help inform the Council's decision making in July 2015.

Policy CS.xx Accomodating Housing Need Arising from Outside Stratford-on-Avon District

| 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 | - | +/- | - | - | - | - | +/- | +/- | ++ | +/- | +/- |

- 5.5.12 This policy is based on the duty to cooperate as it considers a potential need to provide land for housing within Stratford-on-Avon District in order to fulfill housing needs of neighbouring authorities.
- 5.5.13 This policy is expected to have a strong positive effect on SA Objective 13 as it will ensure that an appropriate level and mix of housing is achieved for the District itself and the wider region.
- 5.5.14 Uncertain effects have been identified in relation to SA Objectives 1, 2, 6, 11 and 12 as the effect of development on these objectives will depend on the location of development. Impacts are likely to be lower if development is proposed on brownfield or urban sites, as surrounding and previous development will have set a precedent for development in the area.
- 5.5.15 This policy is identified as having uncertain effects for SA Objective 14 highlighting the need to ensure that any further growth is matched by an increase in infrastructure (including health and education facilities).
- 5.5.16 Uncertain effects have also been identified for SA Objective 15 highlighting the need to ensure that any further housing provision is matched by an appropriate level of growth in employment. On the other hand, an increased population in Stratford-on-Avon could lead to a greater amount of spending in the District, thereby boosting the local economy.
- 5.5.17 Uncertain effects have been identified for SA Objective 3. As policy CS 6 requires that development secures a net gain in biodiversity and avoids any designated nature sites, development is not expected to lead to a direct loss of biodiversity. Indirect negative impacts may arise related to an increase in development-related negative impacts on biodiversity due to disturbance of wildlife both on the development site and further afield due to recreational activities and an increased presence of pets, such as cats and dogs.
- 5.5.18 Increased levels of housing development, may lead to a local increase in the area of impermeable surfaces, but this is not expected to impact flood risk due to the fact that policy CS 4 does not allow developmental design that will increase flood risk (SA Objective 4).

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- 5.5.19 An increased population, associated with housing development, is likely to lead to an increase in waste generation (SA Objective 9). Building new homes will require building materials and may restrict sites available for future mineral extraction or other resources, such as agricultural land (SA Objective 7).
- 5.5.20 Negative effects have been identified against SA Objective 5, 8 and 10. This is due to the possibility that this policy could result in mis-matched distributions of residents and employment opportunities and/or key services and facilities, including healthcare and recreation. This could increase the need for residents to travel to access these services. There could also be an increase in out-commuting for work if appropriate employment opportunities are only available in neighbouring authority areas. This may lead to an increase in private car use in the District, which is associated with air pollution, such as NO_x and particulates, as well as greenhouse gas emissions.

Policy CS 17 Affordable Housing

| 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 |

- 5.5.21 The policy is assessed as strongly positive for SA Objective 13 and positive for SA Objectives 2, 11 and 14.
- 5.5.22 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.
- 5.5.23 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.
- 5.5.24 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.

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- 5.5.25 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).
- 5.5.26 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 |

- 5.5.27 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.
- 5.5.28 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).
- 5.5.29 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.
- 5.5.30 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.
- 5.5.31 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 |

5.5.32 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.

5.5.33 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).

5.5.34 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).

5.5.35 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).

5.5.36 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).

5.5.37 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 | 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 |

5.5.38 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.

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- 5.5.39 The update to the Gypsy and Traveller Needs Assessment (2014) concluded that there was a requirement for increased provision of Gypsy and Traveller sites. Allowing for recent permissions, there is a residual requirement for 25 pitches to demonstrate a five year land supply as at 2015 and a total of 53 pitches by 2031. There is a Travelling Showpeople site in the district and options for meeting long term needs will be considered through the emerging Gypsy and Traveller Local Plan. 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.
- 5.5.40 The policy has the potential to meet future demand for Gypsy and Traveller sites for the duration of the Core Strategy.
- 5.5.41 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.
- 5.5.42 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 | ++ |

- 5.5.43 The policy is assessed as strongly positive for SA Objective 15 and positive for SA Objectives 2, 7, 10, 11 and 12.
- 5.5.44 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.

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- 5.5.45 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.
- 5.5.46 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 | ++ |

- 5.5.47 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.
- 5.5.48 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.
- 5.5.49 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).
- 5.5.50 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.

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- 5.5.51 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.
- 5.5.52 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 | 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 | + |

- 5.5.53 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.
- 5.5.54 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).

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- 5.5.55 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).
- 5.5.56 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).
- 5.5.57 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.
- 5.5.58 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. These assessments include policies and sites that were previously considered in the May 2014 SA Report and two new site allocations, that were first assessed as part of an Interim Report, presented in **Appendix C**.
- 5.6.2 These policies are 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.

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 | + | + |

5.6.3 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.

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

5.6.5 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.

5.6.6 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.

5.6.7 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 | + | ++ | + |

5.6.8 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.

5.6.9 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).

5.6.10 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 SUA2 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 | + | - | - | ++ | - | ++ |

5.6.11 The proposed development of Land South of the Alcester Road may have negative effects on the historic environment, due to the presence of archaeological remains and ridge and furrow³. The ridge and furrow is stated to be of local importance, and should not preclude development (SEA Objective 1).

5.6.12 This site is located within an area of high landscape sensitivity. The Landscape Sensitivity Study (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. Adjacent land, known as West of Shottery, has been granted planning permission for 800 dwellings, which may contribute to linking the site with the current settlement (SA Objective 2).

³ Warwickshire County Council (2008) Historic Environment Assessment of Proposed Strategic Sites

- 5.6.13 There are hedgerows on the site south of Alcester Road, which are a priority habitat as listed in the 2010 UK Biodiversity Action Plan (BAP). 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, although these are not expected to be affected by development. The County Council Ecologist has identified a Great Crested Newt breeding pond to 250m to the west of the site, which has potential to be indirectly affected by the development and the development may remove terrestrial habitat for newts. The proposed development requires a watercourse to be de-culverted and for ecological features to be protected and enhanced. This may lessen the impacts on the above species and habitats (SEA Objective 3).
- 5.6.14 Land South of Alcester Road lies in Flood Zone 1, thus is at low risk of flooding and it will not remove any green infrastructure assets as identified in the 2011 Green Infrastructure Study (SEA Objectives 4 and 6).
- 5.6.15 Land South of Alcester Road currently has poor accessibility by sustainable modes of transport. The site is currently over 400m from a bus stop and there is no footpath or cycle lane on Drayton Manor Road. Access would be off the proposed western relief road associated with the shottery development and would include the provision of pedestrian and cycle networks. The footpath along the Alcester Road is restricted to the northern side of the road, thus pedestrians may have to cross the busy A46 to access the site. The proposal suggests that a frequent bus service will operate alongside the development, in line with policy guidelines. Assuming the policy as currently worded is implemented, this will improve accessibility to the site. Development of a new employment site is likely to increase car use in the plan area, thus leading to an associated increase in carbon emissions. This is due to the fact that residents are likely to travel to the employment site at Land South of Alcester Road by car, as it will be difficult to reach the site by walking or cycling (SEA Objectives 5, 10 and 11).
- 5.6.16 Land South of the Alcester Road consists mainly of Grade 3b agricultural land, which is not considered to be best and most versatile. There is an area of Grade 3a agricultural land in the southeastern part of the site, which is considered to be best and most versatile land (SEA Objective 7).
- 5.6.17 Whilst development at Land South of Alcester Road is not expected to negatively impact the wider landscape, it does represent development on the urban edge and an extension of the urban form into the countryside. In addition, it may lead to loss of best and most versatile agricultural land, although this is a small part of the entire site. The proposed site is located to the south west of Stratford-upon-Avon, on a greenfield site. Developing at this location could impact the integrity of the District's countryside through its location on the urban rural fringe (SA Objective 12).

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- 5.6.18 Development of employment opportunities at the Land South of Alcester Road site is expected to provide better links to employment and business sites from the strategic road network. This may reduce the number of HGVs passing through the town, thus reducing traffic volume overall and reducing congestion due to HGVs slowing overall traffic flow. This is likely to lead to improvements in the Stratford-upon-Avon Air Quality Management Area (AQMA), due to the reduction of pollutants associated with vehicle exhaust fumes (SEA Objective 8).
- 5.6.19 The provision of 65 dwellings on the eastern part of the site will contribute to meeting the district's housing demand, including the provision of affordable housing (SA Objective 13).
- 5.6.20 This site is further than 800m from a doctor's surgery, although Stratford-upon-Avon Hospital is within 5km. There is not a leisure centre within 1900m; Wildmoor spa and health club includes a gym, but this is only accessible through membership. The development is not expected to encourage walking and cycling to work and has been assessed on the basis that workers and residents at the site will not have immediate access to public open space or sports facilities (SA Objective 14).
- 5.6.21 This policy is likely to lead to a substantial increase in jobs in the town by providing 20 ha of new employment land, 10 ha of which is reserved for firms moving from the canal quarter. This is expected to have positive implications for the local economy, as it will create jobs and increase the number of businesses operating in the plan area. (SEA Objective 15).

Proposal SUA.3 East of Birmingham Road

- 5.6.22 It should be noted that in light of the Inspector's interim conclusions this proposal is unlikely to proceed, however the assessment of the site is included in this report for completeness.

| 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 | + |

- 5.6.23 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.
- 5.6.24 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.

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- 5.6.25 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.
- 5.6.26 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.
- 5.6.27 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.
- 5.6.28 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.
- 5.6.29 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.
- 5.6.30 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.

Proposal SUA.4 North of Bishopton Lane

| 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 | ++ | + | + | ++ | + | +/- |

- 5.6.31 Two Grade II listed buildings are located to the north west of the site: Victoria Spa Lodge and Bruce Lodge and The Pump House. The proposed masterplan⁴ indicates that the north western edge of the site will be reserved for a public open space. Providing this filters view from the listed buildings towards the site, development is not expected to affect the setting of these features.
- 5.6.32 An area of ridge and furrow lies within the site as identified within the Geophysical Survey⁵. This has been completely ploughed out and is of very low archaeological significance. Surviving ridge and furrow located in adjacent to the canal is to be undeveloped. No adverse impact is expected on the existing ridge and furrow earthworks. The Geophysical Survey located a number of enclosures, ditches and pits indicating Romano-British occupation south west of the site, indicating a small settlement of Romano-British date. The county archaeologist has stated that a planning condition requiring archaeological excavation will be required. This is considered sufficient to minimise loss of historic artefacts (SA Objective 1).
- 5.6.33 The site is not covered by any statutory or non-statutory designations for landscape character. The Stratford Urban Edge Study⁶ states the site is of low sensitivity to development and of medium to low landscape quality. The Stratford-on-Avon Landscape Sensitivity Study⁷ states the site is of high-medium and medium sensitivity to commercial development, and of medium and medium-low sensitivity to residential development. Visual impacts on users of the A46, are likely to be minimised by the landscape buffer proposed within the masterplan (2014). The proposed buffer could also lessen any noise impacts, which may occur from the A46. The visual amenity of existing houses along Bishopton Lane may be negatively affected as some of these properties currently directly overlook the fields.
- 5.6.34 There is a possibility that the development would contribute to local light pollution. This could have an adverse effect on wildlife, particularly bats. Options to reduce this impact are discussed within the Ecological Briefing Note (2014) (SA Objectives 2 and 3).

⁴ Phil Jones Associates (2014) Bishopton Lane, Stratford-upon-Avon. Drawing Ref: Proposed Masterplan

⁵ CSa (2014) Ecological Briefing Note: Bishopton Lane, Stratford-on-Avon

⁶ Warwickshire County Council (2005) Stratford Town's Urban Edge: A Pilot Study

⁷ White Consultants (2011) Stratford-on-Avon District: Landscape Sensitivity Assessment

- 5.6.35 The Ecological Briefing Note (2014) identified that there are a number of fauna and flora populations that may be at risk of loss or damage within the site: hedgerows, bats, Water Vole, Otter (*Lutra lutra*), birds (notably farmland) and Grass Snakes. Development at this site, in the absence of mitigation, may lead to decline of these species and habitats in the local area. 7 hedgerows were assessed to qualify as 'important' under the Hedgerow Regulation 1997, and are also a UK BAP habitat (SA Objective 3).
- 5.6.36 The site is located predominately in Flood Zone 1, of which there will be a low risk of flooding. A small section of the site is located in Flood Zones 2 and 3. It is identified within the M-EC Briefing Note⁸ that the areas of the site within Flood Zones 2 and 3 are further refined from the current Environment Agency maps. The M-EC Briefing Note (2015) states that the remaining areas of the site lying within Flood Zones 2 and 3 will be retained as open space. The M-EC Briefing Note (2015) states that flooding extents are being modeled to ensure they are accurately defined. Surface water management and floodwater attenuation will be incorporated into the development to help prevent flood risk. All attenuation will be provided to cater for up to the 1 in 100 year storm event plus 30% climate change (SA Objectives 4 and 6).
- 5.6.37 The M-EC Briefing Note states that the development will be supported with a full Transport and Travel Plan. The Transport and Travel Plan will encourage sustainable travel and reduce the need to travel, including encouraging home working to reduce car dependency. Improvements to the adjacent canal bridge with new pedestrian facilities will be provided, which will improve access to the train station. Improvements to the highway network are suggested to further encourage cycling. Providing these measures are implemented, the development is expected to reduce single occupancy car use and the carbon footprint per capita of Stratford-on-Avon (SA Objectives 5 and 10).
- 5.6.38 Bus services 19 (running twice per hour) and 229 (running once every 2 hours) are located within 400m of the site. It is stated within Land at Bishopton Sustainability Appraisal of the Appendices to the representations made to the Stratford-upon-Avon Core Strategy on behalf of Miller Homes and Taylor Wimpey⁹ that improvements to local bus services will be facilitated by the development. This includes suitable diversions and improved access to Stratford-upon-Avon Parkway train station, located approximately 650m from the site. Other amenities within the area are limited, with one convenience store located approximately 600m from the site (SA Objectives 5, 10, and 11). If a primary school were included on the site, this would further improve the sustainability implications for SA Objective 11, although it is unknown whether this will be implemented.

⁸ M-EC (2014) Bishopton Lane, Stratford-on-Avon: M-EC Briefing Note

⁹ RPS (2014) Land at Bishopton Lane, Stratford-upon-Avon: Appendices to the representations made to the Stratford-upon-Avon Core Strategy on behalf of Miller Homes and Taylor Wimpey

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- 5.6.39 Within the M-EC Briefing Note it is stated that renewable energy technology will be incorporated in the development to reduce overall predicted carbon dioxide emissions by at least 10%. The site aims to meet government policy on actively supporting energy efficient improvements to existing building¹⁰ (SA Objective 5).
- 5.6.40 The M-EC Briefing Note states the development design will be to a minimum of Code Level 3 within the Code for Sustainable Homes¹¹ (CfSH). The Proposed Submission Core Strategy¹² required all developments to meet minimum water and energy efficiency CfSH Level 4 equivalent. Note that CfSH was withdrawn on 27 March 2015 and this will be noted in the final Core Strategy.
- 5.6.41 Landscaping and public open space detailed within the Proposed Masterplan (2014) may enhance Green Infrastructure (SA Objective 6).
- 5.6.42 This development would lead to loss of over 11ha of greenfield land, although this is not considered best and most versatile. The site is classified as Grade 3b agricultural land. The development is expected to provide facilities for recycling waste in accordance with the Warwickshire Waste Management Strategy (2013) (SA Objectives 7 and 9).
- 5.6.43 The site is located adjacent to the Stratford-upon-Avon AQMA. Whilst residents are able to access the town centre via sustainable transport, any journeys to or from the south of the site are likely to pass through the AQMA. Most residents of the development are likely to own a car, thus potentially contributing to air pollution within the AQMA (SA Objective 8).
- 5.6.44 It is uncertain whether the provision of a primary school is to be included in the development. If provided onsite, a school would also contribute opportunities for employment, but this is unknown at this time (SA Objectives 11 and 15).
- 5.6.45 The Ecological Briefing Note (2014) states the site is of medium-low landscape quality and is classified as Grade 3b agricultural land. Development will lead to a loss of greenfield land in the urban fringe. The Proposed Masterplan (2014) sets out to retain the local distinctiveness of the area through implementing a green buffer and areas of public open space. The site is contained by the A46, which forms a natural boundary for development in the town (SA Objective 12).
- 5.6.46 The proposed development is expected to positively contribute to the housing need within the area, providing additional affordable housing. All development will meet the required standards of construction from national standards on energy efficiency¹³ (SA Objective 13).

¹⁰ Department for Communities and Local Government (2012) National Planning Policy Framework

¹¹ Department for Communities and Local Government (2006) Code for Sustainable Homes: A step-change in sustainable home building practice.

¹² Stratford-on-Avon District Council (2014) Core Strategy: Proposed Submission Version

¹³ Department for Communities and Local Government (2012) National Planning Policy Framework

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- 5.6.47 Existing health facilities are accessible from the site including a hospital within 5km and a doctor's surgery within 800m.
- 5.6.48 Landscaping suggested within the Proposed Masterplan (2014) is expected to contribute positively to the district's green infrastructure network. The M-EC Briefing Note (2014) supports walking and cycling through the proposed Transport Plan; positively contributing to the encouragement of healthy and active lifestyles (SA Objective 14).

Proposal Long Marston Airfield (LMA) New Settlement

| 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 | ++ | + | ++ |

- 5.6.49 A total of 27 listed buildings are located south west of the site, within the village of Long Marston. These comprise one Grade I listed building (The Church of St James), one Grade II* listed building (Goodwins), and 25 Grade II Listed buildings. Two additional Grade II buildings lie to the east and south of the site. The proposed development is not expected to affect the setting of these features.
- 5.6.50 The proposed development site contains a well-preserved deserted medieval village in the eastern area, identified in the Initial Heritage Appraisal¹⁴ as a significant heritage asset. The site of the Medieval Village is to be retained as open space. LMA itself dates back to 1941. Some WWII assets remain, recorded in the National Record of the Historic Environment¹⁵. Remains include military buildings, a battle headquarters, and numerous pillboxes. These remains are non-designated and some are proposed to be retained.
- 5.6.51 The Initial Heritage Appraisal (2014) states that "Ridge and furrow earthworks of medieval date are recorded at several points within the 3,500 dwelling site. The same report considers that the ridge and furrow field is of low quality and not considered to "warrant preservation *in situ*". Nevertheless, loss of ridge and furrow would be an irreversible negative impact. It is proposed that some of the more prominent ridge and furrow will be retained, but it is not known whether this will be retained as ridge and furrow (SA Objective 1).
- 5.6.52 The development site is largely brownfield. Due to the nature of the airfield there are some areas of green space within it. The Stratford-upon-Avon Core Strategy (2014) states that 'Small areas of land which are greenfield in nature but within or adjacent to a brownfield site and in the same ownership will be considered for their suitability for development'.

¹⁴ Cotswold Archaeology (2014) Long Marston Airfield Long Marston, Warwickshire: Initial Heritage Appraisal

¹⁵ Heritage Gateway (2012) Historic England: PastScape website, available at http://www.heritagegateway.org.uk/Gateway/Results_Application.aspx?resourceID=2 accessed: 01/07/2014

- 5.6.53 The nationally designated Cotswolds AONB is located approximately 4km from the development site. The development has the potential to be visible from an elevated position at Meon Hill, within the Cotswolds AONB. Considering the distance away from the proposed development, the limited public access to Meon Hill¹⁶, and the vegetative screening proposed, this is unlikely to have a significant negative effect on the views from the Cotswolds AONB.
- 5.6.54 The LMA is located within National Character Area (NCA) 106: Severn and Avon Vales, as defined by Natural England in the Character Map of England¹⁷. Key characteristics of the area relevant to the LMA include ‘a diverse range of flat and gently undulating landscapes strongly influenced and united by the Severn and Avon Rivers’. The NCA profile identifies that opportunities for growth should ensure visual and functional integration with the surrounding landscape, where key views to and from settlements should be retained. At a county level, the Warwickshire Landscape Project¹⁸ places the LMA within the Vale Farmlands landscape type, described as ‘an open, hedged, agricultural landscape lying in a broad clay vale along the foot of the Cotswold escarpment’. The Warwickshire Landscape Project (1993) identifies LMA to be within an identified ‘Enhancement Zone’, and the Stratford Urban Edge Study (2005) states the site is of ‘low fragility of inherent character’ with ‘low sensitivity’ to development.
- 5.6.55 The LMA has very little topographical variation lying at between 40 and 45m AOD. The Vision and Masterplan document¹⁹ for the development of states the development will be set within parkland, wooded glades, tree lined avenues, squares and greens. The Landscape Technical Statement²⁰, for the development concludes that landscape and visual features such as trees and hedgerows provide screening effects, which limit the extent of visibility. The Landscape Technical Statement (2014) states that the flat landform across the LMA and the immediate surrounding landscape together with existing further vegetation will further assist in the sites physical visual containment. The proposed development will change the character of the site. New houses and other built structures will replace the characteristic fields and hedgerows. The residual impact of the development is likely to be low (SA Objectives 2 and 12).
- 5.6.56 LMA is located within an arable landscape containing large areas of poor semi-improved grassland. The Ecology Technical Statement²¹ identifies a number of arable and pasture compartments, small areas of woodland, tall herbs, hedgerow, scrub trees, water bodies, watercourses and wet and dry ditches also present at the site.

¹⁶ Natural England (2007) Permissive Access Map

¹⁷ Natural England (2012), National Character Area Profile 106: Severn and Avon Vales

¹⁸ Warwickshire County Council and Countryside Commission (1993) The Warwickshire Landscapes Project

¹⁹ Nathaniel Lichfield & Partners (2014) Long Marston Airfield New Settlement: Vision

²⁰ CALA Homes (2014) Long Marston Airfield New Settlement: Technical Statement: Landscape

²¹ CALA Homes (2014) Long Marston Airfield New Settlement Technical Statement: Ecology

- 5.6.57 LMA is covered by non-statutory designations. The majority of the site is a Proposed Local Wildlife Site (pLWS) due to the potential for grassland habitats and overwintering birds. It is a potential Site of Importance for Nature Conservation (pSINC) for its farmland value: arable, new & rough grass, and pasture. LMA is also designated as a BTO site, providing a winter roost and feeding area for Lapwing (*Vanellus vanellus*) and Golden Plover (*Pluvialis apricaria*). The Ecology Technical Statement (2014) identified a number of protected species within 1km of the site: Barn Owl (*Tyto alba*), bat species, Eurasian badger setts, a number of bird species, a number of butterfly species, Brown Hare (*Lepus europaeus*), Hedgehog (*Erinaceus europaeus*), Otter, Water Vole, Great Crested Newt, Slow-Worm (*Anguis fragilis*) and Grass Snake. Development at this site may lead to habitat loss and declining populations of these species. Habitat creation proposals (for the 3,500 dwelling development) in the Vision and Masterplan document (2014), including ponds areas and woodland, seek to offset such adverse effects. Due to the potential harm to locally designated habitats, short-term residual impacts on SA Objective 3 are likely to be negative.
- 5.6.58 Potential impacts are discussed in the Ecology Technical Statement (2014) for Long Marston to Stratford 'The Greenway' pLWS, and include direct habitat loss and habitat fragmentation. Potential impacts on the river are likely to arise from water quality issues, detailed in the Ecology Technical Statement (2014). Mitigation measures proposed in the Ecology Technical Statement (2014) include a management plan and a biodiversity offsetting index to ensure there is no net loss of biodiversity.
- 5.6.59 LMA is located predominately within Flood Zone 1 (93.5%), of which there will be a low risk of flooding. Small areas of the site are within Flood Zones 2 and 3, which will be retained as green space. The Flood Risk and Drainage Technical Note²² suggests a SuDs drainage mitigation scheme will be incorporated into the development, to help reduce flood risk. The drainage scheme has been designed to reduce existing brownfield flow rates by 30% ensuring there is no increase in peak run off from the development (SA Objective 4).

²² CALA Homes (2014) Long Marston Airfield, Campden Road, Long Marston: Technical Note – Flood Risk and Drainage

- 5.6.60 The proposed development is mixed-use, comprising of housing, employment land, a neighbourhood centre, a community centre, a nursery, two primary schools and a secondary school. The mixed-use nature of the developments may lessen emissions due to the reduced need to travel. The Strategic Transport Assessment²³ details a comprehensive sustainable transport infrastructure, which includes a walking, cycling and public transport strategy. The public transport strategy proposes a transport link between LMA and Stratford-upon-Avon on the Stratford Greenaway. It is unknown whether this transport link will involve the reinstatement of the Stratford to Honeybourne railway line, or another form of public transport will be adopted. It is likely that car use may be high to Stratford-upon-Avon town centre, as public transport methods are currently poor (no bus stop within 400m). The closest bus stop is accessible by public footpath from north of the LMA site but there is no footpath along Campden road. Providing the proposals for improved bus services as set out in the Strategic Transport Assessment (2014) are implemented, residents will have good access to public transport links. Until details of additional bus routes/services, and the reinstatement of the Stratford to Honeybourne Railway Line are confirmed, the effects of development on SA Objective 10 remain uncertain.
- 5.6.61 The proposed development aims to provide sustainable design and construction, promoting the conservation of resources and energy. The development may provide potential for local energy generation, including District Heating from renewable/low carbon sources. (SA Objective 5).
- 5.6.62 The Vision and Masterplan document (2014) details a Green Infrastructure (GI) plan for the proposed development. The GI plan proposes a connected network of green corridors, composed of open greens, areas of woodlands, and additional open spaces with streams and ponds. The GI will be accessible by the occupants of the development and the wider community (SA Objective 6).
- 5.6.63 The site is classified as Grade 3b Agricultural land, which is not considered best and most versatile (SA Objectives 7 and 12).
- 5.6.64 Principal contaminants associated with Airfield operations have been identified in line with guidance published by the Environment Agency²⁴. Contaminants include:
- Fuel and lubricating oils;
 - Radioactive contamination;
 - Chemical warfare agents;
 - Explosives;
 - Unexploded ordnance;
 - Metals;
 - Solvents – degreasing agents;
 - De-icers; and

²³ Mode Transport Planning (2014) Long Marston Airfield: Strategic Transport Assessment

²⁴ Bulloch, et al (2001) Land Contamination: Technical Guidance on Special Sites: MoD Land. R&D Technical Report P5-042/TR/01

- Detergents
- 5.6.65 It is assumed that whilst there may be hot spots, no extensive remediation will be needed on the site.
- 5.6.66 The proposed development will provide facilities for the separation and recycling of waste in line with Warwickshire's Municipal Waste Management Strategy (2013) (SA Objective 9).
- 5.6.67 The Vision and Masterplan document (2014) shows the proposed development to include accessibility to new facilities and amenities at a local level. The layout of the new community is likely to encourage local level trips via walking and cycling. Longer trips are likely to be taken by car unless public transport services to and from the site are improved.
- 5.6.68 Both proposed developments are expected to contribute positively to the housing needs within the area. The proposed development will provide 1,225 additional affordable housing units, in line with policy requirements set out in Policy CS 17 Affordable Housing of the emerging Core Strategy (SA Objectives 11 and 13).
- 5.6.69 Mix of uses will be accommodated within both development proposals. Both developments include a range GI: the development includes 21ha open space (play areas, allotments, community gardens) and 56ha natural and semi-natural accessible green space (possible country park). This is likely to improve the district's green space network, potentially enhancing ecological value and biodiversity of the development site. The proposed development will include sports pitches, open spaces, trails and waterside spaces. This is expected to positively contribute to the encouragement of healthy and active lifestyles.
- 5.6.70 A commercial gym is proposed within the development, and there is a doctor's surgery at Meon Vale - of which the Primary Care Trust has stated that the medical centre would be expanded. There is a hospital within 5km (SA Objective 14).
- 5.6.71 The proposed development is to include local centres with shops, restaurants, cafes, primary school, community facilities, and the provision for a new secondary school. The development could help facilitate access to education and amenities: meeting wider needs in the area.
- 5.6.72 There may be loss of employment associated with the existing commercial and leisure activities at the site. The Socio-Economic Technical Statement²⁵ states that the development will ensure an adequate supply of employment land and support new business sectors. It is considered that there will be a net increase in employment and associated economic benefits at the LMA site as a result of redevelopment (SA Objective 15).

²⁵ Nathaniel Lichfield & Partners (2014) Long Marston Airfield New Settlement Technical Statement: Socio-Economic

Proposal Long Marston Airfield - South Western Relief 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 | + |

5.6.73 There have been no previous archaeological investigations recorded within the route boundary. Ordnance Survey mapping indicates that the land within the road route was farmland in the 19th century within the River Avon valley rising up to Orchard Hill at the west. The Bridge Opportunities and Constraints Study²⁶ suggests the presence of archaeological remains within the valley, which are likely to be affected by the development. Cropmarks on the proposed relief road route itself and records of finds of Iron Age to Medieval date have been located at a site 280m northwest of the road route. The Bridge Opportunities and Constraints Study (2015) states that further assessment and consultation with Historic England is to take place. It is predicted that the proposed development will have negative impact on the preservation of the archaeological remains.

5.6.74 There are 43 designated heritage assets and 76 non-designated heritage assets within the 1km study area. The heritage assets include 39 listed buildings (one at Grade I, one at Grade II*, and 37 at Grade II), one Grade II registered park and garden and three conservation areas. Springfield Bridge (32m from the road) and Clifford Forge House (468m from the road) are both in relatively isolated positions closest to the road route. The remaining designated assets are located within the conservation areas (Shotterly, Stratford-upon-Avon, and Clifford Chambers). Negative effects on the preservation and setting of some of these heritage assets are predicted as a result of the proposed development (SA Objective 1).

5.6.75 The proposed route lies within the Avon valley and comprises open fields in the north and west and arable farmland in the south and east. The route is located within National Character Area (NCA) 106: Severn and Avon Vales, as defined by Natural England in the Character Map of England²⁷. These character areas are further sub-divided into Landscape Types; the proposed road route extends across the 'River Meadowlands' and 'Feldon Parklands' Landscape Types. Key characteristics relevant to the route include 'a narrow meandering river corridors landscape, with flood meadows and wooded river bluffs'.

²⁶ Amec Foster Wheeler Environment & Infrastructure UK Limited (2015) Stratford-upon-Avon Western Relief Road: Bridge Opportunities and Constraints Study

²⁷ Natural England (2012), National Character Area Profile 106: Severn and Avon Vales

- 5.6.76 The Stratford Urban Edge Study (2005) describes the proposed route as having 'moderate visibility'. The Zone of Visual Influence (ZVI) and resulting Potential Visual Receptors have been identified within the Bridge Opportunities and Constraints Study (2015). Receptors include nearby properties; at the southern edge of Stratford, along Evesham Road, Limes Avenue, Luddington Road, Stannells Close and Avonbank Drive, as well as isolated farmsteads and houses; Milcote Farm, Clifford Bank Farm, Clifford Mill, Springfield House and Cross-o-the-Hill Farm. Negative impacts on the setting of a number of landscape features are also predicted, including: public rights of way; footpaths SB29a (Shakespeare's Avon Way), SB32, SB34 (Shakespeare's Way), SB35, SB36, SB37, SB39, SB40 (Monarch's Way), SB41 together with the Stratford Greenway recreational route; local roads, including Clifford Lane (B4632) and Shipston Road (A3400); and Stratford-on-Avon racecourse.
- 5.6.77 The proposed south western relief road will have an effect on the local tranquillity of the landscape. The new built infrastructure will dissect the characteristic fields and hedgerows. The flat topographic nature of the landscape may limit the extent of visibility. Intervening field boundaries, wooded habitats and proposed roadside vegetation may assist in the physical visual containment of the road (SA Objectives 2 and 12).
- 5.6.78 The proposed south western relief road is likely to increase local noise pollution. The Bridge Opportunities and Constraints Study (2015) suggests noise pollution within Stratford-upon-Avon may be lessened by reducing traffic along routes through the town; particularly the A4390 and B439. Noise pollution may be increased on the residential areas surrounding the proposed road: dwellings along Luddington Road and Stannells Close, and individual farms including Milcote Hall Farm and Cross-o-the-Hill Farm. Negative impacts may also occur along the main route into Stratford-upon-Avon including Evesham Road. The vegetation buffer suggested within the Vision and Masterplan document (2014) may lessen any noise impacts that may occur from the existing road network and projected relief road (during construction and operation). The Bridge Opportunities and Constraints Study (2015) states that a traffic noise measurement survey is yet to be completed. The extent of noise impact from the road is uncertain until the traffic noise measurement survey is completed (SA Objectives 2 and 8).
- 5.6.79 The proposed link road is located just outside the Stratford-on-Avon AQMA. The Bridge Opportunities and Constraints Study (2015) states that construction of the bridge and Link Road has the potential to generate fugitive dust emissions. These emissions may have short-term negative impact on local residents, particularly those on Luddington Road. The road is likely to contribute to the overall reduction of pollution in the AQMA; offsetting traffic congestion within Stratford-upon-Avon (SA Objectives 2 and 8).

- 5.6.80 Some loss of hedgerow will take place along the route of the development road. As hedgerows dominated by native species are representative of Hedgerow Habitat of Principal Importance as listed on Section 41 of the NERC Act this would represent a loss of habitat of national ecological value. The Bridge Opportunities and Constraints Study states that further detailed survey work is required to confirm the conservation value of the hedgerows.
- 5.6.81 There is a small area of broadleaved woodland bordering an existing road, which is identified as being of local nature conservation value. There would need to be loss of some of this area to create the connecting junction for the road. Wooded embankments are located where the proposed link road crosses the Greenway Dismantled Railway (pLWS). Further ecological assessment is proposed during the detailed design stage. The road will cross the River Avon. In the area of the crossing point the river has tree cover on the banks and some marginal emergent vegetation. The proposed road would be elevated over the Avon and bridged over Shottery Brook, minimizing direct impacts.
- 5.6.82 The Bridge Opportunities and Constraints Study (2015) identifies that protected species recorded within 1km of the link road include: Barn Owl, Great Crested Newts, Grass Snake, Otter, Water Vole, Slow Worm (*Anguis fragillis*), Smooth Newt (*Lissotriton vulgaris*) and nine species of bat. The priority species identified comprised: Brown Hare, Common Frog (*Rana temporaria*), Hedgehog, Small Heath (*Coenonympha pamphilus*), White Admiral (*Limenitis camilla*), White Letter Hairstreak (*Satyrium w-album*). None of these records were from within the land affected by the proposed link road. The Ecology Technical Statement (2014) states that a 500m native species buffer will be implemented along the road verge to minimize direct negative effects to the conservation value of Racecourse Meadow SSSI and the non-statutory sites.
- 5.6.83 The Bridge Opportunities and Constraints Study (2015) shows the proposed route of the south western relief road to run close to or cross various nature conservation designations. Notable sites include Racecourse Meadow SSSI, twenty-three Ecosites, four Local Wildlife Sites and seven Potential Local Wildlife Sites within 1km. This study demonstrated ecological impacts would include:
- Loss of buffering habitats;
 - Changes in hydrology (these impacts could be positive or negative);
 - Loss of a proportion of the Steeplechase Meadow (LWS); and
 - Loss of habitats within the Seven Meadow (pLWS).

- 5.6.84 The Initial Habitat Assessment²⁸ states that Steeplechase Meadow is a buffering habitat adjacent to the SSSI. Most of this area is to be lost to the road. The partial loss of non-statutory sites would be significant, with an impact at county level²⁹. The Consultation Results Plan³⁰ shows the route to cross through an area of Ecosites. This is likely to result in habitat loss and fragmentation.
- 5.6.85 Racecourse Meadow SSSI is an unimproved field that lies in the floodplain of the River Avon, located adjacent to the east of the proposed Western Relief Road. The proposed relief road would not cross the SSSI itself, but may experience indirect impacts on biodiversity, as the road would separate this from part of its adjacent buffering habitat (Steeplechase Meadow LWS). It is unknown whether increased local air pollution from vehicles travelling along the proposed road would effect the conservation status of the SSSI. The road would cut through a pSINC, which is located along the northern section of the proposed south western relief road.
- 5.6.86 Additional impacts associated with the development of infrastructure include increases in disturbance through light and noise pollution; particularly an issue with bats and birds by causing alterations in their natural behavioural patterns of movement and foraging.
- 5.6.87 The proposed south western relief road may cause changes to local hydrological regimes such as increased pollutants and sediment loading in water run-off (SA Objectives 3 and 8).
- 5.6.88 The Bridge Opportunities and Constraints Study (2015) indicates, in line with the Environment Agency's flood map, that the proposed relief road passes through the floodplains of the River Avon and the Shottery Brook. The route of the relief road is within Flood Zone 3. The Environment Agency state that detailed flood modelling is needed to understand impact of construction and to ascertain level of flood compensation required. The Bridge Opportunities and Constraints Study³¹ states that 'the management of surface water drainage is likely to be a constraint'. A SuDS drainage mitigation scheme has been proposed to prevent an increase in flood risk downstream as a result of increased surface water run-off. SuDS will provide attenuation storage to limit the additional run-off to greenfield rates. A SuDS treatment train will also be implemented, prior to discharge (SA objectives 4 and 6).
- 5.6.89 The proposed south western relief road may reduce Stratford-upon-Avon's carbon footprint through providing relief to the traffic congestion within the area. This may have a positive impact on air pollution (SA Objectives 5 and 8).

²⁸ CALA Homes (Midlands) Ltd. (2015) Land South of Stratford upon Avon: Stratford Western Relief Road. Initial Habitat Assessment

²⁹ CALA Homes (Midlands) Ltd. (2015) Land South of Stratford upon Avon: Stratford Western Relief Road. Initial Habitat Assessment

³⁰ FPCR Environment and Design Ltd. (2015) Land South of Stratford-upon-Avon, Warwickshire: Area B Consultation Results Plan

³¹ Amec Foster Wheeler (2015) Stratford-upon-Avon Western Relief Road: Bridge Opportunities and Constraints Study

SA of Core Strategy Proposed Modifications

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- 5.6.90 The route of the relief road passes predominately through Grade 2 and Grade 4 Agricultural land. As Grade 2 Agricultural land is considered best and most versatile, development of the road would lead to some loss of this resource (SA Objectives 7 and 12).
- 5.6.91 The link road is likely to relieve congestion from the existing road network around Stratford-upon-Avon. The road will have a 2.0m wide footpath on one side and a 3.0m wide combined footpath and cycle path on the other (SA Objective 10).
- 5.6.92 The proposed road will connect the B439 Evesham Road in the west to the B3400 Shipston Road to the south. The proposed route will improve accessibility to services and facilities within Stratford-upon-Avon town centre from rural areas (SA Objective 11).
- 5.6.93 The proposed road is likely to facilitate access to education and employment opportunities, particularly for those commuting to Stratford-upon-Avon for work. The proposed road is expected to improve accessibility for companies operating in and around Stratford-upon-Avon town (SA Objective 15).

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 | +/- | + | + | ++ | ++ | + |

- 5.6.94 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.
- 5.6.95 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).
- 5.6.96 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).

SA of Core Strategy Proposed Modifications

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- 5.6.97 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).
- 5.6.98 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.
- 5.6.99 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).
- 5.6.100 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.
- 5.6.101 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.
- 5.6.102 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 | 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 |

- 5.6.103 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.

- 5.6.104 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).

- 5.6.105 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).

- 5.6.106 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.

- 5.6.107 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.

- 5.6.108 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.

- 5.6.109 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 |

- 5.6.110 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.

- 5.6.111 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.

- 5.6.112 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.

- 5.6.113 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).

- 5.6.114 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).

- 5.6.115 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.

- 5.6.116 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 | + |

- 5.6.117 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.

- 5.6.118 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).

- 5.6.119 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.

- 5.6.120 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.

- 5.6.121 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.

- 5.6.122 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.

- 5.6.123 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.

SA of Core Strategy Proposed Modifications

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Policy AS 3 Bidford-on-Avon

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|----------------------------|-----------|--------------|------------|---------------------------|---------------------------|------------------|-----------|-------|-----------|----------------|-------------|--------------------|-------------------|---------|
| 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 | ++ | + |

5.6.124 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.

5.6.125 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 | ++ | ++ |

5.6.126 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.

5.6.127 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 |

5.6.128 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).

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- 5.6.129 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).
- 5.6.130 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).
- 5.6.131 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.
- 5.6.132 The proposed support for Kineton High School will help the health, wellbeing and quality of life of the community (SA Objective 14).
- 5.6.133 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.
- 5.6.134 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.
- 5.6.135 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 | ++ | + |

5.6.136 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.

5.6.137 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.

5.6.138 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).

5.6.139 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 | ++ | + |

- 5.6.140 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.

- 5.6.141 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.

- 5.6.142 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.

- 5.6.143 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).

- 5.6.144 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.

- 5.6.145 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 | + | + | + | + | + | + |

- 5.6.146 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).

- 5.6.147 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.

- 5.6.148 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.

- 5.6.149 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.

- 5.6.150 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.

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5.6.151 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.

5.6.152 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 |

5.6.153 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.

5.6.154 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.

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

5.6.156 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.

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- 5.6.157 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.
- 5.6.158 The proposed site also falls within a Minerals Safeguarding Areas for raw cement and building stone (Warwickshire County Council 2009).
- 5.6.159 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).

Proposal SOU.3 South of Daventry 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 | - | + | +/- | ++ | +/- | +/- |

- 5.6.160 The development is located on the former Southam World War II airfield. Development at this location could lead to the loss of any historic remains associated with the use of this site as an airfield (SA Objective 1).
- 5.6.161 Uncertainty exists in relation to potential development at this site. Although the site location is within an area of medium landscape sensitivity the extent of potential impacts is dependent on the design, layout and extent of the new development (SA Objective 2).
- 5.6.162 The proposed location of the development is within close proximity to semi-improved grassland or broadleaved woodland habitats of biodiversity significance (Ecological and Geological Assessment, 2010). The implications of development depend on design, layout and extent (SA Objective 3).
- 5.6.163 The development site lies in Flood Zone 1, thus is at low risk of flooding (SA Objective 4).
- 5.6.164 It is not known if the proposed development would include renewable energy provision or energy efficiency measures. Uncertainty exists in relation to whether the development would contribute to reducing the carbon footprint of Stratford-on-Avon. Most households are likely to own cars but reliance on travel by car is difficult to predict at this level of detail (SA Objective 5).

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- 5.6.165 The proposed development would not result in a loss of GI as recognized by the 2011 GI study. It is not anticipated that the site would be at particular risk of the impacts of climate change (SA Objective 6).
- 5.6.166 The proposed development location resides with Minerals Safeguarding Areas for raw cement materials and building stone. Development has the potential to adversely impact on these natural resources.
- 5.6.167 The potential development is located on Grade 3 agricultural land. It is not known if this is Grade 3a, which is considered best and most versatile, or Grade 3b, which is not (SA Objective 7).
- 5.6.168 According to the Water Cycle Study (2012) the Itchen Bank wastewater treatment works has capacity for the development (SA Objective 8).
- 5.6.169 The development location has been assessed as having a neutral impact in relation to SA objective 9. Addressing waste will depend on the design and layout of development coupled with behavioural characteristics of residents rather than housing location. Development would be in line with the Warwickshire's Municipal Waste Management Strategy (2013) (SA Objective 9).
- 5.6.170 There are four key bus services in Southam. The number 63 connects Southam with Leamington and Rugby, which runs hourly. The number 64 connects Southam to Leamington and Long Itchington, on an hourly basis. The numbers 65 and 66 run two hourly and connects Southam to Leamington, Daventry and Banbury.
- 5.6.171 The development site is not within 400m of a bus stop, as measured from the centre of each site. There are footpaths adjacent to the site, although it is expected that these will be used primarily for recreation SA Objective 10).
- 5.6.172 Development within Southam may help maintain the viability and vitality of services within the town. This could have positive impacts on surrounding areas in terms of reducing rural barriers. If a primary school were included on the site, this would further improve the sustainability implications for SA Objective 11, although it is unknown whether this will be implemented.
- 5.6.173 It is uncertain whether the provision of a primary school is to be included in the development. If provided onsite, a school would also contribute opportunities for employment, but this is unknown at this time (SA Objectives 11 and 15).
- 5.6.174 Development at this site would represent small-scale development of greenfield land in the urban fringe.

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- 5.6.175 The proposed development location is within an area of medium landscape sensitivity. The extent of potential impacts is dependent on the design, layout and extent of the new development (SA Objective 12).
- 5.6.176 The proposed development will contribute towards meeting local housing demand, including the provision of affordable housing (SA Objective 13).
- 5.6.177 Development within Southam has the opportunity to lead to greater provision of open space within the town. According to the Open Space, Sport and Recreation Assessment (2014) Southam has a surplus of 0.8ha gardens and amenity space, natural accessible greenspace and children and young people's facilities. Development has the potential to increase demand on this provision, although it may also increase provision either through the design of development or through developer contributions.
- 5.6.178 In addition the development is within close proximity to public rights of way and existing open space that could help support active recreation. Southam Leisure Centre is within 1900m of the development site (SA Objective 14).
- 5.6.179 Housing development within Southam has the potential to support the vitality of existing shops and services within the village. Although not directly relevant to this objective, the housing potential at this location has the potential to facilitate economic benefits in terms of sustaining local services and facilities (SA Objective 15).

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 | ++ | + |

- 5.6.180 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.
- 5.6.181 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.

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- 5.6.182 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).
- 5.6.183 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.
- 5.6.184 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).
- 5.6.185 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).
- 5.6.186 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 | 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 | ++ | + |

- 5.6.187 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).
- 5.6.188 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.

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- 5.6.189 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.
- 5.6.190 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.
- 5.6.191 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).
- 5.6.192 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.
- 5.6.193 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).
- 5.6.194 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 Gaydon/Lighthorne Heath New Settlement

| 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 | + | ++ | -- | ++ | ++ | ++ |

5.6.195 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 (2,300 dwellings in the plan period); 100ha of land for the expansion of Jaguar Land Rover (JLR); 4.5ha of land for the expansion of Aston Martin Lagonda; one main village centre incorporating: a range of shops and services, a community hub to include meeting space, policy and health and leisure facilities, and a three form entry primary school; a comprehensive green infrastructure strategy; a pedestrian and cycle network; utilities infrastructure; and a frequent, express bus service to Warwick/Leamington and Banbury, including railway stations. 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.

5.6.196 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.

5.6.197 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. Potential visual impacts are identified for Chesterton Windmill located 1.9km north of the site’s northern point, and Burton Dassett Hills Country Park. The windmill is designated as a Grade I listed building and also designated as a scheduled monument. The windmill is positioned on the crown of a hill, which gives it a wide setting, including the northern field of the site. The development proposes green infrastructure and planting, including a ‘landscape bund’, which is expected to protect the setting of the heritage assets. Impacts 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.

- 5.6.198 The site consists of mainly gently sloping, arable farmland with well-defined hedgerows, woodland blocks, scattered trees, and isolated farm buildings. 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. 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 Supplementary Planning Document³² requirements for good environmental design are likely to help mitigate the identified adverse effects associated with impacts on SA Objective 2.
- 5.6.199 Chesterton Wood is a Local Wildlife Site (LWS) and part of it is ancient semi-natural woodland (ASNW). Located within the allocated development site, 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 where possible. Where this is not possible, hedgerows should be replaced.
- 5.6.200 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 or 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.
- 5.6.201 The site is in Flood Risk Zone 1 thus is at the lowest risk of flooding (SA Objective 4).
- 5.6.202 A mixed use development, including employment, one main centre and one primary schools 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 currently 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.

³² Stratford-on-Avon District Council (2015) Gaydon/Lighthorne Heath Draft Supplementary Planning Document

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- 5.6.203 The development is mixed-use and is comprised of housing, employment land, a main 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.
- 5.6.204 The proposal includes the introduction of a main centre (comprising of a range of shops, services, community and leisure facilities), 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).
- 5.6.205 The site consists of grade 3a, 3b, 4 and 5 Agricultural Land. As grade 3a Agricultural Land is considered best and most versatile, development of the road would lead to some loss of this resource (SA Objectives 7 and 12).
- 5.6.206 There is currently a one-form entry primary school in the village of Lighthorne Heath, and a three-form primary school proposed within the development. It is expected that the developer would make a substantial contribution towards expanding and upgrading Kineton High School. Kineton High School is the closest secondary school and also has a sixth form. This is expected to provide sufficient facilities to meet the demand created by 3,000 new homes.
- 5.6.207 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).
- 5.6.208 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.

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- 5.6.209 The site is not located within an AQMA. The nearest designated AQMA is at Stratford-upon-Avon and it is predicted it will not be adversely affected by traffic associated with the proposed development. The Supplementary Planning Document³³ states that due to the close proximity of the M40 to the site boundary, monitoring of ambient NO2 concentrations using passive diffusion tubes will need to be undertaken. This will determine whether a buffer is required to ensure that residents of the development are not exposed to elevated concentrations from existing motorway emissions. This is in accordance with Policy(s): CS.1, CS.5, CS.6, CS.7, CS.9, CS.24 and Proposal GLH of the Core Strategy DPD (SA Objective 8).
- 5.6.210 A large influx of new residents and housing would 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).
- 5.6.211 The proposal suggests extensive landscaping alongside the M40 corridor, which is likely to reduce the impact of noise.
- 5.6.212 The nearby employment centres of Aston Martin, Jaguar Land Rover (JLR) and the Heritage Museum all provide employment opportunities. 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 (SA Objective 15).

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 | + | + | + | + | + | + |

- 5.6.213 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).

³³ jtp (2015) Land at Gaydon/Lighththorne Heath: Supplementary Planning Document

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- 5.6.214 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.
- 5.6.215 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.
- 5.6.216 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.
- 5.6.217 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 | 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 | + | + |

- 5.6.218 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.
- 5.6.219 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.

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- 5.6.220 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).
- 5.6.221 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).
- 5.6.222 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).
- 5.6.223 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).
- 5.6.224 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 | + |

- 5.6.225 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).

- 5.6.226 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.

- 5.6.227 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.

- 5.6.228 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).

- 5.6.229 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.

- 5.6.230 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.

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- 5.6.231 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 | + |

- 5.6.232 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.
- 5.6.233 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.
- 5.6.234 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).
- 5.6.235 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.
- 5.6.236 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 at Gorcott Hill is likely to lead to adverse effects on listed buildings and cultural heritage on the buildings present in the additional two hectares of the site (SA Objective 1). Redditch Borough Council commissioned a Historic Environment Assessment in 2012 but it does not contain any information pertinent to the site.

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- 5.6.237 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.
- 5.6.238 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.
- 5.6.239 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 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 |

- 5.7.1 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).

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- 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 | 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 | + | + |

5.7.9 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

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| 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 |

- 5.7.15 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 term³⁴. GI also performs climate change adaption ecosystem services such as flood alleviation (SA Objective 4 and 6; Forest Research 2010).

³⁴ Green Infrastructure to Combat Climate Change (Northwest Climate Change Partnership; March, 2011)

6 Post Mitigation Appraisal Findings

6.1.1 The July 2015 Interim SA suggested measures to prevent, reduce or offset significant adverse effects of implementing Stratford-on-Avon Core Strategy. These measures are collectively referred to as ‘mitigation measures’ and remain applicable to assessments presented in this report. **Chapter 5** presents assessments of all Core Strategy policies, area strategies and sites prior to mitigation measures being applied. The majority of assessments for these policies, area strategies and sites have not changed since the May 2014 SA Report. Any uncertain or negative effects identified in May 2014 were subject to DAMs, which included suggestions for mitigation of any potentially negative effects. As these have not changed, they have not been repeated. Post-mitigation assessment results have only been presented for those policies which have changed, been added or for which Lepus received more detail than that used in the May 2014 SA Report. These assessments show residual sustainability effects if all mitigation measures discussed in the July 2015 Interim Report were applied.

6.1.2 For ease of reference the score summaries at the pre-mitigation stage have been included alongside the post-mitigation findings.

6.2 Policy CS10 Green Belt

Assessment findings pre mitigation

| 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 |

Assessment findings post mitigation

| 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 |

6.2.1 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.

6.3 Policy CS14 Vale of Evesham Control Zone

Assessment findings pre mitigation

| 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 | + | +/- |

Assessment findings post mitigation

| 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 | + | + |

6.3.1 Support should be given to small and medium sized enterprises 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).

6.4 Policy CS15 Distribution of Development

Assessment findings pre mitigation

| 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 |

Assessment findings post mitigation

| 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 |

6.4.1 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.

6.5 Policy CS 16 Housing Development

Assessment findings pre mitigation

| 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 | - | ++ | +/- | + |

Assessment findings post mitigation

| 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 | + |

6.5.1 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.

6.6 Policy CS22 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 | ++ |

| 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 | ++ |

6.6.1 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.

6.7 Proposal SUA2 South of Alcester Road

Assessment findings pre mitigation

| 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 |

Assessment findings post mitigation

| 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 |

6.7.1 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.

6.8 Proposal SUA4 North of Bishopton Lane

Assessment findings pre mitigation

| 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 |

Assessment findings post mitigation

| 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 |

6.8.1 Where possible loss of features is avoided to counteract the potential issues regarding history and cultural heritage. Adverse impacts on protected species are to be avoided where possible, mitigating potential on biodiversity issues. It is made clear within the Core Strategy that development proposals will need to demonstrate that development would not exacerbate air quality issues in the Proposal Long Marston Airfield (LMA) New Settlement

6.9 Proposal Long Marston Airfield (LMA) New Settlement

Assessment findings pre mitigation

| 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 | ++ | + | ++ |

Assessment findings post mitigation

| 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 | + | + | + | ++ | + | ++ |

6.9.1 It is proposed that some of the more prominent ridge and furrow will be retained, but it is not known whether this will be retained as ridge and furrow. It is therefore uncertain whether there will be a residual adverse effect on SA Objective 1.

6.10 Proposal Long Marston Airfield - South Western Relief Road

Assessment findings pre mitigation

| 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 | + |

Assessment findings post mitigation

| 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 | + |

6.10.1 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 incorporating high quality design and landscaping as well as highlighting the need for biodiversity protection. In regards to ALC, the route of the relief road passes predominately through Grade 2 land which is considered best and most versatile.

6.11 Policy AS2 Alcester

Assessment findings pre mitigation

| 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 | +/- | + | + | ++ | ++ | + |

Assessment findings post mitigation

| 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 | + | + | + | ++ | ++ | + |

- 6.11.1 Creating new parking facilities should be avoided where possible, and focus should be maintained on public transport.

6.12 Policy ALC1 North of Allimore Lane (southern part)

Assessment findings pre mitigation

| 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 |

Assessment findings post mitigation

| 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 |

- 6.12.1 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.

6.13 Policy ALC2 North of Allimore Lane (northern part)

Assessment findings pre mitigation

| 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 |

Assessment findings post mitigation

| 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 |

6.13.1 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.

6.14 Policy ALC3 North of Arden Road

Assessment findings pre mitigation

| 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 | + |

Assessment findings post mitigation

| 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 | + |

6.14.1 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.

6.15 Policy AS5 Kineton

Assessment findings pre mitigation

| 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 |

Assessment findings post mitigation

| 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 |

6.15.1 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.

6.16 Policy SA7 Southam

Assessment findings pre mitigation

| 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 | ++ | + |

Assessment findings post mitigation

| 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 | ++ | + |

6.16.1 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.

6.17 Proposal SOU1 West of Banbury Road

Assessment findings pre mitigation

| 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 | + | + | + | + | + | + |

Assessment findings post mitigation

| 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 | + | + | + | + | + | + |

6.17.1 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.

6.18 Proposal SOU2 West of Coventry Road

Assessment findings pre mitigation

| 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 |

Assessment findings post mitigation

| 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 |

6.18.1 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.

6.19 Proposal SOU3 South of Daventry Road

Assessment findings pre mitigation

| 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 |

Assessment findings post mitigation

| 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 |

6.19.1 The importance of the site in archaeological terms should be established prior to development. The development location resides within a Mineral Safeguarding Area for raw cement materials and building stone. Development has the potential to adversely impact on these resources.

6.20 Proposal AS8 Studley

Assessment findings pre mitigation

| 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 | ++ | + |

Assessment findings post mitigation

| 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 | ++ | + |

6.20.1 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.

6.21 Policy AS9 Wellesbourne

Assessment findings pre mitigation

| 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 | ++ | + |

Assessment findings post mitigation

| 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 | ++ | + |

6.21.1 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.

6.22 Proposal Gaydon/Lighthorne Heath New Settlement

Assessment findings pre mitigation

| 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 | + | ++ | -- | ++ | ++ | ++ |

Assessment findings post mitigation

| 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 | + | ++ | -- | ++ | ++ | ++ |

6.22.1 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.

6.23 Policy REDD1 Winyates Green Triange, Mappleborough Green

Assessment findings pre mitigation

| 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 | + |

Assessment findings post mitigation

| 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 | + |

- 6.23.1 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.

6.24 Policy REDD2 Gorcott Hill, Mappleborough Green

Assessment findings pre mitigation

| 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 | + |

Assessment findings post mitigation

| 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 | + |

- 6.24.1 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.

6.25 In-combination Effects

6.25.1 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 6.1**). 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 6.1: 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, 23, AS1, AS2, AS3, AS4, AS5, AS6, AS7 and AS11 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 |
| | Policies LMA, SUA2 and SOU3 may lead to loss of ridge and furrow. Whilst loss at one location would have negative sustainability effects in itself, loss of several areas of ridge and furrow could degrade the historic landscape of the District as a whole. | Short, medium and long term significant adverse effects at the local and regional 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, 23, AS1, AS5, AS6, AS7, AS8, AS9, AS10 and AS11 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 |
| 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, 20, AS1, AS2, AS3, AS4, AS5, AS6, AS7, AS8, AS9 and AS11 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, 26, AS3, AS6, AS7 and AS11 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, 25, AS1, AS4, AS7 and AS8 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, | Significant medium |

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|---|---|---|
| | 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. | 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, 26, AS4, AS7 and AS8 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, 13 and AS10 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 best and most versatile agricultural land proposed by development in policies SUA2, GLH, ALC1, ALC2, ALC3, AS7, SOU1, SOU2, REDD1 and REDD2 will have an adverse synergistic effect on the agricultural land resource in the district. | 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 |
| | Policies CS4, AS5 and AS9 may reduce overall risk of pollution in the district by ensuring sufficient capacity is available at wastewater treatment works, prior to development of new housing. | 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. This includes policies 7, 9, 14, 18, 25, AS1, AS4, AS7 and AS8. | 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 7, 9, 13, 24, AS5 and AS7, as well as proposals SUA1, SUA2, ALC1, AS7, SOU1, SOU2, AS9, GLH, LMA, 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, 2, AS4, AS5, AS6, AS8 and AS9 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, 24, AS8 and AS10 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, AS10 and Policy CS.XX (Accommodating Housing Need Arising from Outside Stratford-on-Avon District) and proposals SUA1, SUA2, SUA4, ALC1, ALC2, ALC3, SOU1, SOU2, SOU3, LMA and GLH have an in-combination effect of ensuring all groups have access to decent, appropriate and affordable housing. | Significant positive short, medium and long term effects at the local level |
| 14. Safeguard and improve community health, safety and | Policies 13, 23, AS3, AS5, AS6, AS7, AS8, AS9 SUA1, SUA2, SUA4, ALC1, ALC2, ALC3, SOU1, GLH, LMA, REDD1 and REDD2 | Medium and long term significant positive effects at |

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| wellbeing. | combine to deliver opportunities for increased physical activity through the promotion of cycling and walking, as well as improving access for bicycles and pedestrians. | the local level |
| | The in-combination effect of policies 2, 5, 6, 7, 11, 12, 24, 26, AS1, AS4, AS7 and AS8 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 GLH, AS6 and AS9 and lead to an improvement in the ability to access health facilities and services. | Short, medium and long term positive impacts. |
| | Policies 2, 3, 9, 18, 19, 20, 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, 25, AS1, AS2, AS3, AS4, AS5, AS6, AS7, AS9 and AS11 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 |

6.25.2 As specifically requested by the Council, in-combination effects have been identified and evaluated for the following strategic development sites.

- Long Marston Airfield & south western relief road
- SUA1 Stratford Regeneration Zone and SUA2 Land South of Alcester Road

6.25.3 For the purposes of this SA report, in-combination effects in the form of synergistic, cumulative and indirect effects have been identified and evaluated during the assessment of the above strategic development sites. These are discussed below.

6.25.4 An explanation of indirect, cumulative and synergistic is as follows³⁵:

- 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.

³⁵ Cooper (2004) Guidelines for Cumulative Effects Assessment in SEA of Plans, available at: <http://www3.imperial.ac.uk/pls/portallive/docs/1/21559696.PDF> accessed: 24 July 2015

6.26 **In-combination assessments: Long Marston Airfield & south western relief road**

| 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 | + |

Synergistic effects

6.26.1 No synergistic effects have been identified.

Cumulative effects

6.26.2 Both the 3,500 dwelling LMA development and the south western relief road will improve accessibility to services and facilities within Stratford-upon-Avon town centre from rural areas (SA Objective 11).

6.26.3 The proposed road and LMA 3,500 dwelling development are likely to facilitate access to education and employment opportunities, particularly for those commuting to Stratford-upon-Avon for work. The 3,500 dwelling development proposes a comprehensive transport plan, aiding public transport methods. The 3,500 dwelling development includes employment land and will support new business sectors. The proposed road is expected to improve accessibility for companies operating in and around Stratford-upon-Avon town (SA Objectives 10 and 15).

Indirect effects

6.26.4 No indirect effects have been identified.

6.27 **In-combination assessments: SUA1 Stratford Regeneration Zone and SUA2 Land South of Alcester Road**

| 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 | ++ | + | ++ |

Synergistic effect

6.27.1 No synergistic effects have been identified.

Cumulative effects

6.27.2 These effects are considered to be in-combination effects, as development at SUA2 is partly required to accommodate businesses moving from SUA1.

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- 6.27.3 Development at both SUA1 and SUA2 will provide a greater quantity of housing, including affordable housing, than if the canal quarter was retained as employment land (SA Objective 13).
- 6.27.4 Regeneration of the canal zone, which is likely to only be possible through provision of additional employment space at SUA2, will lead to environmental enhancements of the canal corridor (SA Objectives 3 and 14).
- 6.27.5 The allocation of both SUA1 and SUA2 will allow for an overall increase in employment space. A new development at SUA2 may encourage new business sectors, if buildings are designed to suit a range of business uses (SA Objective 15).

Indirect effects

- 6.27.6 Moving employment uses from SUA1, is likely to lead to fewer HGVs driving through Stratford-upon-Avon town centre. This is likely to reduce congestion, thus increasing efficiency of transport routes and reducing carbon emissions associated with vehicle exhaust fumes (SA Objectives 5 and 10). Removal of HGVs from, and reduced congestion within, Stratford-upon-Avon town centre is expected to contribute to addressing air pollution issues in the AQMA.

7

Reasonable Alternatives: Outline of the reasons for selection and rejection

7.1.1 Having identified a revised Objectively Assessed Housing Need the District Council has considered strategic³⁶ options for meeting that need. The following sources were considered:

- Strategic sites promoted through the Core Strategy Examination process (including large scale rural brownfield sites);
- Other potential strategic sites on the edge of Stratford-upon-Avon;
- Other potential strategic sites on the edges of the Main Rural Centres.

7.1.2 The results of the work are set out in the Council's report 'Meeting a Revised Housing Requirement: Options Assessment,' July 2015 (hereafter referred to as 'SDC's July 2015 Report'). This was informed by work on the Sustainability Appraisal reported in the Interim Sustainability Report, provided at **Appendix C** of this SA Report). The work on the consideration of options is summarised below in order to comply with the requirements of the SEA Directive.

7.1.3 The strategic options considered in the latest round of work are summarised in Table 3.1 of this SA Report. The table outlines the proposals associated with each site, where they are known and also takes into account the results of consultation, for example in relation to education provision. Evidence submitted during the Examination and any information prepared subsequent to the initial examination hearings has been taken into account. In the case of sites on the edges of Stratford-upon-Avon and MRCs that are put forward for further consideration, an estimate of dwelling yield has been made. It is accepted that each may need to provide other facilities on site, subject to the capacity of existing facilities within the settlement. Where no strategic sites have been identified at an MRC this was also recorded in SDC's July 2015 report and **Table 3.1** of this SA Report.

7.1.4 In terms of identifying and assessing strategic sites a range of environmental, social and economic factors were considered by the Council and the preferred options approved by the Council in July 2015. These factors reflect the National Planning Policy Framework, Planning Practice Guidance, environmental, economic and social constraints and opportunities that are relevant to the District and the Sustainability Appraisal of options.

³⁶ Sites which are critical to the delivery of the strategy over the plan period and which the District Council considers appropriate to identify in the Core Strategy, rather than the Site Allocations Plan or Neighbourhood Development Plans

- 7.1.5 **Table 7.1** summarises each of the sites considered and what, if any, key differentiators (in terms of features or benefits)/added value they are considered to provide. Detailed assessments for each site presented in **Table 7.1** are provided at **Appendix C** of this SA Report.
- 7.1.6 The following considerations are of particular note in this respect:
- availability and utilisation of brownfield land - in accordance with para.17 of the NPPF and recent Government announcements promoting the use of brownfield land for housing development;
 - relationship to main sources of in-migration and commuting - in accordance with para.47 of the NPPF and established patterns of movement as evidenced by the 2011 Census;
 - effective delivery of infrastructure and services - in accordance with para.70 of the NPPF;
 - opportunities to secure 'added value' benefits from development - consistent with para.70 of the NPPF.
- 7.1.7 There is clearly a wide range of options as to how the 'to find' dwelling figure could be met. However, in terms of strategic sites outside established settlements, it is generally the case that larger-scale schemes are able to deliver a wider range of new and improved services both to meet the needs of their residents and those in adjacent communities. In this respect, the proposed new settlements at Gaydon/Lighthorne Heath and Long Marston Airfield incorporate a much wider range of on-site and off-site infrastructure and service provision than the smaller free-standing proposals that have been considered. For this reason alone, they are more effective in their delivery and more likely to contribute to sustainable development.
- 7.1.8 Other relevant factors are the extent to which development schemes can help to resolve existing constraints and issues and/or respond to current circumstances. Again, larger schemes tend to provide greater scope to respond to these matters, for example the proposed expansion of Jaguar Land Rover and Aston Martin Lagonda provides the opportunity for a new settlement that incorporates a major new employment hub and a new settlement at Long Marston Airfield provides the opportunity to deliver a new relief road for Stratford-upon-Avon. Furthermore, focusing on larger sites means that fewer parts of the District are directly affected by development in open countryside.
- 7.1.9 In relation to existing main rural settlements in the District, a key factor is the scale of development that it is reasonable to expect each of them to take during the current plan period. Many of them have provided a substantial number of dwellings through permissions already granted. For this reason, it is reasonable to gauge which of them, in terms of their individual characteristics, infrastructure capacity and potential benefits to be gained, should be the focus of further provision.

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- 7.1.10 In the assessment of strategic sites, consideration has been given to the scope that each one offers in terms of wider benefits or 'added value'. The delivery of large-scale sustainable development almost invariably necessitates the provision of supporting infrastructure in addition to a substantial number of dwellings, typically involving a range of community services and facilities that not only help meet the needs of new residents but also those of the wider population.
- 7.1.11 Having considered all the evidence available, the Council has concluded that the following sites provide key differentiators/added value, making them preferred options:
- Gaydon/Lighthorne Heath;
 - Long Marston Airfield; and
 - The Canal Quarter
- 7.1.12 The key differentiators / added value associated with Gaydon/Lighthorne Heath are:
- Scale of development provides the critical mass to provide a range of services and facilities that will not only serve the new community but the wider area - creating a new Main Rural Centre;
 - Proximity to the major employment offer associated with the planned expansion of Jaguar Land Rover and Aston Martin Lagonda;
 - Opportunity to integrate development with and thus improve the sustainability of Lighthorne Heath, including provision of a local centre to serve existing communities and the new settlement;
 - Proximity to M40 motorway for strategic journeys;
 - Opportunity for an express bus service to Banbury and Warwick/Leamington including railway stations;
 - Opportunity to enhance Kineton High School, benefiting education provision in the wider area.
- 7.1.13 The key differentiators / added value associated with Long Marston Airfield are:
- Scale of development provides the critical mass to provide a range of services and facilities that will not only serve the new community but the wider area - creating a new Main Rural Centre;
 - Re-use of a substantial area of previously developed land and buildings, although some greenfield land is also involved;
 - Provision of a South-Western Relief Road for Stratford-upon-Avon, delivering wider benefits to the town in terms of capacity of the road network;
 - Potential for an enhanced public transport service for journeys to/from Stratford-upon-Avon and other locations;
 - Potential for synergies with existing development at Meon Vale and Codex site (land adjacent to Sims Metals);
 - New Secondary School that increases capacity across the wider area.
- 7.1.14 The key differentiators / added value associated with the Canal Quarter are:

- Re-use of previously developed land and buildings;
- Opportunity to create a new housing-led urban quarter within Stratford-upon-Avon in a sustainable location;
- Opportunity to assist the relocation of employers in the area that are looking to consolidate/expand their operations in or near Stratford-upon-Avon;
- Opportunity to reduce the number of Heavy Goods Vehicle movements within Stratford-upon-Avon;
- Opportunity to enhance the environmental quality of the canal corridor through the creation of a linear park along the canal;
- Opportunity to improve pedestrian/cycle connectivity over the canal.

7.1.15 These three strategic allocations combined would make a significant contribution to meeting the housing target (4,970 dwellings in the plan period) and contribute towards establishing and maintaining a 5 year supply of housing land. However to meet the target in full there is a need to allocate additional sites for up to around 1,000 more homes.

7.1.16 The District Council considers that Stratford-upon-Avon is clearly the most sustainable settlement in the District. It is therefore appropriate and reasonable in the context of the new housing requirement to look first and foremost at strategic options around the town to accommodate additional housing. Due to constraints on the highway network in particular, the only realistic option for a site of strategic scale is represented by the land at Bishopton Lane. In terms of highway impact this has the specific advantage of being north of the river and more accessible to the strategic network, meaning it is more capable of being accommodated without causing severe residual traffic impacts.

7.1.17 Other options for small-scale housing sites on the edge of the town have been promoted and can be considered through the Site Allocations Plan/Neighbourhood Development Plan process. However, at Stratford-upon-Avon a combination of transport constraints, Green Belt designation and extensive areas of flood risk means there is no scope for an alternative or additional strategic site to be allocated in the Core Strategy.

7.1.18 There is one further opportunity to boost housing supply at a strategic location, albeit that the scale of housing provision would not in itself be strategic. There is an area of land south of Alcester Road that is contiguous with and in the same ownership as that covered by the employment allocation Proposal SUA.2. Given its physical and ownership relationship to this proposed allocation, together with it being adjacent to the land with planning permission known as West of Shottery and the associated Western Relief Road, there is logic in amending Proposal SUA.2 to make provision for housing development solely within the extended area of the allocation, where around an additional 65 dwellings could be provided.

- 7.1.19 The District Council also considered the relative merits and suitability of the eight Main Rural Centres to be the location for a further strategic housing allocation. As a result of this process the Council has identified Southam as the most appropriate location for additional strategic growth based on the availability of suitable sites, lack of overriding infrastructure constraints and the opportunity to support the existing facilities provided in the town.
- 7.1.20 Development at the Southam sites of 'South of Daventry Road' and 'East of A423', would involve the loss of Grade 3 Agricultural land and potentially affect a Mineral Safeguarding Area for raw cement materials and building stone, .The only other significant factor to differentiate between them is the ability to provide an attractive route to the town centre across the A423. The former is able to take advantage of an existing underpass, while the latter would be dependent on an existing at-grade crossing and the creation of a further crossing for which there is uncertainty over whether the necessary standards can be met. In addition the 'South of Daventry Road' site also provides the opportunity to provide a range of local facilities that would serve the new development and the existing community east of the bypass. This would be harder to achieve on the land 'East of the A423' because there is no existing physical linkage between that site and the existing residential area.
- 7.1.21 It is clear that a wide range of options is available. The Inspector's Interim Conclusions provide the context for the Council's decision to focus on meeting the revised requirement by looking again at the distribution of development to Stratford-upon-Avon, the Main Rural Centres, Large Rural Brownfield Sites and to the various locations proposed either as new settlements or strategic urban extensions. There has been a rigorous appraisal of the options, covering a wide range of environmental social, economic and physical criteria (as set out in SDC's July 2015 Report) and seeking to identify the proposals that, in terms of the benefits they would bring, are felt to stand out from the other options.
- 7.1.22 It is evident that not all of the strategic sites considered at this stage need to be brought forward for development during the current plan period. The assessment process suggests that some of these sites provide reasonably sustainable options that may lead to them being favoured for development at a later stage. The Council finds that its comparative analysis as set out in SDC's July 2015 Report, involving large-scale strategic sites in open countryside, individual main settlements and a range of strategic sites on the edges of many of them, has provided a sound basis for identifying those that are most appropriate to be allocated via the current Core Strategy process.

Table 7.1 Key differentiators/added value of sites

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

Table 7.1 Key differentiators/added value of sites

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

Table 7.1 Key differentiators/added value of sites

| Location | Potential capacity (net of any planning permissions) | Key differentiators/added value |
|-----------------------|--|--|
| Stratford-upon-Avon | | |
| Canal Quarter | 650 dwellings in plan period; longer term potential for 1,000 dwellings. | <ul style="list-style-type: none"> • Re-use of previously developed land and buildings; • Opportunity to create a new housing led urban quarter within Stratford-upon-Avon in a sustainable location; • Opportunity to assist the relocation of employers in the area that are looking to consolidate/expand their operations in or near Stratford-upon-Avon; • Opportunity to reduce the number of Heavy Goods Vehicle movements within Stratford-upon-Avon; • Opportunity to create a new linear park along the Canal; • Opportunity to improve pedestrian/cycle connectivity over the Canal |
| Bishopston Lane | 450 dwellings | <ul style="list-style-type: none"> • Provides a primary school to serve existing and new residents. • No substantive impact on highway network within the town, particularly in comparison with sites of a similar scale south of the river. |
| Off Loxley Road | 500 dwellings | Nothing specific identified. |
| North of Banbury Road | 1,500 dwellings | <ul style="list-style-type: none"> • Scale of site provides critical mass to support a range of local facilities |
| South of Trinity Way | 300 dwellings | Nothing specific identified. |
| South of Arden Road | 65 dwellings | Nothing specific identified. |
| Main Rural Centres | | |
| Bidford-on-Avon | <ul style="list-style-type: none"> • Northern edge of village - 700 dwellings • East and west of Grafton Lane - 350 dwellings • South of Tower Hill - 300 dwellings | <p>Nothing specific identified.</p> <p>Nothing specific identified.</p> <p>Nothing specific identified.</p> |
| Shipston-on-Stour | South western edge of town - 500 dwellings | Nothing specific identified. |

Table 7.1 Key differentiators/added value of sites

| Location | Potential capacity (net of any planning permissions) | Key differentiators/added value |
|--------------|---|--|
| Southam | <ul style="list-style-type: none"> • North and south of Leamington Road - 500 dwellings • South of Daventry Road - 500 dwellings • East of Bypass/Banbury Road - 500 dwellings • South of Rugby Road - up to 1000 dwellings | <p>Nothing specific identified.</p> <p>Provision of a new primary school and other local facilities to serve existing and new residents living east of bypass.</p> <p>Nothing specific identified.</p> <p>Nothing specific identified.</p> |
| Wellesbourne | <ul style="list-style-type: none"> • East of Warwick Road - 500 dwellings • West of Warwick Road - 300 dwellings • East of Ettington Road - 350 dwellings • West of Ettington Rd - 450 dwellings | <p>Nothing specific identified.</p> <p>Nothing specific identified.</p> <p>Landowner has agreed to provide a new medical centre on a site in middle of village, together with other benefits for the community. [NB. current planning application for this site also includes eastern part of following location.]</p> <p>Nothing specific identified.</p> |

7.1.23 **Table 7.2** below sets out information on each of the options considered by the Council in this latest round of work and provides an outline of the reasons for rejection if applicable.

Table 7.2: Summary of outcome for Options assessed in July 2015.

| Options assessed in July 2015 | |
|-------------------------------|--|
| Location | Summary of outcome (including outline of reasons for rejection if applicable) |
| Dallas Burston Polo Ground | Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection, mainly due its limited scale to provide associated facilities, its distance from existing facilities, and landscape impact. |
| Gaydon / Lighthorne Heath | Further SA and STA, together with ongoing technical work has led to SDC confirming its allocation in the Core Strategy. |
| Harbury Cement Works | Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection, mainly due to its limited scale to provide associated facilities and its distance from existing facilities. |
| Long Marston Airfield | <p>Further SA and STA, together with ongoing technical work has led to SDC confirming its allocation in the Core Strategy.</p> <p>An option for 400 dwellings was also considered but a larger scale development is preferred because it will create the critical mass for a more sustainable community that delivers benefits to the wider community, including a new secondary school.</p> <p>The larger scheme also necessitates the delivery of a South Western Relief Road which has also been separately assessed. The District Council has recommended safeguarding the route of the relief road to enable the larger scheme at the Airfield.</p> |
| Meon Vale | Further STA has led to SDC rejecting it for an additional 800 dwellings due to lack of capacity on highway network in Stratford-upon-Avon in combination with the proposed allocation at Long Marston Airfield. |
| Southam Cement Works | <p>Site reassessed in 2015 with two options considered one for 1,525 dwellings and one for 2,500 dwellings (approximately 2,000 in the plan period).</p> <p>Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection of this site, mainly due to uncertainties over its comprehensive delivery and capacity of the highway network.</p> |
| South East Stratford | Further SA and STA, together with ongoing technical work has led to SDC confirming that it favoured other options, mainly due to uncertainties at this time over the site's comprehensive delivery, including an eastern relief road, lack of capacity on highway network in Stratford-upon-Avon (i.e. without an eastern relief road) and loss of a substantial area of best and most versatile agricultural land. |
| Lower Farm Stoneythorpe | Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection, mainly due its limited scale to provide associated facilities and its distance from existing facilities, and landscape impact. |
| Wellesbourne Airfield | Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection, mainly due to lack of capacity on highway network in Stratford-upon-Avon, loss of airfield activities and landscape impacts. |
| Stratford-upon-Avon | |

| Options assessed in July 2015 | |
|-------------------------------|---|
| Location | Summary of outcome (including outline of reasons for rejection if applicable) |
| Canal Quarter | Further SA and STA, together with ongoing technical work has led to SDC confirming its allocation in the Core Strategy. |
| Bishopton Lane | Further SA and STA, together with ongoing technical work has led to SDC confirming its allocation in the Core Strategy. |
| Off Loxley Road | Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection, mainly due to lack of capacity on the highway network in Stratford-upon-Avon and loss of a substantial area of best and most versatile agricultural land. |
| North of Banbury Road | Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection, mainly due to lack of capacity on the highway network in Stratford-upon-Avon and loss of a substantial area of best and most versatile agricultural land. |
| South of Trinity Way | Further SA and STA, together with ongoing technical work have led to SDC confirming its rejection; mainly due to lack of capacity on the highway network in Stratford-upon-Avon. |
| South of Alcester Rd | Small scale housing allocation proposed in conjunction with the proposed employment allocation (SUA.2). The employment allocation at SUA.2 meets general employment needs but also provides land for firms relocating from the Canal Quarter. |
| Main Rural Centres | |
| Alcester | No strategic sites identified. Mostly surrounded by Green Belt. |
| Bidford-on-Avon | Northern edge of village - loss of a substantial area of best and most versatile agricultural land. East and west of Grafton Lane - loss of a substantial area of best and most versatile agricultural land. South of Tower Hill - loss of a substantial area of best and most versatile agricultural land and area of high/medium landscape sensitivity. Bidford not identified as the most appropriate Main Rural Centre for additional strategic growth based on the availability of suitable sites, infrastructure/service provision and scope to support existing facilities provided in the village. |
| Henley-in-Arden | No strategic sites identified. Surrounded by Green Belt. |
| Kineton | No strategic sites identified. |
| Shipston-on-Stour | South western edge of town - potential for some development but not of a strategic scale due to highway access constraints. |
| Southam | North and south of Leamington Road - area of high/medium landscape sensitivity. South of Daventry Road - reassessed through further SA and STA and other technical work. SDC now proposes its allocation in the Core Strategy. East of Bypass/Banbury Road - accessibility to town centre and schools and relationship to existing residential areas. South of Rugby Road - area of high/medium landscape sensitivity and partly within area with permission for mineral extraction. |
| Studley | No strategic sites identified. Surrounded by Green Belt. |

| Options assessed in July 2015 | |
|-------------------------------|---|
| Location | Summary of outcome (including outline of reasons for rejection if applicable) |
| Wellesbourne | <p>East of Warwick Road – large part lies within area of flood risk, loss of a substantial area of best and most versatile agricultural land and area of high/medium landscape sensitivity.</p> <p>West of Warwick Road – loss of a substantial area of best and most versatile agricultural land and area of high/medium landscape sensitivity.</p> <p>East of Ettington Road – now has planning permission.</p> <p>West of Ettington Road – part now has planning permission; remainder is an area of high/medium landscape sensitivity.</p> <p>Wellesbourne not identified as the most appropriate Main Rural Centre for additional strategic growth based on the availability of suitable sites, infrastructure/service provision and scope to support existing facilities provided in the village.</p> |
| Atherstone Airfield | <p>The District Council's preferred option is to recommend that provision should be made for 10 ha of compensatory employment land at SUA.2 together with provision for some B1 use within the Canal Quarter. This is felt to be sufficient to meet the needs of firms likely to be affected by development in the Canal Quarter within the plan period. It forms part of a larger allocation at SUA.2 that includes 10ha to meet general employment needs.</p> <p>The STA indicated that an allocation of around 10 ha for employment use in the vicinity of Atherstone, if proposed in addition to a development of 3,500 homes at Long Marston Airfield, would be problematic because of the cumulative impact of additional vehicle movements on the capacity of the highway network south of the town. Long Marston Airfield includes an allowance for employment land and may provide an alternative option for those relocating from the Canal Quarter. However employment related development at Long Marston Airfield is not expected to come forward to any appreciable scale in advance of improving the connectivity between the site and the A46.</p> <p>Developing Atherstone Airfield as an additional general employment site would raise the same issues associated with capacity of the highway network and would also result in the creation of additional jobs and thus further demand for housing. Given that the Inspector broadly endorses the amount of employment land that the District Council is proposing to allocate to meet general employment needs, it is not proposed to allocate Atherstone Airfield as a general employment site.</p> |

7.1.24

Earlier iterations of the SA also considered specific site options –these were considered again in the latest round of work, either in their own right or as part of a larger site and where this is the case it is recorded. A record of the sites considered during previous iterations of the SA is provided in **Tables 7.3 to 7.6**. Some of the sites submitted were considered too small for inclusion in the Core Strategy and where this is the case it is recorded. Information is presented in the following tables:

- **Table 7.3** presents the recommendations for 14 alternative strategic options submitted following the invitation in February 2013.

- **Table 7.4** presents sites that were submitted following the invitation in February 2013 that were considered too small for consideration as a new settlement or urban extension at that time.
- **Table 7.5** records options that were submitted as omission sites in response to the Proposed Submission Core Strategy 2014.
- **Table 7.6** presents information on smaller omission sites that were submitted in 2014

Table 7.3: Recommendations for the 14 Strategic Options submitted following the call for strategic sites in February 2013

| Option | Discussion of reasons behind rejection or progression in 2013 | Recommendation at July 2015 |
|---|--|---|
| Lighthorne Heath / Gaydon Site 1 & 2 | Two sites in separate land ownership were considered at this time. The SA concluded that the site performed well against the assessment objectives and depending on the preferences of SDC, as well as the results of other studies, site feasibility and consultation feedback, it could be progressed. Outcome: Site taken forward for consideration in later work. | Further SA and STA, together with ongoing technical work has led to SDC confirming its allocation in the Core Strategy. |
| South East Stratford Site 3 & 4 | Two sites in separate land ownership were considered at this time. The SA concluded that the site performed well against the assessment objectives and depending on the preferences of SDC, as well as the results of other studies, site feasibility and consultation feedback, it could be progressed. Outcome: Site taken forward for consideration in later work. | Further SA and STA, together with ongoing technical work has led to SDC confirming that it favoured other options, mainly due to uncertainties at this time over the site's comprehensive delivery, including an eastern relief road, lack of capacity on highway network in Stratford-upon-Avon (i.e. without an eastern relief road) and loss of a substantial area of best and most versatile agricultural land. |
| Long Marston Airfield Site 5 | The SA concluded that the site performed well against the assessment objectives and depending on the preferences of SDC, as well as the results of other studies, site feasibility and consultation feedback, it could be progressed. Outcome: Site taken forward for consideration in later work. | Further SA and STA, together with other technical work has led to SDC now proposing its allocation in the Core Strategy. |
| Sutton Lane, Brailes Site 6 | The SA concluded that the site should be rejected due to its likely adverse effects on biodiversity and landscape. The site is located within the Cotswold AONB. This is also a remote, rural area. | Due to the location and poor accessibility, SDC confirms its rejection. |

| Option | Discussion of reasons behind rejection or progression in 2013 | Recommendation at July 2015 |
|--|---|--|
| | Outcome: Site not taken forward | |
| East of Moreton in the Marsh Site 7 | <p>The SA concluded that the site performs well in sustainability terms and it was considered likely that development at this location would have a strong relationship with Moreton-in-Marsh (in Cotswold District) for services and jobs. The potential to use established public transport networks was also identified.</p> <p>Outcome: This option was not taken forward because the location is not well related to SDC's housing market.</p> | Due to the peripheral location within the District, SDC confirms its rejection. |
| West of Alcester Site 8 | <p>The SA concluded that the site performed well against the assessment objectives and depending on the preferences of SDC, as well as the results of other studies, site feasibility and consultation feedback, it could be progressed.</p> <p>Outcome: This option was not taken forward. The option as presented was for 3000 dwellings. The site is situated in the Green Belt, the site's location west of the A435 presents issues around access and severance from Alcester.</p> | Due to the location in the Green Belt, SDC confirms its rejection. |
| North of Wootton Wawen Site 9 | <p>The SA concluded that the site performed well against the assessment objectives and depending on the preferences of SDC, as well as the results of other studies, site feasibility as well as consultation feedback it could be progressed.</p> <p>Outcome: This option was not taken forward. The option as presented was for 1,000 dwellings and a larger scale allocation was being sought at this time. This location is also adjacent to a relatively small settlement and in the Green Belt.</p> | Due to the location in the Green Belt, SDC confirms its rejection. |
| Long Marston Estate (Meon Vale) Site 10 | The SA concluded that the site performed well against the assessment objectives and depending on the preferences of SDC, as well as the results of other studies, site feasibility and | <p>Subsequent contact with the promoters confirmed that they wanted the site to be considered for an additional 800 dwellings.</p> <p>Further STA has led to SDC</p> |

| Option | Discussion of reasons behind rejection or progression in 2013 | Recommendation at July 2015 |
|--|---|---|
| | <p>consultation feedback, it could be progressed.</p> <p>Outcome: The Council received confirmation from the site owners that it should only consider an option for an additional 550 dwellings. N.B. Planning permission has since been granted for the 550 dwellings.</p> | <p>rejecting it for an additional 800 dwellings due to lack of capacity on highway network in Stratford-upon-Avon in combination with proposed allocation at Long Marston Airfield.</p> |
| <p>Southam Cement Works Site 11</p> | <p>The SA concluded that the site performed well against the assessment objectives and depending on the preferences of SDC, as well as the results of other studies, site feasibility and consultation feedback, it could be progressed.</p> <p>Outcome: site taken forward for consideration in later work.</p> | <p>Site reassessed in 2015 with two options considered one for 1,525 dwellings and one for 2,500 dwellings (approximately 2,000 in the plan period).</p> <p>Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection of this site, mainly due to uncertainties over its comprehensive delivery and capacity of the highway network.</p> |
| <p>Harbury Estate Site 12</p> | <p>The SA concluded that the site performed well against the assessment objectives and depending on the preferences of SDC, as well as the results of other studies, site feasibility as well as consultation feedback it could be progressed.</p> <p>Outcome: site not taken forward for consideration in later work. The option as presented was for 1,000 dwellings and a larger scale allocation was being sought at this time.</p> | <p>Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection, mainly due to its limited scale to provide associated facilities and its distance from existing facilities.</p> |
| <p>South of Bidford-on-Avon Site 13 & 14</p> | <p>The SA concluded that 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. The SA did not recommend the site for progression.</p> <p>Outcome: This option was not taken forward because it is a relatively remote location that is not well related to SDC's housing market.</p> | <p>Due to the location and poor accessibility, SDC confirms its rejection.</p> |

Table 7. 4: Recommendations for non-strategic sites submitted following the invitation in February 2013

| Site | Reason for not taken site forward as a strategic location for growth (February 2013) | Recommendation at July 2015 |
|--|---|---|
| Green Lane, Studley | Capacity of 30 dwellings, not applicable to this exercise | No change. Within Green Belt. |
| Off Furze Hill Road, Shipston-on-Stour | Capacity of 210 dwellings, not applicable to this exercise, already registered in SHLAA | Reassessed through further SA as part of a larger strategic site and rejected. Can be considered through Site Allocations Plan process. |
| South of Daventry Rd, Southam* | Capacity of 400 dwellings, not applicable to this exercise, already registered in SHLAA | Reassessed through further SA and STA and other technical work. SDC now proposes its allocation in the Core Strategy. |
| East of Alcester Rd, Studley | Capacity of 350 dwellings, not applicable to this exercise, already registered in SHLAA | No change. Within Green Belt. |
| East of Alcester Rd. Wootton Wawen | Capacity of 50 dwellings, not applicable to this exercise, already registered in SHLAA | No change. Within Green Belt. |
| Bearley | Capacity of 50 dwellings, not applicable to this exercise, already registered in SHLAA | No change. Within Green Belt. |
| North of Ettington | Capacity of 40 dwellings, not applicable to this exercise | No change. |
| South of Ettington | Capacity of 130 dwellings, not applicable to this exercise, already registered in SHLAA | No change. |
| East of Epwell Rd. Tysoe | Capacity of 50 dwellings, not applicable to this exercise, already registered in SHLAA | No change. |
| West of Ettington Rd Wellesbourne | Capacity of 450 dwellings, not applicable to this exercise, already registered in SHLAA | Reassessed through further SA. Part has planning permission. |
| East of Ettington Rd Wellesbourne | Capacity of 350 dwellings, not applicable to this exercise | Reassessed through further SA. Has planning permission. |
| North of Evesham Rd, Salford Priors | Capacity of 30 dwellings, not applicable to this exercise | Has planning permission. |
| North of Tredington | Capacity of 30 dwellings, not applicable to this exercise | No change. |
| North of Captain's Hill, Alcester | Capacity of 150 dwellings, not applicable to this exercise, already registered in SHLAA | No change. Within Green Belt. |
| East of Birmingham Rd, Stratford-upon-Avon | Capacity of 100 dwellings, not applicable to this exercise, already registered in SHLAA | Has planning permission. |

| Site | Reason for not taken site forward as a strategic location for growth (February 2013) | Recommendation at July 2015 |
|---|---|---|
| South of Daventry Rd Southam* | Capacity of 690 dwellings, not applicable to this exercise, already registered in SHLAA | Reassessed through further SA and STA and other technical work. SDC now proposes its allocation in the Core Strategy. |
| North of Evesham Rd Stratford-upon-Avon | Capacity of 220 dwellings, not applicable to this exercise | No change. Can be considered through Site Allocations Plan process. |
| North of Stratford Rd Wellesbourne | Capacity of 150 dwellings, not applicable to this exercise, already registered in SHLAA | No change. Can be considered through Site Allocations Plan process. |
| South of Brickyard Lane, Studley | Capacity of 50 dwellings, not applicable to this exercise, already registered in SHLAA | No change. Within Green Belt. |

*N.B. The same site was promoted separately by two different parties

Table 7.5: Recommendations for Large Scale Omission Sites submitted in representations on Core Strategy, September 2014 (N.B. some sites are also covered in previous tables)

| Site | Recommendation at July 2015 |
|--|---|
| Land at Long Marston Airfield | Reassessed through further SA and STA and other technical work. SDC now proposes its allocation in the Core Strategy. Also assessed on the basis of a stand-alone scheme of 400 dwellings but an option of 3,500 dwellings (2,100 in the plan period) was preferred because a scheme of 400 dwellings could not support the range of facilities that the larger scale development can. A larger scale development is therefore considered preferable at this location in plan making terms. |
| Land to east and west of Ettington Road, Wellesbourne | Reassessed through further SA and STA and other technical work. East of Ettington Road and part of west of Ettington Road have planning permission. |
| Land south of Daventry Road, Southam | Reassessed through further SA and STA and other technical work. SDC now proposes its allocation in the Core Strategy. |
| Land at former Harbury Cement Works | Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection, mainly due to its limited scale to provide associated facilities and its distance from existing facilities. |
| Land at Alcester Road, Studley | Within Green Belt. |
| Land at Stoneythorpe (north of A425), west of Southam (Dallas Burston Polo Ground) | Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection, mainly due its limited scale to provide associated facilities, its distance from existing facilities, and landscape impact. |
| Land north of New Road, Henley | Within Green Belt. |
| Land at former Long Marston Depot (Meon Vale) | Further STA has led to SDC rejecting it for an additional 800 dwellings due to lack of capacity on highway network in Stratford-upon-Avon in combination with proposed allocation at Long Marston Airfield. |
| Land south of A46, Stratford | Within Green Belt. |
| Land north of Captains Hill, Alcester | Within Green Belt. |
| Land south-east of Stratford-upon-Avon | Further SA and STA, together with ongoing technical work has led to SDC confirming that it favoured other options, mainly due to uncertainties at this time over the site's comprehensive delivery, including an eastern relief road, lack of capacity on highway network in Stratford-upon-Avon (i.e. without an eastern relief road) and loss of a substantial area of best and most versatile agricultural land. |
| Land north of Bordon Hill, Stratford | Ongoing technical work has led to SDC confirming its rejection, mainly due to landscape and heritage impact. |

| Site | Recommendation at July 2015 |
|--|--|
| Land north of Bishopton Lane, Stratford | Reassessed through further SA and STA and other technical work. SDC now proposes its allocation in the Core Strategy. |
| Land east of Southam Bypass | Ongoing technical work has led to SDC confirming its rejection, mainly due to pedestrian/cycle accessibility but also because an alternative site at Southam provides the opportunity to provide services and facilities that can serve existing development as well as the new development. |
| Land north of Salford Road, Bidford | Has planning permission. |
| Land north of Campden Road, Shipston | Has planning permission. |
| Land at Wellesbourne Airfield | Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection, mainly due to lack of capacity on highway network in Stratford-upon-Avon, loss of airfield activities and landscape impacts. |
| Land east of Banbury Road, Southam | Ongoing technical work has led to SDC confirming its rejection, mainly due to pedestrian/cycle accessibility and because an alternative site at Southam provides the opportunity to provide services and facilities that can serve existing development as well as the new development. |
| Land west of Waterloo Road, Bidford | Ongoing technical work has led to SDC confirming its rejection, mainly due to scale of housing development already committed at Bidford and loss of a substantial area of best and most versatile agricultural land. |
| Land south of Trinity Way, Stratford | Further SA and STA, together with ongoing technical work have led to SDC confirming its rejection; mainly due to lack of capacity on the highway network in Stratford-upon-Avon. |
| Land at Stoneythorpe (south of A425), west of Southam (Lower Farm) | Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection, mainly due its limited scale to provide associated facilities and its distance from existing facilities, and landscape impact. |
| Land to west of Wellesbourne | Ongoing technical work has led to SDC confirming its rejection, mainly due to scale of housing development already committed at Wellesbourne, loss of best and most versatile agricultural land and landscape impact. |
| Land east of Tiddington | Further SA and STA, together with ongoing technical work has led to SDC confirming its rejection, mainly due to lack of capacity on the highway network in Stratford-upon-Avon and loss of a substantial area of best and most versatile agricultural land. |

7.1.25 The sites in **Table 7.5** below are of a size and at a location whereby they could reasonably be considered (in full or in part), through the preparation of the Site Allocations Development Plan Document, although the scale of any development should be consistent with the provisions of Policy CS.16 Housing Development. For Stratford-upon-Avon and the Main Rural Centres this is in relation to meeting the scale of windfall development identified in the Housing Trajectory of the Core Strategy. For Local Service Villages the scale of development should be consistent with the categorisation of the settlement involved. The following sites were therefore not considered to be reasonable alternatives for inclusion in the Core Strategy because they are not strategic in nature and they therefore do not need to be considered further as stand-alone options as part of the SA/SEA.

Table 7.6: Smaller Omission Sites submitted in representations on Core Strategy, September 2014 (Note: Those shown with an asterisk are located in the Green Belt.)

| | |
|---|--|
| Land at Tailors Lane, Upper Quinton | Land north of Banbury Road, Kineton |
| Land along the A435 corridor, Mappleborough Green | Land west of Holywell Road, Southam |
| Land at Wood End Lane, Wood End * | Land south of Kineton Road, Gaydon |
| Land at Alcester Road, Wootton Wawen * | Land north of Stockton Road, Long Itchington |
| Land at The Slough, Studley * | Land west of Tuckwell Close, Stockton |
| Land at Alcester Road, Stratford | Land west of Knights Lane, Tiddington |
| Land south of Alcester Road, Stratford | Land north of Millers Close, Welford |
| Land east of Weston House, Welford | Land east of Shipston Road, Alderminster |

7.1.26 The main outstanding issue in relation to employment land relates to the consideration of options for the provision of compensatory employment land for firms relocating from the Canal Quarter.

7.1.27 In summary the key points are:

- The Core Strategy assumes that 650 dwellings will come forward in the Canal Quarter by 2031 (of these 82 dwellings now have planning permission);
- Within the Canal Quarter - the Masons Road and Timothy's Bridge Road areas are considered the most likely to come forward within the plan period;
- The Submission Draft Core Strategy sought to provide compensatory employment land for firms relocating from the Canal Quarter, comprising ten hectares on land south of Alcester Road (part of Proposal SUA.2) and a minimum of nine hectares on land in the Green Belt north of Birmingham Road (part of Proposal SUA.3). The latter was likely to have included provision for car dealerships relocating from the Western Road area within the Canal Quarter. Allowance was also made for the retention of 3ha of B1 within the Canal Quarter.

- 7.1.28 In his Interim Report the Inspector indicated that he has not been presented with evidence to show that there are exceptional circumstances to justify the release of land from the Green Belt to facilitate development at Proposal SUA.3.
- 7.1.29 DCS is the biggest occupant in the Timothy's Bridge Road area and the company has expressed an interest in consolidating its operations which are currently split over two sites. The Inspector's view was that only the company's current floorspace in the Canal Quarter should be used to calculate the requirement for compensatory land. Listers also occupy land in the Masons Road area but have indicated that the uses in the area are footloose and do not need to be located in or around the town. The Inspector therefore appeared minded to reduce the requirement for compensatory employment land accordingly.
- 7.1.30 Land at Atherstone Airfield was submitted by the owner as a potential employment site and the Inspector asked that this be considered as an alternative allocation.
- 7.1.31 The site at Atherstone Airfield has been subjected to Sustainability Appraisal and was also analysed in the Strategic Transport Assessment (STA). Having considered the site the District Council's preferred option is to recommend that provision should be made for 10 ha of compensatory employment land at SUA.2 together with provision for some B1 use within the Canal Quarter. This is felt to be sufficient to meet the needs of firms likely to be affected by development in the Canal Quarter within the plan period. It forms part of a larger allocation at SUA.2 that includes 10ha to meet general employment needs.
- 7.1.32 The STA indicated that an allocation of around 10 ha for employment use in the vicinity of Atherstone, if proposed in addition to a development of 3,500 homes at Long Marston Airfield, would be problematic because of the cumulative impact of additional vehicle movements on the capacity of the highway network south of the town. Long Marston Airfield includes an allowance for employment land and may provide an alternative option for those relocating from the Canal Quarter. However employment related development at Long Marston Airfield is not expected to come forward to any appreciable scale in advance of improving the connectivity between the site and the A46.
- 7.1.33 Developing Atherstone Airfield as an additional general employment site would raise the same issues associated with capacity of the highway network and would also result in the creation of additional jobs and thus further demand for housing. Given that the Inspector appears to broadly endorse the amount of employment land that the District Council is proposing to allocate to meet general employment needs, it is not proposed to allocate Atherstone Airfield as a general employment site.
- 7.1.34 Given the Inspector's comments on SUA.3 it is not considered to be a reasonable alternative within the meaning of the SEA Directive and has not therefore been assessed or considered as an option within this iteration of the SA (previous iterations of the SA have assessed it

8 Recommendations

8.1 Introduction

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

8.2 Recommendations for enhancement

8.2.1 The July 2015 Interim SA suggested measures to prevent, reduce or offset significant adverse effects of implementing Stratford-on-Avon Core Strategy. These measures are collectively referred to as 'mitigation measures' and remain applicable to assessments presented in this report. **Chapter 5** presents assessments of all Core Strategy policies, area strategies and strategic sites prior to mitigation measures being applied. The majority of assessments for these policies, area strategies and sites have not changed since the May 2014 SA Report. Post-mitigation assessment results are presented in **Chapter 6** for those policies which have changed, been added or for which Lepus has more detail than that used in the May 2014 SA Report. These assessments show residual sustainability effects if all mitigation measures discussed in the July 2015 Interim Report were applied.

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

8.2.3 The recommendations for enhancement are summarised below:

- 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 AQMAs in Stratford-upon-Avon and Studley. Opportunities for mitigating the impact of through-traffic 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 small and medium sized enterprises 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, particularly those identified as having high archaeological potential. No development should take place until it is ascertained there are no further discoveries likely.
- Ridge and furrow should be retained where possible. This could be achieved by retaining those parts of a development that include ridge and furrow as Greenspace. The loss of ridge and furrow may be acceptable if archaeological surveys deem it to be of low quality and low importance, in collaboration with the County Archaeologist.
- 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.
- 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. Where possible, these resources should be worked for extraction prior to development.

8.2.4 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. Alternatively, a precautionary approach could be taken to avoid development on all Grade 3 land, if it is not known whether this was Grade 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.

8.2.5 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.

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- 8.2.6 The larger developments could use the BREEAM Communities scheme to help protect natural resources and ensure sustainable development. Developers should also be encouraged to implement sustainability measures above and beyond the statutory Building Regulations.
- 8.2.7 Residual uncertain effects should be investigated and steps taken to mitigate the potential adverse effects of the policies. Most of the adverse and uncertain impacts can be mitigated, as demonstrated in **Chapter 6**, however developing on ridge and furrow is an example of a residual adverse impact that should be further discussed.
- 8.2.8 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 9**.
- 8.2.9 Ongoing development should be mindful of the biodiversity offsetting toolkit which has been 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.

9

Monitoring

9.1 Monitoring Guidelines

9.1.1 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)).

9.1.2 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.

9.1.3 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 that are already in place. It should also be noted that monitoring could provide useful information for future plans and programmes.

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

- Levels of public transport patronage;
- Loss of Ridge and Furrow and quality of ridge and furrow in the area;
- Further archaeological detection prior to 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.

9.1.5 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?

9.2 Monitoring Proposals

9.2.1 Monitoring proposals set out within the SA May 2014 document have not changed and should be integrated into the Annual Monitoring Report. These have been reproduced in Table 9.1.

Table 9.1: 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 landscape areas and number of important landscape features lost | Annually, district-wide | Increasing development in close proximity to best and most sensitive landscape areas and loss of important |

| Potential adverse effect, or area to be monitored | Indicator | Frequency of monitoring and scale | Trigger |
|--|--|---|---|
| | | | 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 |

- 9.2.2 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.
- 9.2.3 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.
- 9.2.4 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 post-adoption statement.

10 Next Steps

- 10.1.1 This SA Report has been published alongside the Stratford-on-Avon Core Strategy Proposed Modifications (August 2015). This will involve a consultation period, including an opportunity to comment on all aspects of this SA Report, including the information provided in the Appendices. 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.
- 10.1.2 All changes and additions to the Core Strategy and SA since the start of the examination in January 2015 will be submitted to the Inspector in October 2015.
- 10.1.3 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.
- 10.1.4 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.
- 10.1.5 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.

10.2 Commenting on the SA Report

- 10.2.1 The Core Strategy Proposed Modifications (August 2015) and this SA Report will be available to download at:

www.stratford.gov.uk

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Appendix A: Full SA Framework

LC-0005 Stratford-on-Avon SA Framework with criteria

| SA Objective | Decision making criteria: Will the option/proposal... | The SA assumes that | Assessment protocols for sites |
|--------------|--|--|---|
| 1 | <p>Q1a Will it preserve buildings of architectural or historic interest and, where necessary, encourage their conservation and renewal?</p> <p>Q1b Will it preserve or enhance archaeological sites/remains?</p> <p>Q1c Will it improve and broaden access to, understanding, and enjoyment of the historic environment?</p> <p>Q1d Will it preserve or enhance the setting of cultural heritage assets?</p> | <p>SDC will conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations in accordance with the NPPF.</p> <p>Draft Policy CS.9 'Historic Environment' seeks to protect the historic environment and provides the basis for controlling development that potentially affects such assets.</p> | <p>++ Securing appropriate new uses for unused listed buildings, or Where there is a known enhancement to a historic asset(s)</p> <p>+ Potential to enhance the setting of historic assets, or Potential enhancements to the townscape, or Potential enhancement to the setting of a listed building</p> <p>- Potential negative impact on the setting of historic assets, or Potential degradation of the townscape or loss of ridge and furrow or potential impact on heritage assets</p> <p>-- Loss of a listed building or Negative impact on historic assets</p> |
| 2 | <p>Q2a Will it safeguard and enhance the character of the landscape and local distinctiveness and identity?</p> <p>Q2b Will it safeguard and enhance the character of the townscape and local distinctiveness and identity?</p> | <p>Draft Policy CS.6 'Landscape' seeks to protect the landscape character and quality of the district and provides the basis for controlling landscape related effects.</p> | <p>++ Potential to re-use degraded landscape/townscape in a prominent location</p> <p>+ 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</p> |

| SA Objective | Decision making criteria: Will the option/proposal... | The SA assumes that | Assessment protocols for sites | |
|--------------|---|--|--|--|
| 3 | Q2c | Will it preserve or enhance the setting of cultural heritage assets? | <p>Identify as no significant effect.</p> <p>- 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</p> <p>or Potential issues associated with noise or light pollution that will be difficult to mitigate</p> <p>-- Potential for impact on an area of medium to high or high sensitivity as identified in the Landscape Sensitivity Assessment (2011, 2012) or the Stratford Urban Edge Study indicates that the area is of high fragility</p> <p>or Potential issues associated with noise or light pollution that cannot be mitigated</p> <p>++ Potential for a significant net increase in biodiversity AND contribution to the network of corridors/ spaces</p> <p>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</p> <p>+ Potential for a net increase in biodiversity</p> <p>or 2ha accessible woodland is within 500m (or 20ha accessible woodland is</p> | |
| | Q2d | Will it help limit noise pollution? | | |
| | Q2e | Will it help limit light pollution? | | |
| | Q2f | Will it encourage well-designed, high quality developments that enhance the built and natural environment? | | |
| | Q3a | Will it lead to a loss of or damage to biodiversity interest? | | <p>SDC will work towards implementation of the Local Biodiversity Action Plan.</p> <p>Legislation relating to Protected Species will apply to future planning applications, e.g the Wildlife and Countryside Act, 1981.</p> <p>Draft Policy GS.7 'Natural Environment' seeks to protect biodiversity and geodiversity.</p> |
| | 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? | | | |

| SA Objective | Decision making criteria: Will the option/proposal... | The SA assumes that | Assessment protocols for sites | |
|--------------|---|--|---|---|
| | Q3d Will it increase the area of sites designated for their geodiversity interest? | This policy requires projects to work towards a net gain in biodiversity. | within 4km) of the site or allotments are within 200m of the site 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 | |
| | 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 | Q4a Will it help prevent flood risk present in the district from fluvial flooding? | Draft Policy DS.3 'Water Environment and Flood Risk' provides the policy context for locating development within flood risk areas. | ++ Development in flood risk zone 1 AND will provide Sustainable Urban Drainage | |
| | Q4b Will it help prevent flood risk | | + Development in flood risk zone 1 | |

| SA Objective | Decision making criteria: Will the option/proposal... | The SA assumes that | Assessment protocols for sites |
|--------------|--|---|---|
| | <p>present in the district from surface water flooding?</p> <p>Q4c</p> <p>Will it help limit potential increases in flood risk likely to take place in the district as a result of climate change?</p> | | <p>- Development in flood risk zone 2</p> <p>-- Development in flood risk zone 3a or 3b</p> |
| 5 | <p>Q5a</p> <p>Will it help reduce Stratford-on-Avon's carbon footprint?</p> <p>Q5b</p> <p>Will it help raise awareness of climate change mitigation?</p> | <p>Draft Policy CS.2 'Climate Change and Sustainable Energy' provides the policy context for ensuring that new development minimises reduction in climate change.</p> | <p>++ Opportunities for either renewable energy provision or energy efficiency measures above those identified in the assumptions have been clearly defined for the site</p> <p>See approach to Objective 10 in relation to transport factors</p> <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</p> <p>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</p> <p>See approach to Objective 10 in relation to transport factors</p> <p>-- Development of the site would constrain a renewable energy scheme coming forward</p> <p>See approach to Objective 10 in relation to transport factors</p> |

| SA Objective | Decision making criteria: Will the option/proposal... | | The SA assumes that | Assessment protocols for sites |
|--------------|---|---|--|---|
| 6 | Plan for the anticipated levels of climate change. | <p>Q6a Will it help limit potential increases in flood risk likely to take place in the district as a result of climate change?</p> <p>Q6b Will it encourage the development of buildings prepared for the impacts of climate change?</p> <p>Q6c Will it retain existing green infrastructure and promote the expansion of green infrastructure to help facilitate climate change adaptation?</p> | Draft Policy CS.2 'Climate Change and Sustainable Energy' includes a requirement for developments to demonstrate that they have taken account of future climate change risks. | <p>++ Development leads to the provision of significant Green Infrastructure that is accessible by the occupants of development and the wider community.</p> <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> <p>-- Development results in the loss of existing Green Infrastructure.</p> |
| 7 | Protect and conserve natural resources. | <p>Q7a Will it include measures to limit water consumption?</p> <p>Q7b Will it safeguard the district's minerals resources for future use?</p> <p>Q7c Will it utilise derelict, degraded and under-used land?</p> <p>Q7d Will it lead to the more efficient use of land?</p> <p>Q7e Will it lead to reduced consumption of materials and resources?</p> | <p>Draft Policy CS.10 'Design and Distinctiveness' includes a requirement for the use of local materials and effective water management.</p> <p>Draft Policy CS.4 'Minerals' provides the context for safeguarding minerals and notes that economically viable reserves might be extracted prior to non-mineral development.</p> | <p>++ The site has demonstrable potential to enhance water quality Development on a large site that is wholly on previously developed land (10ha or more)</p> <p>+ 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</p> <p>- 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</p> |

| SA Objective | Decision making criteria: Will the option/proposal... | The SA assumes that | Assessment protocols for sites |
|--------------|--|---|--|
| 8 | <p>Q7f Will it lead to the loss of the best and most versatile agricultural land?</p> <p>Q8a Will it lead to improved water quality of both surface water groundwater features?</p> <p>Q8b Will it lead to improved air quality?</p> <p>Q8c Will it maintain and enhance soil quality?</p> <p>Q8d Will it reduce the overall amount of diffuse pollution to air, water and soil?</p> | <p>Draft Policy CS.3 'Water Environment and Flood Risk' includes criteria for the protection of the water environment.</p> <p>It is assumed that in those instances where an increase in sewage treatment capacity or other increases in the capacity of related infrastructure are required these will take place prior to development being occupied.</p> | <p>inefficient water use 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)</p> <p>--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.</p> <p>++ Development addresses existing air, soil and water pollution</p> <p>+ Development addresses an existing problem across air, soil and water</p> <p>- 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</p> <p>-- Development within an existing AQMA with potential to increase traffic within the AQMA or development is within 200m of the centre of a main road</p> |
| 9 | <p>Q9a Will it provide facilities for the separation and recycling of waste?</p> | <p>Draft Policy CS.5 'Waste' identifies the need for Site Waste Management Plans during the</p> | <p>Neutral</p> |

| SA Objective | Decision making criteria: Will the option/proposal... | | The SA assumes that | Assessment protocols for sites |
|---|---|--|---|--|
| <p>reduce, reuse, recycle/compost, energy recovery and disposal.</p> | Q9b | Will it encourage the use of recycled materials in construction? | <p>construction phase for all projects over £300,000.</p> <p>The policy also identifies requirements in relation to the design of new development and the provision of waste management facilities.</p> | |
| <p>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.</p> | Q10a | Will it reduce the need to travel? | <p>Draft Policy CS.27 identifies the need for new development to mitigate unacceptable transport impacts.</p> | <p>++ Development with a high level of multi-modal accessibility to a range of facilities. This would include a railway station</p> <p>or A mixed use development with a high quality bus service</p> <p>or development is within 600m of a train station AND 400m of a bus stop</p> |
| Q10b | Will it encourage walking and cycling? | <p>+ Development with a moderate level of multi-modal accessibility to a range of facilities</p> <p>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</p> <p>or development is within 600m of a train station OR 400m of a bus stop</p> | | |
| Q10c | Will it reduce car use? | <p>- Development with a low level of accessibility to facilities by walking that is likely to rely on journeys by car</p> <p>or development is more than 600m of a train station AND/OR more than 400m of a bus stop</p> | | |
| Q10d | Will it encourage use of public transport? | <p>-- Development with a very poor level of accessibility to basic facilities and</p> | | |
| Q10e | Will it provide adequate means of access by a range of sustainable transport modes? | | | |

| SA Objective | Decision making criteria: Will the option/proposal... | The SA assumes that | Assessment protocols for sites |
|---|---|---|--|
| | Q10f | | 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 |
| 11 Reduce barriers for those living in rural areas | Q11a | Draft Policy CS.26 'Healthy Communities' relates to the provision of new facilities and the retention of existing facilities. | ++ Site will provide high quality, accessible facilities or amenities for use by the occupants of a development and the wider population. |
| | Q11a | | + 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 |
| | Q11a | | - 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 -- 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 |

| SA Objective | Decision making criteria: Will the option/proposal... | The SA assumes that | Assessment protocols for sites |
|--------------|--|--|--|
| 12 | <p>Protect the integrity of the district's countryside.</p> <p>Q12a Will it prevent the degradation of land on the urban fringe?</p> <p>Q12b Will it lead to a loss of agricultural land?</p> <p>Q12c Will it safeguard local distinctiveness and identity?</p> | <p>Draft Policy CS.8 'Green Infrastructure' seeks to protect, enhance, restore and create green infrastructure.</p> <p>Draft Policy CS.6 'Landscape' seeks to maintain landscape character and quality.</p> <p>Draft Policy CS.10 'Design and Distinctiveness' seeks to protect features that contribute to the distinctiveness of local areas.</p> | <p>primary school within 1km and no secondary school within 2km</p> <p>++ Development of previously developed land within existing settlements.</p> <p>+ small-scale development in previously developed land in the open countryside or small-scale development of greenfield land in the urban fringe</p> <p>- large-scale development in previously developed land in the open countryside or large-scale development of greenfield land in the urban fringe</p> <p>-- Development of greenfield land in the open countryside</p> |
| 13 | <p>Provide affordable, environmentally sound and good quality housing for all.</p> <p>Q13a Will it ensure all groups have access to decent, appropriate and affordable housing?</p> <p>Q13b Will it identify an appropriate supply of land for new housing?</p> <p>Q13c Will it ensure that all new development contributes to local distinctiveness and improve the local environment?</p> <p>Q13d Will it meet the building specification guidance in the Code for Sustainable Homes? (DCLG)</p> | <p>Draft Policy CS.17 'Housing Development' sets out the overall requirement for housing and the proposed distribution across the district. Draft Policy CS.18 'Affordable Housing' relates to the provision of affordable housing and identifies the need for a minimum of 35% of housing to be affordable, subject to viability.</p> <p>Draft Policy CS.2 'Climate Change and Sustainable Energy' and Policy CS.10 'Design and Distinctiveness' include provisions relating to the Code for Sustainable Homes (and</p> | <p>++ Site will make a significant contribution to this objective by providing 2000 or more homes</p> <p>+ Site will make a contribution to this objective by providing up to 1,999 or fewer homes.</p> <p>- Development would result in the loss of existing housing or a site that is suitable for housing (10 units or less)</p> <p>-- Development would result in the loss of existing housing or a site that is suitable for housing (11 units or more).</p> |

| SA Objective | Decision making criteria: Will the option/proposal... | The SA assumes that | Assessment protocols for sites | |
|--------------|---|--|---|--|
| 14 | Q13e | Will it reduce the number of households on the Housing Register? | | |
| | Q14a | Will it improve access for all to health, leisure and recreational facilities? | any replacement). Draft Policy CS.26 seeks to provide facilities that contribute to this objective. | |
| | Q14b | Will it improve and enhance the district's green infrastructure network? | Draft Policy CS.28 sets out SDC's intent to introduce a Community Infrastructure Levy (CIL) to fund infrastructure and community facilities necessary to accommodate growth and to mitigate cumulative impacts. | <p>++Provision of new and accessible health facilities including doctors, dentists, pharmacies in addition to existing facilities that will help meet wider needs</p> <p>+ Existing health facilities with capacity are accessible from the site ie a hospital within 5km, doctors 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).</p> <p>or the development includes measures to improve safety for pedestrians and cyclists.</p> |
| | 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? | | <p>- The site is located more than 5km from a hospital, 800m from a doctors surgery and 1,900m from a leisure centre, but these facilities have capacity.</p> <p>or the development would reduce safety for pedestrians and cyclists.</p> |
| | Q14e | Will it encourage healthy and active lifestyles? | | |
| | Q14f | Will it reduce obesity? | | |
| | Q14g | Does it consider the needs of the district's growing elderly population? | | |
| | Q14h | Will it enable communities to influence the decisions that affect their neighbourhoods and quality of life? | | <p>--The site is located more than 5km from a hospital, 800m from a doctors surgery and 1,900m from a leisure centre AND these facilities do not have capacity.</p> <p>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</p> |

| SA Objective | Decision making criteria: Will the option/proposal... | The SA assumes that | Assessment protocols for sites |
|--------------|---|---|---|
| 15 | Q14i | Will it improve the satisfaction of people with their neighbourhoods as a place to live? | <p>capacity.</p> <p>++ Site will support a broad range of employment sectors or employment allocation of 20ha or more</p> <p>+ Site will support more than one desired employment sector or employment allocation of less than 20ha</p> <p>- Development would not incorporate employment uses on a site that is suitable.</p> <p>-- Development results in the loss of existing employment</p> |
| | Q14j | Will it reduce crime and the fear of crime? | |
| | Q14k | Will it reduce deprivation in the district? | |
| | Q14l | Will it improve road safety? | |
| | 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? | |
| 15 | Q15b | Will it help ensure an adequate supply of employment land? | <p>+ Site will support more than one desired employment sector or employment allocation of less than 20ha</p> <p>- Development would not incorporate employment uses on a site that is suitable.</p> <p>-- Development results in the loss of existing employment</p> |
| | Q15c | Will it support or encourage new business sectors? | |
| | Q15d | Will it support the visitor economy? | |

Appendix B: Assessment of modifications to the Core Strategy

This appendix sets out the assessment findings of proposed modifications to the Stratford-on-Avon Core Strategy. It details whether the modification requires further SA or HRA work or not. Notional differences introduced by the modification are unlikely to have triggered further assessment in which case the reader is referred to earlier assessment findings in the May 2015 SA Report or September 2014 Addendum. Single word changes to make a sentence clearer or modifications to correct previous have not been included in the table below.

SA and HRA of Proposed Modifications (June 2015)

The following table has reproduced the detail of each modification unless it is the text of the modification is especially lengthy in which case the modification has been presented in an abbreviated form. Full details of each modification can be found on the Council's website¹ in the June 2015 version of the 'Core Strategy with Modifications'.

| Section | Policy | Page | Proposed Modification text or summary of modification (text in italic is copied directly from the modifications (and contextual text) of the June 2015 Core Strategy) | Further SA work? | Further HRA work? |
|----------------------|--------|------|--|------------------|-------------------|
| 1.1.10 | N/A | 5 | <i>The Council will consider opportunities to accommodate additional development on large rural brownfield sites, ensuring that previously used land is brought back into use where proposals are accepted as representing a sustainable approach.</i> | N | N |
| Vision | N/A | 14 | Various minor modifications. Promotion of brownfield land in line with NPPF. Housing quanta figure is now 11,320 (was previously 10,800). | N | N |
| Strategic Objectives | N/A | 17 | Strategic Objective 4: The change is in line with national changes regarding Code for Sustainable homes. | N | N |
| Strategic Objectives | N/A | 17 | Strategic Objective 6: <i>The risk of flooding will be managed effectively by taking a whole catchment approach to implement</i> | N | N |

¹ <https://www.stratford.gov.uk/planning/core-strategy-proposed-modifications-2015.cfm>

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| | | | | <i>climate change, including moving to a low-carbon economy.</i> | | | |
| Main policy text | | | 28 | Reduce energy demand through energy efficiency measures; and Extensions and the Re-Use of Buildings | | N | N |
| 3.1.4 | CS.2 Climate Change and Sustainable Construction | | 29 | Subject to the introduction via the Building Regulations of higher energy targets aimed at achieving the Government's Zero Carbon Homes Policy, new homes will have to incorporate renewable and low carbon energy technologies and the Council's SPD requirement for 10% renewable energy on site will no longer be applied. | | Y - No change anticipated to overall SA evaluation which was originally '++' for SA objectives 5 and 6. Recognition of national obligations via Regulations is an alternative tool to deliver climate change benefits. | N |
| 3.1.8 | CS.2 Climate Change and Sustainable Construction | | 29 | The Government has indicated the Code for Sustainable Homes standards will be phased out and will be replaced by national standards for energy and water within Building Regulations for new homes. For non-residential development, the Council will use the alternative standards provided by BREEAM to demonstrate the energy and water performance. | | Y - new content supports previous SA findings. | N |
| Main policy text | CS.3 Sustainable Energy | | 31 | The Council is commissioning a study to identify "district heating priority areas". All new developments in district heating priority areas will be required to incorporate infrastructure for district heating, and will be expected to connect to existing systems where and when this is available, unless demonstrated that this would render development unviable. All new developments in other areas | | Y - new content supports previous SA findings. | N |

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|------------------|--|----|--|---|--|
| 3.2.10 | CS.3 Sustainable Energy | 34 | <p><i>will be encouraged to incorporate infrastructure for district heating, and will be expected to connect to any existing suitable systems (including systems that will be in place at the time of construction), unless it is demonstrated that this would render development unviable. Detailed advice on District Heating will be provided in a Development Requirements Supplementary Planning Document.</i></p> <p>Explanation of CHP systems.</p> | N | |
| Main policy text | CS.4 Water Environment and Flood Risk | 36 | <p><i>Development within the Environment Agency's flood risk zones 2 and 3a will only be acceptable when the sequential test and, where applicable, the exception test have been satisfied, as set out in the National Planning Policy Framework. Land use in High Probability Flood Zone 3b should be restricted to water compatible or, with the exception test, essential infrastructure.</i></p> <p><i>The flood plain will be maintained and, where opportunities arise, restored in order to maximise natural storage of flood water, reduce flooding problems and increase landscape, ecological and conservation value. Rural and urban land use practices to restore more sustainable natural floodplains and to reduce runoff will be encouraged. Developers will be encouraged to reduce the reliance on hard engineered solutions through their site by contributing to upstream flood storage, giving consideration to a whole catchment approach.</i></p> <p><i>Development proposals that lie adjacent to a canal, river or tributary should ensure that the natural features and functions of the watercourses and its wider corridor are retained, or where possible reinstated and that appropriate habitats buffers are established.</i></p> <p><i>Physical and visual access to watercourses will be promoted where it</i></p> | N Y - assessment findings for biodiversity will perform at '++' level. | |

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|--------|--|----|--|---|---|
| | | | <p>respects the natural function of the watercourse and sensitive nature of the river corridor as a whole.</p> <p>Where a development site contains areas identified as flood plain, the development layout design should ensure that no surface water attenuation features are located in Flood Zone 1. There should be an 8 metre easement to allow maintenance and access to all main rivers and to ensure that the river corridor is sensitively managed to support environmental infrastructure (including wildlife corridors) and to protect/improve habitat for BAP species and/or ecological networks.</p> <p>Development proposals will take full account of the biodiversity value of watercourses and river corridors and their role in supporting local ecological networks. Impacts from lighting noise and visual disturbances should be avoided or mitigated and opportunities to create, enhance and restore adjacent habitats for biodiversity will be encouraged.</p> <p>In respect of the proposal for land at Gaydon/Lighthorne Heath (Policy GLH) and the growth of existing employment at Gaydon (Policy AS.11), Severn Trent Water has identified the need for improvements to be made to the local wastewater infrastructure, including temporary works to ensure that adequate capacity is secured prior to occupation of early phases of development.</p> <p>Such improvements are necessary to support the delivery of the overall strategy for the District and will be supported accordingly.</p> | | |
| 3.3.11 | CS.4 Water Environment and Flood Risk | 40 | <p>The greatest benefits are gained when sustainable urban drainage systems are designed as a multifunctional resource, capable of delivering a wide range of environmental and quality of life benefits (ecosystems) for future occupants. Flood storage areas, wetland habitats and above ground SUDS can form a functional ecosystem in their own right for many species and can increase biodiversity by</p> | N | N |

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|---------------------------------------|--|----|--|--|--|--|---|
| | | | | | <i>increasing habitat area, increasing populations of some protected species and increasing species movement.</i> | | |
| Development Management Considerations | CS.4 Water Environment and Flood Risk | 41 | | | <i>The Environment Agency promotes flood risk measures that include wetland habitat creation, including through the use of woody debris upstream, to ensure that flood management solutions are consistent with biodiversity needs.</i> | N | N |
| Main policy text | CS.5 Landscape | 42 | | | <i>The cumulative impact of development proposals on the quality of the landscape will be taken into account. Proposals do not lead to any loss or damage but rather protect the quality of ancient semi- natural woodland and aged/veteran trees, particularly in the Forest of Arden but also (due to their relative scarcity), elsewhere in the District. Develop flood risk reduction measures through the planting of woodlands, trees and undergrowth</i> | Y - new content supports previous SA findings. | N |
| Development Management Considerations | CS.5 Landscape | 44 | | | <i>All development proposals in the proximity of ancient woodland shall have regard to the 'Standing Advice for Ancient Woodland and Veteran Trees' published by Natural England. As a starting principle, development must be kept as far away as possible from ancient woodland. The necessary width of any buffer zone will depend upon local circumstances and the type of development. Buffer zones should be retained in perpetuity and allowed to develop into semi-natural habitats. Section 6 of the Standing Advice includes guidance on mitigation measures, including buffers.</i> | N | N |
| Main policy text | CS.6 Natural Environment | 46 | | | <i>Development proposals should seek to avoid impacts on SSSIs. Development adversely affecting a SSSI, either directly or indirectly, will only be permitted in exceptional circumstances where the benefits of development clearly outweigh the likely impacts on the site and any broader impacts on the national networks of SSSIs.</i> | Y - new content supports previous SA findings. | N |

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| 3.5.10 & 3.5.11 | CS.6 Natural Environment | 48 | <p>Where a development will have a negative impact on a biodiversity asset, mitigation will be sought in line with the mitigation hierarchy. Impacts should be avoided and, if this is not possible, mitigated. Where there would be a residual impact on a habitat or species and mitigation cannot be provided on site in an effective manner, developers will be required to offset the loss by contributing to appropriate biodiversity projects elsewhere in the area. Where an impact cannot be fully mitigated or, as a last resort, compensated for, then planning permission will be refused.</p> | Y - new content supports previous SA findings. | N |
| 3.6.1 | CS.7 Green Infrastructure | 51 | <p>They should also recognise and respond to the opportunity to secure biodiversity enhancement through the built environment, by incorporating features such as bat boxes, swift bricks and green roofs. The Town and Country Planning Association publication 'Biodiversity by Design' is a useful guide.</p> <p>Good developments will deliver biodiversity enhancement. However, where biodiversity losses cannot be avoided or mitigated the NPPF requires, as a last resort, compensation for this loss to be made.</p> | N | N |
| Main policy text | CS.8 Historic Environment | 54 | <p>Further information about the District's Green infrastructure assets will be provided in the Council's Site Allocations Plan. The Environment Agency also offers a free advice service, which identifies constraints, including green infrastructure assets on development sites. In addition, Warwickshire County Council has mapped information on green infrastructure connectivity.</p> | N | N |

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|---------------------------------------|------------------------------------|----|--|---|--|---|
| | | | | <p><i>where substantial public benefits outweigh that harm or loss and it is demonstrated that all reasonable efforts have been made to sustain the existing use or find reasonable alternative uses.</i></p> <p><i>Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm must be justified and weighed against the public benefits of the proposal, including securing its optimum viable use.</i></p> <p><i>For non-designated heritage assets, proposals will be assessed having regard to the scale of any harm or loss and the significance of the heritage asset.</i></p> <p><i>Where harm or loss of a heritage asset can be fully justified, as part of the implementation of the proposal the District Council will require archaeological excavation and/or historic building recording as appropriate, followed by analysis and publication of the results.</i></p> | | |
| Development Management Considerations | CS.8 Historic Environment | 56 | | <p><i>This approach is based on the view that historic remains should be seen as an opportunity rather than a constraint and should be used to inform the proposed design and contextual analysis. In particular, this can include incorporating such features into the proposed design to provide a historical narrative to the site.</i></p> | N | N |
| Main policy text | CS.9 Design and Distinctiveness | 59 | | <p><i>Schemes linked to the evening and night-time economy will incorporate measures to help manage anti-social behaviour and to avoid unacceptable impact on neighbouring uses, residents and the surrounding area.</i></p> | Y – new content supports previous SA findings. | N |
| Development Management Considerations | CS.9 Design and Distinctiveness | 60 | | <p><i>The District Council supports the implementation of Building for Life. It provides applicants with a useful checklist for ensuring high quality design and meeting the requirements of the criteria set out in Part B.</i></p> | N | N |
| Main policy text | CS.10 | 65 | | <p><i>Limited infilling in Local Service Villages identified in accordance with Policy CS.16.</i></p> | Y – Proposed limited infilling is | N |

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|------------------|--|----|---|--|
| | Green Belt | | <p><i>The provisions of other policies in the Core Strategy will be taken into account in order to assess the impact of a development proposal on the character of the area and other features.</i></p> | <p>addressed via the other Core Strategy policies which will together promote sustainable development at these locations as previously recommended in the May 2015 SA Report. New content supports previous SA findings.</p> <p>Proposal for additional 2ha at Gorcott Hill could lead to adverse effects on listed buildings and cultural heritage.</p> |
| 4.1.7 | CS.10 Green Belt | 68 | <p><i>Built-Up Area Boundaries will be defined for those Local Service Villages that lie within the Green Belt in order to identify where limited infilling would be appropriate.</i></p> | <p>Y - new content supports previous SA findings.</p> <p>N</p> |
| Main policy text | CS.12 Special Landscape Areas | 72 | <p><i>The cumulative impact of development proposals on the quality of the landscape will be taken into account.</i></p> | <p>Y - new content supports previous SA findings.</p> <p>N</p> |

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|------------------|---|----|---|--|---|
| Main policy text | CS.15 Distribution of Development | 81 | <i>The town is the principal settlement in the District and as such is a main focus for housing and business development.</i> | N | N |
| Main policy text | CS.15 Distribution of Development | 82 | Large Rural Brownfield Sites: <i>To encourage the effective use of previously developed land, development will take place on Large Rural Brownfield Sites in accordance with Policy AS.11.</i> | N | N |
| 5.1.11 | CS.15 Distribution of Development | 85 | <i>Within the Green Belt development will reflect the provisions of Policy CS.10, the National Planning Policy Framework and the Planning Practice Guidance.</i> | N | N |
| Main policy text | CS.16 Housing Development | 87 | Housing development and strategic allocations. | Y - policy will need reassessing once the District Council has confirmed the revised housing number and the strategic allocations it is proposing to allocate to help meet this need. The revised housing number has been assessed in this report. | N |
| Main policy text | CS.16 Housing Development | 88 | Phasing and delivery. | N | N |

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|---|--|-----|--|---|---|
| 5.2.6 & 5.2.7 & 5.2.14 | CS.16 Housing Development | 92 | Clarification text. | N | N |
| Main policy text | New Policy Accommodating Housing Need Arising from Outside Stratford-on- Avon District | 95 | New policy. | N - this policy was assessed in the September 2014 SA Addendum | N |
| Main policy text | CS.17 Affordable Housing | 98 | Clarification text and minor amendments to scale. | N | N |
| 5.3.6 | CS.17 Affordable Housing | 99 | <i>The viability evidence also found that development of the Canal Quarter Regeneration Zone was less viable with 35% affordable housing provision. Given the housing mix expected to be provided, and the potential for a higher quantum of flatted homes, it is recommended that a lower affordable housing requirement is set for this particular site. This is included in Proposal SUA.1.</i> | N | N |
| 5.3.8 & 5.3.9 | CS.17 Affordable Housing | 100 | Clarification and justification text. | N | N |
| Development Management Considerations | CS.17 Affordable Housing | 100 | <i>Policy CS.17 is consistent with the Government's national affordable housing thresholds. The majority of the District is designated as a rural area wherein the Council will seek the lower affordable housing threshold of 5 dwellings or fewer. In non-rural designated areas for the higher threshold of 10 homes or fewer to apply, the combined gross floorspace must not exceed 1,000sqm. For schemes in non-designated rural areas where the combined gross floorspace</i> | N | N |

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| | | | | | | | |
| Main policy text | and Main Centres | 122 | | existing centres. | | | |
| | CS.23 Tourism and Leisure Development | | | | | | |
| Main policy text & supporting text | Area Strategies chapter | 127-184 | | | | | |
| | | | | | | | |
| Main policy text | CS.24 Healthy Communities | 188 | | | | | |

N

Y - new content supports previous SA findings.

Any proposed extension to or creation of new navigable waterways must ensure there are no overall detrimental impacts on the natural environment. Additional permanent moorings and marinas will only be supported where there is adequate access, availability of existing facilities such as transport links or shops, adequate water resources and foul waste infrastructure and it can be demonstrated that the Water Framework Directive status of navigable rivers will not deteriorate.

N

Y - new content supports previous SA findings.

Clarification text and minor changes mostly in relation to improved environmental protection and enhancement.

In the case of GLH, requirements for good environmental design (via the SPD) are likely to help mitigate identified adverse effects associated with impacts on landscape.

N

Where appropriate, improvements to the quality and/or accessibility of existing provision will be sought.

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|---|--|-----|--|--|---|
| Main policy text | CS.25 Transport and Communications | 193 | There is a presumption against development that would prejudice the implementation of an individual scheme. The extent of safeguarded land is shown on the Policies Map. | N | N |
| Development Management Considerations | | 196 | (6) Any proposals for broadband infrastructure under Part F of the policy should be assessed to ensure that they are fit for purpose and capable of being upgraded and/or expanded in future as appropriate. Provision should ideally be provided on a wholesale basis to allow a range of ISPs to provide services. CSW Broadband Project and its successors will provide assistance in assessing Connectivity Statements and will provide information on local access points and the development of the strategic network. | N - Policy will help with broadband future proofing. | N |

SA and HRA of Further Proposed Modifications (July 2015)

The following table has reproduced the detail of each modification unless it is the text of the modification is especially lengthy in which case the modification has been presented in an abbreviated form. Full details of each modification can be found on the Council's website² in the July 2015 version of the 'Core Strategy with Proposed Modifications'.

This table has been prepared in context of the Interim Report and previous assessment findings.

Note that whilst Policy CS.15 now identifies Long Marston Airfield (LMA) as an additional new settlement, site-specific SA assessments have been undertaken for both LMA and Gaydon and Lighthorne Heath in other parts of the SA report. The assessment of Policy CS.15 considers

² <https://www.stratford.gov.uk/planning/core-strategy-proposed-modifications-2015.cfm>

the effects of the general development distribution of Stratford-on-Avon, rather than the sustainability impacts of development at the preferred sites.

| Section | Policy | Page | Proposed Modification text or summary of modifications (text in italic is copied directly from the modifications (and contextual text) of the June 2015 Core Strategy) | Further SA work? | Further HRA work? |
|----------------------|-----------------------------------|------|---|---|-------------------|
| 5.1 Main Policy Text | CS.15 Distribution of Development | 3 | <i>The following two locations are identified as sustainable growth points for the creation of new communities, providing for a range of uses and making a significant contribution to meeting the housing needs of Stratford-upon-Avon District: Land in the vicinity of Gaydon and Lighthorne Heath to the west of the M40 [...] Land at Long Marston Airfield [...].</i> | Y - No anticipated change to overall SA evaluation, but text should acknowledge new settlement at LMA | N |
| 5.1.15 | CS.15 Distribution of Development | 7 | Housing quanta figure is now 14,480 (was previously 11,320). | N - housing figure has been assessed in the July 2015 Interim Report | N |
| 5.1.16/17 | CS.15 Distribution of Development | 7 | Change from the provision of one to two new settlements to contribute to the District's housing requirement during the plan period. | Y - No anticipated change to overall SA evaluation, but text should acknowledge new settlement at LMA | N |
| 5.1.18 | CS.15 Distribution of Development | 8 | <i>The location of the new community at Long Marston Airfield is west of the B4632 on a part-greenfield/brownfield site [...] The new settlement is expected to deliver 3,500 homes, of which around 2,100 will be built during the plan period up to 2031.</i> | Y - No anticipated change to overall SA evaluation, but text should acknowledge new settlement at LMA | N |
| 5.2 | N/A | 9 | Housing quanta figure is now 14,480 (was previously 11,320), which is an average of 724 per annum (was previously 724). | Y - No anticipated change to overall SA evaluation, but | N |

| | | | | | |
|----------------------|---------------------------|----|---|--|---|
| 5.2 Main Policy Text | CS.16 Housing Development | 9 | | <p>text should acknowledge new settlement at LMA</p> | |
| | | 9 | <p>A. Housing Requirement:</p> <ul style="list-style-type: none"> • Stratford-upon-Avon: approximately 3,300 homes (was previously 2690) • Main Rural Centres: approximately 3,900 homes (was previously 2,910) • New Settlement at Long Marston Airfield: approximately 2,100 homes • New Settlement at Lighthorne Heath: approximately 2,300 homes (was previously 2,500). • Large Rural Brownfield Sites: approximately 1,250 homes (was previously 700) • Other Rural Locations: approximately 625 homes (was previously 610) | <p>Y - housing figure has been assessed in the July 2015 Interim Report but explanatory text for CS.16 will need updating with new figures</p> | N |
| 5.2 | CS.16 Housing Development | 9 | <p>B. Strategic Allocations</p> <ul style="list-style-type: none"> • 65 homes South of Alcester Road, Stratford-upon-Avon (SUA.2) • 450 homes west of Bishopton Lane, Stratford-upon-Avon (SUA.4) • 500 homes South of Daventry Road, Southam (SOU.3) • 2,300 homes (was previously 2,500) within the plan period from a total of approximately 3,000 homes at Gaydon/Lighthorne Heath New Settlement • 2,100 homes within the plan period from a total of approximately 3,500 homes at Long Marston Airfield New Settlement (LMA) | <p>Y - will need to include reference to LMA. Second paragraph and assessment matrix will need updating to take account of LMA, SUA.2, SUA.4 and SOU.3</p> | N |
| 5.2.2 | CS.16 Housing Development | 11 | <p>Amended housing projections are <i>taking account of employment forecasts, housing market signals and indicators of housing</i></p> | <p>N</p> | N |

| | | | | | |
|-------|---------------------------|----|---|--|---|
| 5.2.3 | CS.16 Housing Development | 11 | <p><i>affordability.</i></p> <p><i>Of the 14,480 new homes required, only 2,240 (previously 1,700) are needed to house the increase expected from the existing population... Based on the latest demographic assumptions, the housing required to meet identified need is 11,440 (572 homes per annum). However, once adjusted to take into account the factors outlined above, the calculation of OAN rises by 152 homes per annum to 14,480. This is the level of development required to balance the number of homes with the expected number of jobs in the District to 2031, whilst maintaining the 2011 commuting ratio of 0.96:1.</i></p> | <p>Y - housing figure has been assessed in the July 2015 Interim Report but explanatory text for CS.16 will need updating with new figures</p> | N |
| 5.2.4 | CS.16 Housing Development | 11 | <p><i>The actual housing requirement to be planned for in the Core Strategy differs very slightly from the OAN because it is based on two different annual rates of delivery: 566 homes per annum in each of the first 5 years 2011/12 to 2015/16 and 777 homes per annum in each of the remaining 15 years [...] This 'step-change' in delivery is considered appropriate firstly, because of the fact that the Core Strategy period is nearing the end of Phase 1 and it would be perverse to retrospectively apply a significantly higher housing target to past years, and secondly, because the Council recognises the importance of meeting the OAN and acknowledges the need to plan on the basis of an identified element of contingency or 'headroom' (see below).</i></p> | N | N |
| 5.2.5 | CS.16 Housing Development | 11 | <p><i>Information on housing trajectory to be available in the Housing Implementation Strategy, which will accompany the Core Strategy.</i></p> | N | N |
| 5.2.6 | CS.16 Housing | 11 | <p><i>As can be seen from the Trajectory Table, sufficient provision is</i></p> | N | N |

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|--------|---------------------------|----|--|--|---|---|
| | Development | | | made for a total of up to 15,477 homes to be delivered by 2031, exceeding the requirement of 14,485 by some 7%. [...]The highest levels of delivery are expected in Phase 2 reflecting the need to remedy the undersupply in previous years. | | |
| 5.2.7 | CS.16 Housing Development | 14 | | Annual completions (actual, expected in current year and estimated in future years) are shown by the columns in the Trajectory Graph. The Council acknowledges that the anticipated high-level annual delivery between 2016/17 and 2020/21 (reaching a peak of approximately 1,768 homes in 2018/19) is ambitious and exceeds by some margin the previous highest rate of annual supply of 806 homes in 2004/05. [...] The Core Strategy will need to be reviewed prior to 2031 to identify the housing requirement post 2031, enabling continuous supply of housing beyond the plan period. | N | N |
| 5.2.8 | CS.16 Housing Development | 14 | | The graph also shows the annualized OAN target of 724 (horizontal dashed line) and the annual plan target (horizontal solid line), with the step-change between 2015/16 and 2016/17. [...] The 'negative' end to the target corresponds to the over-provision in overall delivery that is anticipated by 2031. | N | N |
| 5.2.9 | CS.16 Housing Development | 14 | | Changes to the housing trajectory: <ul style="list-style-type: none"> • The housing trajectory comprises homes already built (known as completions), homes with planning permission and homes on allocated sites (known as commitments). • Commitments include a further 550 homes at Meon Vale (i.e. the Large Rural Brownfield Site of the former Engineers Depot, Long Marston); and 82 homes at Warwick House part of the Canal Quarter Regeneration Zone, Stratford-upon-Avon | N | N |
| 5.2.10 | CS.16 Housing Development | 14 | | The remainder of the housing requirement is being delivered through the remaining strategic allocations as set out in Policy CS.16 (was previously Policy CS.15); on identified Strategic Housing Land Availability Assessment (SHLAA) sites. | N | N |

| | | | | | |
|-------------|---------------------------|----|---|---|---|
| 5.2.11 | CS.16 Housing Development | 15 | <p>The housing trajectory also includes an allowance for some 720 homes to come forward on identified SHLAA sites. This is a pragmatic and measured response to ensuring delivery of a number of suitable, non-strategic sites in the short-term in Stratford-upon-Avon and the Main Rural Centres. The figure represents less than 5% of total supply and is considered achievable, particularly since a number of sites have already been granted planning consent.</p> | N | N |
| 5.2.12 | CS.16 Housing Development | 15 | <p>The District Council has also committed to preparing a Site Allocations Plan to allocate any residual sites across the Local Service Villages (LSV) and to identify reserve sites in accordance with Policy CS.16 to help meet housing needs arising from outside the District. As of 31 March 2015, a residual of 536 homes remains to be found across the LSVs. The District Council expects the majority of homes to be identified through neighbourhood plans and is supporting parish councils in bringing forward plans for their communities. The Site Allocations Plan also has the potential, if necessary, to allocate further sites if sufficient identified SHLAA sites were not to come forward as expected, thus building additional robustness into the housing trajectory and making doubly sure that the housing needs of the District will be met.</p> | N | N |
| 5.2.19 | CS.16 Housing Development | 16 | <p>The Council is required to demonstrate the equivalent of 5 years' worth of housing land supply (5YHLS) on adoption and throughout the plan period. This is known as the 5YHLS calculation. [...] The calculation should also be seen in the context of the Core Strategy including a contingency of some 7%.</p> <p>Changes seen in figure 2: 5 Year Supply</p> | N | N |
| Main policy | CS.17 Affordable | 18 | <p>All new residential development that incorporates or comprises use as a dwelling house within Use Class C3 will be required to</p> | N | N |

| text | Housing | | <i>contribute to the provision of affordable housing.</i> | | |
|----------------|---------|----|--|--|---|
| Proposal SUA.2 | N/A | 24 | <p>22 hectares (gross) to be delivered (previously was 20). Housing – approx. 65 dwellings on land to east of Western Relief Road. Specific Requirements - vehicle access to the employment development directly off Wildmoor Roundabout or proposed Western Relief Road. Extensive landscaping within the site and on southern and western boundaries of the employment development</p> | N - These changes were taken into account during preparation of the July 2015 Interim Report | N |
| Proposal SUA.4 | N/A | 25 | <p>To be delivered North of Bishopton Lane between the canal and The Ridgeway (approx. 25 hectares (gross)). To include:</p> <ul style="list-style-type: none"> • Housing – approx. 450 dwellings • Primary school - land and financial contribution • Public open space, including adjacent to canal and alongside A46 Northern Bypass <p>Specific Requirements include:</p> <ul style="list-style-type: none"> • Appropriate layout and design to mitigate noise impact from A46 • Surface water attenuation measures · provision of an appropriate all-purpose bridge over the canal · • Improvements to the canal towpath and access to it · contribution to community facilities (on and/or off-site) | Y - Whilst this site was assessed as part of the July 2015 Interim Report, the provision of a primary school was not considered at that time | N |
| Proposal SOU.3 | N/A | 26 | <p>To be delivered South of Daventry Road and north of Welsh Road East Approx. 25 hectares (gross) To include:</p> <ul style="list-style-type: none"> • Housing – approx. 500 dwellings • Primary school - land and financial contribution | Y - Whilst this site was assessed as part of the July 2015 Interim Report, specific requirements were | N |

| | | | | | |
|--------------------------|-----|----|--|---|---|
| 6. Long Marston Airfield | N/A | 27 | <ul style="list-style-type: none"> • General store (approx. 500 sq.m.) - land and building <p>Specific Requirements include:</p> <ul style="list-style-type: none"> • Extensive landscaping along eastern boundary of the site · appropriate treatment and management of mature hedgerows • Along road • Frontages contribution to community facilities (on and/or off-site) | not known at the time. Assessment should account for provision of a primary school and general store as well as landscaping and hedgerow management | |
| | | | <p>Context: <i>The site is situated to the west of the B4632 Campden Road, approximately 5 kilometres (3 miles) south of Stratford-upon-Avon. [...] From here there are extensive views across the site but there are no rights of way across the hill providing public vantage points.</i></p> <p>Justification: <i>The Strategy set out in Section 5 of the Core Strategy for distributing housing development across the District is based on the need to protect Stratford-upon-Avon, the main rural centres and local service villages from excessive rates of development that would be harmful to their respective character, function and sustainability. [...] A key aspect of the proposal is the scope that it offers to provide a major component of a new route around Stratford-upon-Avon from the south to the A46(T) Alcester Road at Wildmoor. From here, M40 Junction 15 at Warwick is only 12 kilometres to the north-east.</i></p> <p>Vision: <i>The design and layout of the new settlement will seek to identify and establish a character that draws from that of the surrounding area and its proximity to Stratford-upon-Avon. [...] Planning applications will need to be accompanied by a detailed Masterplan or similar document clearly demonstrating how the SPD's objectives can be attained in an integrated way.</i></p> | N - This site was assessed as part of the July 2015 Interim Report | N |

| | | | | | |
|--|------------|-----------|--|---|----------|
| <p>Proposal LMA: Long Marston Airfield</p> | <p>N/A</p> | <p>28</p> | <p>To be delivered land west of B4632 Campden Road, approx. 210 hectares (Gross). To include:</p> <ul style="list-style-type: none"> • Housing - approximately 3,500 dwellings (2,100 dwellings by 2031) • A main village centre • Two primary schools • A secondary school • A comprehensive Green Infrastructure strategy [...] • Employment [...] • The phased delivery of utilities <p>Specific Requirements include:</p> <ul style="list-style-type: none"> • Production of a Framework Masterplan Supplementary Planning Document (SPD), which meets specified requirements. | <p>N - This site was assessed as part of the July 2015 Interim Report</p> | <p>N</p> |
|--|------------|-----------|--|---|----------|

Appendix C: July 2015 Interim Report

It should be noted that appendices have been removed from the report presented in this appendix as they are given elsewhere in this report. Appendix A 'Strategic development sites mostly outside of Stratford-upon-Avon and MRCs' & Appendix B 'Strategic development sites in and around Stratford-upon-Avon and MRCs' of the July 2015 Interim Report can be found at Appendix D. Appendix C 'Assessment of Modifications to the Core Strategy' of the July 2015 Interim Report can be found at Appendix B.

Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Post Inspector's Interim Conclusions

Final Interim SA Report

July 2015



LEPUS CONSULTING
LANDSCAPE, ECOLOGY, PLANNING & URBAN SUSTAINABILITY



Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Post Inspector's Interim Conclusions

Final Interim SA Report, July 2015

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APPENDIX A Strategic development sites mostly outside of Stratford-upon-Avon
and MRCs (excluding SUA1, SUA2 and SE Stratford)

APPENDIX B Strategic development sites in and around Stratford-upon-Avon
and MRCs

APPENDIX C Assessment of Modifications to the Core Strategy

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Acronyms

| | |
|-----------------------|---|
| ALC | Agricultural Land Classification |
| AOD | Above Ordnance Datum |
| AONB | Area of Outstanding Natural Beauty |
| AQMA | Air Quality Management Area |
| ASNW | Ancient Semi-Natural Woodland |
| BAP | Biodiversity Management Plan |
| CfSH | Code for Sustainable Homes |
| DAM | Detailed Assessment Matrix |
| DCLG | Department of Communities and Local Government |
| DPD | Development Plan Document |
| Dw | Dwelling |
| ES | Environmental Statement |
| GI | Green Infrastructure |
| GLH | Gaydon Lighthorne Heath |
| HER | Historic Environmental Record |
| HGV | Heavy Goods Vehicle |
| HS2 | High Speed 2 railway |
| JLR | Jaguar Land Rover |
| JNCC | Joint Nature Conservancy Council |
| LMA | Long Marston Airfield |
| LVIA | Landscape and Visual Impact Assessment |
| LWS | Local Wildlife Site |
| MAGIC | Multi Agency Geographic Information for the Countryside |
| MRC | Main Rural Settlement |
| NO₂ | Nitrogen Dioxide |
| NPPF | National Planning Policy Framework |

| | |
|--------------|--|
| PPG | National Planning Policy Guidance |
| pLWS | Potential Wildlife Site |
| PROW | Public Rights of Way |
| RAF | Royal Air Force |
| RIGS | Regionally Importance Geological Sites |
| s.106 | Section 106 Agreement |
| SA | Sustainability Appraisal |
| SAM | Scheduled Ancient Monument |
| SEA | Strategic Environmental Assessment |
| SDC | Stratford-on-Avon District Council |
| SLA | Special Landscape Area |
| SPD | Supplementary Planning Document |
| SSSI | Site of Special Scientific Interest |
| SuDS | Sustainable Urban Drainage Systems |
| WWC | Warwickshire County Council |
| WWII | World War Two |

Executive Summary

- E1** This report is an amended version of the Interim Report received by the Council on 20 July 2015. It incorporates minor amendments to the previous version.
- E2** This report is an interim sustainability appraisal of modifications to the Stratford-on-Avon Core Strategy as presented to Examination in January 2015. It includes assessment findings and associated commentary for several strategic potential development site allocations located throughout the District.
- E3** The report does not meet the requirements of an environmental report as stipulated by the SEA Directive. Instead, it is an interim document that presents assessment findings to assist decision makers in developing the Core Strategy, post the inspector's Interim Conclusions. A further report to the May 2014 Sustainability Appraisal (incorporating the requirements of the SEA Environmental Report) will be prepared as part of the next round of consultation in Summer 2015 once the Council knows more about the final suite of preferred policies and strategic sites.
- E4** The report is structured such that it reports findings for (i) the revised housing figure (ii) strategic development sites for Stratford-upon-Avon and the MRCs (iii) strategic development sites around Stratford-upon-Avon and MRCs (iv) implications of the proposed modifications to the Core Strategy.
- E5** The Council has supplied several sites, called strategic development sites, to Lepus Consulting.
- E6** The assessment methodology applied is the same as that used in earlier SA work. Sites have been assessed in the same way that reasonable alternatives were assessed previously in the assessment process. That is, without mitigation. This facilitates iteration in the assessment process and follows traditional impact source > pathway > receptor assessment methods. These results provide raw assessment findings.
- E7** Sites have then been 're-assessed' by applying mitigation. Mitigation has taken the form of NPPF requirements, modified Core Strategy policies (published in June 2015) and any supplementary information associated with mitigation from site promoters.
- E8** The assessment has been informed by information supplied by the Council via various sources including several promoters. This varies from site to site.
- E9** The SA process will continue once the Council issues further information about final preferred format for the Core Strategy. At this time an SA report will be published for public consultation.
- E10** Assessment findings pre-mitigation vary according to a number of different receptors being potentially affected by development proposals.
- E11** Unless otherwise stated all effects are considered to be permanent and of local significance.

- E12** Being interim, this report does not include any information about selection of sites nor reasons behind the selection of sites. This will follow in due course.
- E13** This report should be read alongside previous SA work conducted for the Core Strategy and the other technical reports that accompany the proposed modifications to the Core Strategy.
- E14** Post-mitigation findings present a more uniform suite of results with many sites performing relatively well against the SA Objectives. The development and appraisal of proposals in the Stratford-on-Avon Core Strategy has been and is part of an iterative process, with the various strategic development site and policy proposals being revised to take account of the appraisal findings. This helps to inform the selection, refinement and publication of proposals. On this basis the Council will shortly supply the assessment team with final preferred options for the Core Strategy, which will be assessed and findings published in the Summer.

-

1 Introduction

1.1 Background

1.1.1 The Council is preparing a series of planning documents to guide development and change in the District up to 2031. They will determine where new homes are built, where new jobs are created and how people can travel to get to the things they need.

1.1.2 The first and most important of these documents is the Core Strategy, because it will set the course for everything to follow. It will present a vision of how the District Council want the District to look and function in future years.

1.1.3 Stratford-on-Avon District Council submitted its Core Strategy to the Planning Inspectorate on 30 September 2014. Following Examination in January 2015, the Council has been considering feedback from the Inspector and is using the sustainability appraisal to assess consideration of strategic sites and modifications to policies.

1.1.4 Specifically the Council has requested that the SA process assesses:

- Strategic development sites for Stratford-upon-Avon and the Main Rural Centres (MRCs) and in various locations outside of settlements; and
- Modifications to the Core Strategy, which concentrates in large part on the policies and supporting text.

1.2 Approach to this stage of the SA

1.2.1 The appraisal method is the same as that used earlier in the SA process. The SA Framework has not been modified and consists of 15 SA Objectives.

1.2.2 The assessment of sites is in effect a consideration of reasonable alternatives. Whilst some sites have previously been assessed, these have been revisited with new baseline information where relevant. As before at earlier stages of the SA process, assessment has been prepared on an iterative basis, through which mitigation is applied to initial 'raw' assessment findings.

1.2.3 Mitigation has then been applied. Mitigation includes the NPPF, Core Strategy Policies and any details submitted with the strategic site.

-

1.3 Housing requirement

1.3.1 The Inspector in his Interim Conclusions asked the District Council to identify a housing requirement sufficient to accommodate the needs of its own projection of additional workers within the district boundary. He also recommends that the Council should aim to achieve a better balance in the number of homes and jobs in the District by broadly maintaining the commuting ratio revealed by the 2011 Census. The Council has commissioned additional work to address these points.

1.3.2 A housing requirement of 14,480 homes for the 20 year period 1 April 2011 to 31 March 2031, equating to an average of 724 dwellings per annum has been identified. There is also a requirement to provide headroom in the housing supply figure and ensure that a five year housing land supply can be maintained. These factors will mean that the housing requirement figure needs to be higher.

1.3.3 The SA implications of this new housing figure are summarised below. There are two rows which show likely significant effects pre and post mitigation.

| Assessment of housing requirement pre-mitigation | | | | | | | | | | | | | | |
|--|-----------|--------------|------------|---------------------------|---------------------------|------------------|-----------|-------|-----------|----------------|-------------|--------------------|-------------------|---------|
| 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 | - | - | -- | + | - | +/- |

| Assessment of housing requirement post-mitigation | | | | | | | | | | | | | | |
|---|-----------|--------------|------------|---------------------------|---------------------------|------------------|-----------|-------|-----------|----------------|-------------|--------------------|-------------------|---------|
| 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 | + | + | -- | ++ | + | + |

1.3.4 These assessment findings have drawn on earlier assessment findings prepared prior to this report as well as the identified types of mitigation and assessment results presented in **Chapters 8-16**.

1.4 Strategic development sites

1.4.1 Lepus Consulting have not been supplied with a definition of strategic development sites. Instead we have been provided with locational information and development types e.g. housing or employment land and any associated reports supplied by the site promoter where there is one. See **Appendix A** for development proposal details of each site.

1.4.2 The following strategic development sites for Stratford-upon-Avon and the MRCs have been identified. These tend to be outside of the MRCs:

- Atherstone Airfield
- Bishopton Lane
- Dallas Burston Polo Grounds
- Gaydon Lighthorne/ Heath
- Harbury Cement Works
- Long Marston Airfield south western relief road
- Long Marston Airfield (3,500 dwellings)
- Long Marston Airfield (400 dwellings)
- Lower Farm, Stoneythorpe
- Meon Vale (former Long Marston Depot)
- Southam Cement Works (2500 dwellings)
- Southam Cement Works (1526 dwellings)
- South East Stratford
- SUA1 Canal Quarter
- SUA2 Land South of Alcester Road
- Wellesbourne Airfield

1.5 Stratford-upon-Avon and Main Rural Centres

1.5.1 In addition strategic development sites around Stratford-upon-Avon and MRCs (see **Appendix B**) have been considered at the following locations:

- Stratford-upon-Avon
- Alcester
- Bidford-on-Avon
- Southam
- Wellesbourne.
- Shipston-on-Stour

1.6 Modifications to the Core Strategy

1.6.1 The Core Strategy Modifications Version (2015) was published in June and contains various modifications. These have been reviewed in terms of whether or not the change warrants further assessment as part of the SA or HRA. Results of this can be found in **Appendix C**.

1.7 Mitigation

1.7.1 The mitigation chapters have been prepared to explain how mitigation would affect predicted sustainability performance of the strategic development sites against the SA objectives.

1.7.2 Mitigation assumes that the Core Strategy modifications will be upheld and that the proposed mitigation from site promoters will be delivered and is not simply aspirational.

1.7.3 This report should be read alongside previous SA findings for mitigation in the May 2014 SA Report.

- 1.7.4 No mitigation information has been supplied for SA Objective 15 since all strategic development sites perform well in sustainability terms. Southam Cement Works (1526 dwellings) is recorded as uncertain with either positive or neutral effects anticipated.

2 Appraisal Findings: Strategic Development Sites

2.1 About strategic development sites

2.1.1 This chapter presents assessment findings for the strategic development sites, reasonable alternatives, that are mostly outside of Stratford-upon-Avon and the main rural centres (MRC). The following chapters (3-7) present assessment findings for strategic development sites around Stratford-upon-Avon and the MRCs.

2.1.2 The majority of development sites lie within Mineral Safeguarding Areas for coal. The British Geological Survey¹ states that there is a long term decline in demand for the resource. Personal communication (Sean Nicholson) with Stratford-Upon-Avon District Council state that it is not expected that the resource would be extracted prior to development.

2.2 Dallas Burston Polo Ground

| 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 | +/- | + | - | ++ | +/- | + |

2.2.1 Outline planning permission was granted for a hotel and expansions to the Dallas Burston Polo Grounds in November 2013 (ref: 09/00873/OUT), including the part of the site included in the proposal. An application for residential development on this site was submitted in 2014 (ref: 14/02213/OUT), which was refused on the grounds that it was a strategic site that should be considered through the plan-making process, residents are likely to have to travel for employment and are likely to do so by car, development would alter the landscape character and would put unacceptable pressure on existing infrastructure, including libraries, public rights of way and public open space, in the absence of a section 106 (s106) agreement.

2.2.2 The Grade II listed gates and gatepiers of Stoneythorpe Hall Lodge lie within the boundary of the development site. It is anticipated that the gates and gatepiers themselves will be retained due to the protection afforded by being listed and this would minimise negative sustainability impacts of a road at this location. Whilst the main development proposed is to the west of these features, the concept plan² indicates the road that passes through these gates would be a main vehicular route. Providing the gates and gatepiers are retained, no negative impacts are anticipated with regards to this feature.

¹ British Geological Survey (date unknown) Mineral Planning Factsheet: Coal, available at: <https://www.bgs.ac.uk/downloads/start.cfm?id=1354> accessed 24 July 2015

² Framptons Town Planning, Peter Brett Associates and Tetlow King (2014) Stoneythorpe Magna Concept Proposals

- 2.2.3 The SA prepared by Framptons Town Planning (2014)³ states that this site is considered to have medium archaeological potential. As it is not known if buried archaeological remains are present onsite, a site-specific archaeological survey would likely lead to a more informed decision regarding potential impacts on archaeology (SA Objective 1).
- 2.2.4 The Delegated / Committee Report for planning application 14/02213/OUT stated that the development would lead to 'unacceptable harm' on the character and quality of the area. Development would change greenfield land in the countryside to built infrastructure. Impacts on character are expected to be very localised and will not affect the wider landscape character (SA Objectives 2 and 12).
- 2.2.5 Visual impacts were determined to be primarily of negligible or minor significance, as views from the surrounding roads would be glimpsed and temporary, as people drive past the site. Visual amenity of walkers along the footpaths along the north of the site is likely to be significantly negatively affected, as views will change from open fields to development. The LVIA suggests that the existing polo club and existing permissions to expand this set a precedent for development on the site, although the nature and impacts of a residential development are very different to those of the polo club, which is largely open space. Landscape and visual impacts may be partially compensated for as the concept plan for the site demonstrates a green infrastructure-led plan, which includes retention of significant hedges, trees, streams and woodland, although 'significant' is not defined (SA Objective 2).
- 2.2.6 The development will increase local light pollution, which has potential to affect any bats, which may be using structures on the site or the surrounding woodland or nocturnal mammals and birds, including Tawny Owls, which nest in Long Itchington Wood SSSI (SA Objectives 2 and 3). The SSSI does not contain any public rights of way. Long Itchington Wood is designated for its value as an old coppiced woodland, which is not likely to be affected by development. In response to planning application 14/02213/OUT, Natural England stated that 'subject to appropriate conditions' making it clear the SSSI is a private site, development will not have a detrimental impact on the SSSI (SA Objective 3).
- 2.2.7 The Ecological Appraisal carried out by Ecolocation⁴ (2014) to accompany planning application 14/02213/OUT identified a number of habitats and species of ecological value, including Common Spotted Orchid (*Dactylorhiza fuchsii*), semi-improved grassland, hedgerows and scattered trees. A potential badger sett was identified on the site, although it is not known if this is active. The following species were considered to have a medium, medium-high or high likelihood of being present on the site:
- Roosting bats;
 - Foraging/commuting bats;
 - Reptiles;
 - Great Crested Newt (*Triturus cristatus*); and

³ Framptons Town Planning (2014) Sustainability Appraisal for Stoneythorpe Magna at Dallas Burton Polo Club, Stoneythorpe Estate, Southam, CV47 2DL

⁴ Ecolocation (2014) Ecological Appraisal of Stoneythorpe Magna, Land at Dallas Burston Polo Club, Stoneythorpe Estate, Warwickshire, CV47 2DL for Dallas Burston Property

- Nesting birds.
- 2.2.8 Whilst the Ecological Appraisal was undertaken in 2014, the habitats and species present onsite are expected to be largely the same now. Development is likely to affect many of these habitats and species, for example by removing foraging habitat, commuting routes or nesting sites, in the absence of mitigation.
- 2.2.9 The Concept Proposals (2014) suggest creation of a set of linked ponds running along the north of the development, from the proposed irrigation lake, as part of an onsite SUDS plan. Ponds are a UK BAP priority habitat, as listed by JNCC⁵. This habitat creation has potential to increase local populations of certain species, such as Great Crested Newts (*Triturus cristatus*), although the development may still lead to loss of terrestrial habitat for this species (SA Objective 3).
- 2.2.10 The planned development lies in Flood Zone 1, with the exception of the proposed irrigation lake. Small parts of the site are at high risk of surface water flooding; these are primarily associated with roads and tracks around the site and the pond in the northwestern part of the site. As the concept plan (2014) indicates the inclusion of SUDS, current flood risk and any increases in this due to climate change are not considered to be an issue at this site (SA Objectives 4 and 6). The Concept Proposal (2014) states that the development would be GI-led and would aim to improve habitat connectivity. This is expected to contribute to adaptation to climate change, for example, by providing habitat corridors for wildlife to move to a more suitable microclimate.
- 2.2.11 This development would incorporate local shops and services, including a doctor's surgery, primary school and leisure facilities, such as a cricket club. This is likely to reduce the need for residents to travel to these services. Representations from Framptons⁶ also suggests that walking and cycling within the site would be encouraged. Whilst the Concept Plan (2014) suggests the site can promote travel by sustainable modes of transport to further destinations, there is no commitment to this at this stage.
- 2.2.12 Commenting on planning application 14/02213/OUT, Warwickshire County Council Highway Authority concluded that the development would generate additional car use and may exacerbate congestion at the Harbury Lane / Fosse Way junction. Whilst the site will provide some employment in terms of the hotel, school, care home and local services, the majority of residents are likely to out-commute to larger employment centres for work. Out-commuting is likely to be by private car, due to the lack of designated cycleways at the site and the low-moderate frequency bus services nearby. The Codemaster site to the south of the Leamington Road may provide employment within walking distance of the site, but it is not expected that Codemaster will be able to offer the appropriate type and quanta of employment for all residents of the development.

⁵ Joint Nature Conservation Committee (2015) UK BAP list of priority habitats, available at: <http://jncc.defra.gov.uk/page-5706>, accessed: 22 June 2015

⁶ Framptons (2014) Submissions in Response to the Focused Consultation: 2011 to 2031 Housing Requirement and Strategic Site Options February/March 2014: In Response of a New Settlement at the Dallas Burston Polo Club, Stoneythorpe Estate, Southam, CV47 2DL

- 2.2.13 There is a public footpath crossing the north of the site, which provides a route to Southam, but as this crosses fields it may be unsuitable for less mobile residents or in wet weather. Representations from Framptons state that walking and cycling will be encouraged within the site, but there are poor existing cycle and footpath links to encourage travelling by sustainable transport for longer trips.
- 2.2.14 Whilst there is a bus stop in either direction within 400m of the site, services are once every one or two hours, with the 63, 64 and 64A having fairly irregular service times. It is uncertain whether development at this site would lead to a net increase or a net decrease in Stratford-on-Avon's carbon footprint, although there is an opportunity for existing services to be improved (SA Objectives 5 and 10).
- 2.2.15 This site consists of Grade 3 agricultural land. It is not known whether this is Grade 3a, which is considered best and most versatile, or Grade 3b, which is not. It is not possible to determine whether development would lead to loss of best and most versatile land without soil testing. The polo grounds lie within a Minerals Safeguarding Area for building stone. Development on this site would lead to sterilisation of these resources (SA Objectives 7 and 12).
- 2.2.16 Development at Dallas Burston Polo Grounds is expected to reduce barriers for those living in rural areas, as it will increase provision of local services and facilities and support affordable housing provision in rural areas (SA Objectives 11 and 13). The construction of the HS2 route through the site would involve creating a bored tunnel through the site then covering this. Housing development, at least on part of the site, cannot begin until the construction of the HS2 route is completed.
- 2.2.17 This development may positively contribute to community health and wellbeing through provision of a doctor's surgery, pharmacy, leisure facilities such as cricket and bowls pitches and access to public open space. Whilst the nearest hospital is over 5km from the site, Southam Leisure Centre is within 1900m. Framptons have also stated that the site will encourage cycling and walking, thus promoting active lifestyles of residents. Whilst development would lead to loss of polo pitches, the Delegate / Committee Report accompanying planning application 14/02213/OUT states that Sport England considers these facilities to be under-used, thus loss is acceptable. The needs of the elderly population would be provided for through inclusion of care facilities within the development. Potential impacts of vibration from HS2 remain uncertain (SA Objective 14).

2.2.18 Some employment opportunities will be created through the development of the care facilities, school and local services. Nearby employment opportunities include Codemasters, although recruitment will only be increased if the company expands at this location. The Transport Technical Report⁷ suggests that Dallas Burston Polo Club could provide an employment opportunity for new residents. This is expected to be extremely limited as the proposed development would decrease the size of the polo club. Whilst this development is likely to generate some employment, accessibility to employment generated by the development is limited for workers other than those living at this site, due to the current lack of a high frequency bus service (SA Objective 15).

2.3 Wellesbourne Airfield

| 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 | + | + | - | ++ | +/- | + |

2.3.1 This site is a former WWII bomber command RAF airfield, which has been in use as a private airfield since 1981. A number of WWII features remain at the site, including remains of an air raid shelter, bomb store and a WWII command post⁸, which may be lost to development.

2.3.2 There is a Scheduled Ancient Monument (SAM) to the north of the site, on the other side of Stratford Road. This is known as Enclosures 600 yards E of King's Mead and consists of enclosed Romano-British farmsteads. Due to the rural nature of this SAM, setting is expected to be an important feature. The Design and Access Statement (2015)⁹ states that development will be set back from the site of the monument, minimizing any adverse impacts on the heritage asset.

2.3.3 Charlecote Park, a National Trust house and associated Grade II* registered gardens, lie to the northwest of the site. The grounds of Charlecote Park are slightly raised relative to the airfield, thus development is likely to impact views from this. The Design and Access Statement (2015) states that a heritage assessment has recognised that there will be negative visual impacts from Charlecote Park, but as views are already towards Wellesbourne and the industrial units located on part of the airfield, impacts are not considered significant (SA Objectives 1 and 2).

⁷ Peter Brett Associates on behalf of Dr D Burston (2014) Stoneythorpe Magna, Dallas Burston Polo Club, Stoneythorpe, Southam: Transport Technical Report

⁸ Heritage Gateway (2012) Search results for 'Wellesbourne Airfield', available at: <http://www.heritagegateway.org.uk/Gateway/Results.aspx>, accessed 23 June 2015

⁹ Gladman (2015) Wellesbourne West: Design and Access Statement

- 2.3.4 The Stratford-on-Avon Landscape Sensitivity Study (2011)¹⁰ defined this area as being of high/medium sensitivity to housing development. The Landscape Sensitivity Study (2011) recognises the disconnected nature of building housing on the airfield as the industrial units to the east of the site separate it from the majority of existing housing in Wellesbourne. Any development at the site is likely to be visible from Loxley and Long Hill, as well as being visible to drivers along Loxley Lane and Stratford Road, through entrances and gaps in the hedgerows. The development may be visible to workers on the Wellesbourne Distribution Park, although industrial units at Wellesbourne Distribution Park are expected to block views of the development from most of Wellesbourne. Housing at the site is expected to reduce noise pollution, rather than the current noise of aircraft taking off and landing, although light pollution may increase, due to light spill from street lighting and housing. Whilst the development is designed to retain the pattern of the airfield runway and with less dense development at the edge of the town, residual landscape impacts of changing a fairly flat, open airfield to housing will remain (SA Objectives 2 and 12).
- 2.3.5 Whilst development is expected to have short-term negative implications for biodiversity, due to noise and movement disturbance, this development is expected to lead to long-term biodiversity gains. The Concept Plan¹¹ retains wooded areas, which have potential biodiversity value, and incorporates additional copse planting. All hedgerows on site are to be retained and buffered from the development by GI; mature trees, scrub and copses are also to be retained and enhanced, thus these habitats will be preserved. Part of Wellesbourne Wood is replanted ancient woodland and Loxley Church Meadow SSSI lies approximately 1.5km south of the site. Neither of these areas incorporate public rights of way and are uphill from the development, thus are unlikely to be affected by recreational disturbance or runoff from the site (SA Objective 3).
- 2.3.6 The entirety of this site lies in Flood Zone 1, thus is at low risk of flooding. Whilst small parts of the site are at high risk of surface water flooding, the Concept Plan includes a SUDS scheme, which is expected to manage any increased flood risk (SA Objective 4).
- 2.3.7 The Transport Assessment¹² concluded that development would not result in any of the junctions that were assessed exceeding capacity, although traffic flows would be higher than the current baseline. Queues on the M40 are expected to increase slightly, although in Stratford-upon-Avon only one route in one direction is expected to increase in travel time by over 4 minutes.

¹⁰ Stratford-on-Avon District Council (2011) Landscape Sensitivity Study 2011 - Stratford-upon-Avon and Main Rural Centres

¹¹ Gladman (2015) Wellesbourne West: Design and Access Statement

¹² WYG (2014) Proposed Mixed-Use Development Wellesbourne West : Transport Assessment

- 2.3.8 The Transport Assessment (2014) states that a Travel Plan will be prepared to support use of sustainable transport and reduce car use, this estimates that 85% of residents of the new development will travel to work by car (80% as drivers, 5% as passengers). Whilst the development provides employment space, along with employment in the schools and shops, Wellesbourne currently has more workers than jobs¹³. Employment provision on-site is not expected to be adequate to provide jobs for all new residents and existing residents who currently work outside of Wellesbourne, thus residents are likely to out-commute for work. Whilst the development would provide key amenities, it is likely that residents taking journeys beyond Wellesbourne are likely to do so by car. Without further carbon footprint analysis, it is not possible to say whether this development would increase or decrease the per capita carbon emissions of Stratford-on-Avon (SA Objective 5).
- 2.3.9 The mixed-use nature of the development may reduce the need for travel to key services and amenities, including local shops, recreation and schools. There are no bus services within 400m of the centre of the site, although there are bus stops along the northern boundary of the site and along Loxley Road, with a further stop in each direction being provided as part of the Loxley Park development. The Design and Access Statement (2015) Design Principles state that 'bus routes will be routed through the site', although it is uncertain whether this has been agreed with local service operators, Stagecoach.
- 2.3.10 National Cycle Route 41 runs along Loxley Lane to the west of the development, although this road does not have a designated cycle lane. The Design and Access Statement (2015) states that the development would include a network of walking and cycling routes connected to National Cycle Route 41, as well as provision of cycle parking onsite. The proposed development would remodel the existing A429 / Loxley Road junction in order to improve links with the rest of Wellesbourne, to the east. This includes signalised crossings to allow pedestrians and cyclists to safely access the centre of Wellesbourne. The development is expected to improve sustainable transport links to and from the site, particularly through new pedestrian facilities and by routing local bus services through the development, if this can be confirmed (SA Objective 10).
- 2.3.11 The Concept Plan suggests an increase in publically accessible green space and GI will be incorporated into this development. Over 35% of the development will be accessible open space, which may be used by the wider population of Wellesbourne, depending on the regeneration of the Wellesbourne Sports and Community Centre. The development may also contribute to connectivity of GI, for example by extending copse planting onsite (SA Objective 6).

¹³ Development Economics (2015) Wellesbourne West : Economic Impact Assessment of the Masterplan Proposals: Final Report

- 2.3.12 Approximately 45% of the site consists of best and most versatile agricultural land¹⁴ (Grades 2 and 3a). Development would lead to a permanent loss of this resource. This site is also within a Minerals Safeguarding Area for sand and gravel. This resource may be worked where possible to do so (SA Objectives 7 and 12).
- 2.3.13 There are potential contamination issues at this site due to its history as a military airfield and its current use. Potential pollutants onsite include radioactive materials, such as luminescent paints, metals, fuel, lubricants, solvents, de-icers and detergents. There is also a possibility of ammunition, or related materials, present onsite¹⁵. The risk of contamination cannot be known without further assessments (SA Objective 8).
- 2.3.14 This development would provide additional local facilities, namely schools and shops, in a rural location. There is a possibility that the development could also include a doctor's surgery (SA Objective 11).
- 2.3.15 The proposed development would contribute to meeting housing demand in Stratford-on-Avon, including the provision of affordable housing (SA Objective 13).
- 2.3.16 This site is further than 800m from a doctor's surgery, although there is a possibility that a new surgery could be incorporated into the development. The nearest hospital is over 6km from the site in Stratford-upon-Avon. There is not a leisure centre within 1900m of the site, but there are plans to refurbish Wellesbourne Sports and Community Centre, in addition to the provision of recreational opportunities onsite. The provision of leisure opportunities onsite is expected to encourage healthy lifestyles and increase levels of physical fitness. Safety has been incorporated into the design, through proposed improvements to the A429 / Loxley Road junction and encouraging social policing by having houses face onto areas of open space. Potential contamination issues could affect the health of new residents if not investigated prior to development of the site (SA Objective 14).
- 2.3.17 A number of businesses currently operate on the site, including flying schools, and there is a market held on the site every Saturday. The airport is due to be closed to flying operations in 2016 and the Aviation Capacity and Significance study (2015)¹⁶ identified seven similar airfields within a 40 mile radius. This study identified that there is capacity at these airfields for current uses of the site to relocate, although the willingness of businesses to relocate is unknown. Whilst there is likely to be a disturbance of business operations during transition of the site from an operational airfield, this would also occur if the airfield were closed to flying operations in 2016. The market would also be displaced, leading to a possible financial loss for stallholders.

¹⁴ Gladman (2015) Wellesbourne West: Design and Access Statement

¹⁵ Bulloch, G., Steeds, J.E., Green, K., Sainsbury, M.G., Brockwell, J.S., Slade, N.J. (2001) Land Contamination: Technical Guidance on Special Sites: MoD Land, Environment Agency

¹⁶ Infrata on behalf of Gladman (2015) Wellesbourne Mountford Airfield: Aviation Capacity and Significance

2.3.18 The Economic Impact Assessment (2015) states that development would lead to a net increase in employment by approximately 249 jobs, although these will not be equivalent to the current employment sectors. The Economic Impact Assessment also predicts a £14.1 million net additional GVA per annum generated via developing the site, compared to its current use. There is a possibility that the change in use at this site could impact the visitor economy of Stratford-on-Avon, as customers come from outside the district for flying lessons, but the airport is also used for business use. This is expected to be a small proportion of Stratford-on-Avon's visitor economy and there is a possibility that operations could continue at other airfields in the area. The Aviation Capacity and Significance study concludes that there 'is no significant impact upon any business' of developing the airfield for residential development. This development has been assessed as having overall positive effects on the local economy, although individual business will have to relocate (SA Objective 15).

2.4 Meon Vale (Former Long Marston Depot)

| 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 | + | + | - | ++ | +/- | + |

2.4.1 This site currently has outline planning consent (14/01186/OUT) for the development of up to 550 dwellings, a one form entry Primary School, a leisure village comprising of up to 300 units of self-catering lodges and holiday homes, a touring camping and caravan site with up to 80 pitches and associated development. This assessment considers the same site, with an additional 800 dwellings accommodated in the area earmarked for the leisure village, i.e. instead of the leisure village.

2.4.2 This site is a former WWII military depot, established in approximately 1946. Part of the site is now used as a business park and a development of 500 dwellings on the south eastern corner of the former Depot site. The rail network around the site is a distinctive feature and may be an important historical feature; the importance of this is unknown but could be discussed with Historic England. An area of medieval ridge and furrow remains in the western part of the site, which would be permanently lost to development. The existing planning permission impacts on this feature. The Grade II listed Long Marston Grounds lie adjacent to the northeast of the site. Providing roadside trees are retained, negligible adverse effects are anticipated as there are current views from the site to the existing industrial units onsite.

2.4.3 There is a possible Romano-British enclosure within the site, and WWII huts and sheds, which may be adversely affected by development, resulting in a moderate adverse impact. The existing planning permission impacts on these features. There may also be minor adverse effects on buried archaeology and the site of former farm buildings in the northwest corner of the site. Demolition of some WWII huts and sheds are likely to lead to moderate adverse effects on the historic environment (SA Objective 1).

- 2.4.4 This development would represent a large-scale development of previously developed land in the open countryside, although current industrial, and recently constructed residential, development, set some precedent for this. The Stratford-on-Avon Landscape Sensitivity Study (2012) does not include assessments for the site itself, but either side of the site is assessed as medium to medium/high sensitivity to housing development.
- 2.4.5 The Parameters Plan Land Use and Access (2013) accompanying planning application 14/01186/OUT suggests that development will incorporate the areas of the site that are already developed, and retain the majority of open space on the site. Existing planning permission impacts on an area of Ridge and Furrow. Impacts on this feature are irreversible. Following development the landscape will change from industrial to residential, but this is not expected to affect the wider landscape character. Views from Meon Hill towards the site are likely to change as a result of development, although the Landscape and Visual impact chapter of the Environmental Statement (ES)¹⁷, accompanying planning application 14/01186/OUT, suggests that this would not be significant. Meon Hill is within the Cotswolds AONB and, although there are no public rights of way across it, can be publically accessed via the Heart of England Way.
- 2.4.6 The LVIA states that the only landscape feature significantly affected within the site will be the agricultural fields in the southwestern area, as the rest of the site has been previously developed. The LVIA also states that positive effects are expected from removal of existing rail sidings and rolling stock. Adverse visual impacts are also anticipated with regards to adjacent residential properties, although local views to and from the site will be largely screened by surrounding vegetation (SA Objectives 2 and 12). Noise impacts of traffic are predicted to be barely perceptible and of minor adverse significance considering in-combination effects¹⁸.
- 2.4.7 It is assumed that the areas to be retained as open space will remain largely unchanged and that BAP priority habitats on site will be maintained, including ponds, hedgerows and wooded areas. This is expected to preserve the biodiversity value of the site, particularly as the wooded areas lie within the area to be retained for open space and landscaping.
- 2.4.8 The ecology and nature conservation chapter of the ES¹⁹ states that no habitats of greater than local value will be lost. This chapter states that construction of the development would lead to loss of minor roosts of Lesser Horseshoe, Natterer's and Pipistrelle bats, although this loss is considered of minor adverse significance. Bats may also be affected by increased lighting on the site, which may result in minor adverse effects. Skylark habitat would be lost, but this is thought to be of minor significance. Short to medium term beneficial effects to invertebrates are expected to occur. Grass snake (*Natrix natrix*) habitat will be lost, and surrounding the existing pond onsite with development may isolate this habitat and water voles may be impacted by works close to watercourses.

¹⁷ Barton Willmore (2014) Meon Vale Environmental Statement

¹⁸ Barton Willmore (2014) Meon Vale Environmental Statement

¹⁹ Barton Willmore (2014) Meon Vale Environmental Statement

- 2.4.9 The increase in the number of people and pets on site may lead to degradation of habitats through urban edge effects, including pet predation of Water Vole (*Arvicola amphibius*), if not managed, although effects are likely to be minor adverse. The ES does not make it clear whether the creation of a nature reserve and associated habitat enhancements will outweigh these adverse effects (SA Objective 3). The development will retain a large area of existing GI for landscaping and open space (SA Objective 6).
- 2.4.10 The majority of the former Depot site is within Flood Zone 1. There are small areas of Flood Zones 2 and 3, however these areas are not affecting this specific part of the site. The resources and flood risk chapter of the ES states that increases in surface water runoff in development could have major and moderate adverse effects on local watercourses. The inclusion of SUDS in the development proposal is expected to minimise these effects (SA Objective 4).
- 2.4.11 The ground conditions chapter of the ES²⁰ states that development may have minor adverse effects on water quality due to contamination of the Gran Brook from potential perched water within made ground on the site. The resources and flood risk chapter of the ES²¹ states that Quinton Brook may experience minor adverse effects on water quality, due to runoff of contaminants such as sediment, contaminants from vehicles, accidental spillages and discharge of waste (SA Objective 8).
- 2.4.12 The current business park and new residential development at Meon Vale is served by a half hourly bus service to Stratford-upon-Avon, and there is scope to extend the operating hours of this to serve the proposed development. The surrounding roads do not have footpaths or dedicated cycle lanes, although Station Road, which borders the site to the north, is part of the West Midlands Cycle Route. The development would provide a primary school, as well as local shops and community facilities, including leisure facilities²². A small amount of employment will be provided onsite at the primary school and local amenities (and during construction). The business park will remain, providing potential employment for residents within walking distance, although some are still likely to out-commute for work. Significant (at least a 10% increase on sensitive links and 30% increase on others) increases on traffic are expected at the following locations:
- Station Road near Long Marston Road;
 - Campden Road north of Station Road;
 - Station Road near Campden Road;
 - Campden Road north of Main Road;
 - Campden Road south of Main Road;
 - Long Marston Road north of Station Road; and
 - Long Marston Road south of Pear Tree Close.

²⁰ Barton Willmore (2014) Meon Vale Environmental Statement

²¹ Barton Willmore (2014) Meon Vale Environmental Statement

²² St. Modwen (date not available) Meon Vale website, available at: www.meonvale.co.uk, accessed 6 July 2015

- 2.4.13 Minor adverse effects of development on traffic include severance of pedestrian routes on Campden Road, north and south of Main Road and driver delay to vehicles travelling northbound on Campden Road. Afternoon peak traffic flows on Station Road may have a minor adverse effect in relation to accidents and safety²³ (SA Objectives 5, 10, 11 and 15).
- 2.4.14 There is a possibility that the provision of leisure facilities may draw residents from surrounding villages to the site, which results in uncertainty regarding whether the development will increase or decrease Stratford-on-Avon's carbon footprint per person (SA Objective 5).
- 2.4.15 This site is not classified as agricultural land. The majority of the site is classified as 'other' by Natural England and the remainder of the site has not been surveyed (SA Objective 7).
- 2.4.16 Potential contamination from the site's previous use as a military depot has been subject to invasive investigations. The site was found to be largely free from contamination and any existing contamination was remediated²⁴ (SA Objective 8).
- 2.4.17 This development would contribute to meeting local housing demand, including affordable housing (SA Objective 13).
- 2.4.18 This development would retain a large area of land as open space, which would provide residents with opportunities for informal recreation. The new Meon Vale Leisure Centre is adjacent to the site, although facilities are only available through membership. There is no doctor's surgery within 800m and both Evesham and Stratford-upon-Avon hospitals are further than 5km from the site (Objective 14).
- 2.4.19 This development would not lead to loss of employment opportunities. A small number of employment opportunities would be generated through provision of the primary school, local shops and community facilities. In addition, the adjacent business park is likely to provide employment opportunities for residents of the proposed development (SA Objective 15).

²³ Barton Willmore (2014) Meon Vale Environmental Statement

²⁴ Capita Symonds (2009) The Long Marston Estate, Long Marston – Ground Conditions Summary

2.5 Southam Cement Works

2.5.1 This site was originally promoted in 2014 for development of approximately 2,500 dwellings, a local centre including employment land, a new primary school, open space and a managed recreational park, including preserving and enhancing features of ecological importance. In May 2015, Deloitte, on behalf of site owners CEMEX UK, sent a letter to Stratford-on-Avon District Council stating that the minimum viable size of development at this site would be 1,526 dwellings. It was stated that such a development would not include non-residential uses unless additional residential space, or reductions in section 106 obligations were granted for the site²⁵. The assessments below consider both quanta of development.

2500 dwellings

| 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 | + | + | - | ++ | - | + |

1526 dwellings

| 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 | +/- | +/- | - | + | - | +/- |

2.5.2 There are two grade II listed buildings located in the northern part of the site for 2,500 dwellings, the Grand Union Canal Shop Lock and the Grand Union Canal Shop Lock Cottage. Due to protection of listing on the national heritage list, these buildings are unlikely to be directly affected by development. The Marston Junction and Weedon Branch disused railway passes through the site. The settings of both the listed buildings and the disused railway are likely to be altered to the south by the development of 2,500 homes, although development of 1,526 dwellings (dw) would not extend so far north. The nearby settlements of Long Itchington and Southam both have conservation areas, although these are unlikely to be affected by development and would be protected as part of any development.

2.5.3 The site includes a former cement works, which is listed in the Warwickshire Historic Environment Record (HER), although its description of 'concrete waste' indicates that it is not of high historic importance. Parts of the site include ridge and furrow, which would be permanently lost to the development (SA Objective 1).

²⁵ Nigel Hawkey (2015) Letter to Mr Paul Harris, Stratford-on-Avon District Council, 21st May 2015

- 2.5.4 Development would enable the removal of existing buildings associated with the former cement works, however the development area includes sensitive landscape. The 2012 Landscape Sensitivity Study identifies the site as containing areas of medium, high to medium and high sensitivity. Initially there could be a significant adverse effect on the character and appearance of the landscape, due to the change from largely arable and quarry-related landscapes to residential. The 2,500 dw development may be visible from the coincident Grand Union Canal, Grand Union Canal Walk and National Cycle Route 41 and is likely to increase noise and light pollution on these routes. In terms of the wider landscape character, development at this site may create a disjointed settlement pattern, as it is neither part of Southam nor Long Itchington. This is particularly true for development of 1,526 homes as the development is likely to be purely residential and disconnected from Long Itchington. Development at the site could also lead to coalescence of Southam and Long Itchington, and is likely to negatively impact the character of the Model Village. Development at this location would enable the re-use of previously developed land, but it would also entail the loss of greenfield land (SA Objective 2).
- 2.5.5 A small proportion of the site (towards its southern edge) is designated as a Regionally Important Geological Site (RIGS). The site as a whole has been assessed on the basis that the RIGS would be retained and protected as part of the managed ecological areas proposed.
- 2.5.6 The site contains areas of woodland, meaning that the entire site falls within 500m of an area of woodland greater than 2ha in size. Part of the site is also within 4km of an area of woodland greater than 20ha in size. The development would have to retain sufficient areas of woodland to ensure that people have access to biodiversity. Both development options would retain the wooded areas in the northern part of the site and along site boundaries (SA Objective 6), although species living within these habitats, such as bats and birds may experience additional disturbance from light and noise.
- 2.5.7 The site is important for birds, amphibians and invertebrates, including notable populations of the Small Blue butterfly (*Cupido minimus*). The site includes areas designated as a Local Wildlife Site (LWS): The Long Itchington Quarry. Part of the Long Itchington Quarry would be used for housing development, leading to a loss in the area of the LWS. Whilst the 2,500 dw development states that it would preserve and enhance areas of particular ecological importance, it is not known if this will compensate for partial loss of the LWS. It is not known if ecological enhancements will form part of the 1,526 dw development, although the illustrative masterplan²⁶ shows a retained area of greenspace at the southern part of the site (SA Objective 3).
- 2.5.8 The site is primarily in Flood Risk Zone 1, which is at low risk of flooding. A small area of the site along the River Itchen lies in Flood Zones 2 and 3, but the masterplans show this to be retained as green space, thus development is unlikely to be affected by flooding (SA Objective 4).

²⁶ Glen Howells Architects (2015) Illustrative Masterplan [for Southam Quarry 1,526 units]

- 2.5.9 A large development of this size means that there is likely to be an increase in emissions from additional cars in the area and additional car journeys.
- 2.5.10 The 2,500 dwelling option proposes residential development on site, as well as a local centre and a primary school. Southam College secondary school is located offsite, however a new secondary school may be required to accommodate this scale of development. Current schools are at capacity therefore expansion or alternative provisions should be addressed. The provision of a mixed-use scheme could help reduce carbon emissions associated with transport by helping to reduce the need to travel, promote walking, cycling and alternatives to the car within the site. National Cycling Route 41 joins the northern border of the 2,500 dw site and is within 400m of the northern boundary of the 1,562 dw site, which may encourage recreation along this route. It is considered unlikely that this route will be used for travel other than for recreation.
- 2.5.11 There are bus routes on the A423 adjacent to the site, and the A426 to the east of the site. These are served by bus services 64, 64A and 65, which have a frequency of approximately one bus per hour in the morning peak and otherwise infrequent timetables. Due to the size of the 2,500 dw development there is an opportunity to improve accessible public transport on the route to Southam, by enhancing the existing bus services. Public transport could be enhanced by the 1,526 dw development, but it is unlikely to be to the same level as the 2,500 dw development. The 1,526 dw development option may result in residents being more dependent on travel by car, particularly if a local centre is not provided (SA Objective 5).
- 2.5.12 There is a primary school in Long Itchington, however this is not within the recommended 1km distance to allow it to be a walkable distance from the site. The 2,500 dw option proposes a primary school on site, which will help meet the demands of the new residents. There are no secondary schools within range and the local secondary school does not have sufficient capacity to meet the demand from this scale of development. Whilst public transport provision could be improved, the site has good access to the strategic road network and the Grand Union Canal. The masterplan for the 2,500 dw option²⁷ states that the development would include improvements to the wider 'alternative' transport network. It is uncertain if such improvements would be made with the 1,526 dw option (SA Objective 10).
- 2.5.13 The site has been assessed on the basis that it would involve large-scale development of previously developed land in the countryside (SA Objectives 2, 7 and 12). The site includes Grade 3 agricultural land, although it is unknown if this is Grade 3a, which is considered best and most versatile, or 3b, which is not (SA Objective 12). The site also lies within a Minerals Safeguarding Area for cement raw materials, which are thought to be largely extracted, and also for building stone. These resources are likely to be sterilised by development on the site (SA Objective 7).

²⁷ Glen Howells Architects on behalf of CEMEX (2014) Southam North – Warwickshire: A Vision and Development Framework for the Southam Cement Works

- 2.5.14 Due to previous use of the site as a quarry and cement works, there is potential for contaminants onsite, including waste and metal. There are also potential high levels of dust on the site, resulting from quarrying activities at Spiers Farm and Griffiths Farm (SA Objectives 8 and 14).
- 2.5.15 The proposal introduces a large amount of new housing to the area. In the long term this location could provide 2,500 homes. As part of that, a percentage of the new housing will be affordable housing. The 1,526 dw option may include a lower quantum of affordable housing if a local centre is to be included (SA Objectives 11 and 13). The provision of a primary school and a local centre would increase accessibility of services and facilities for residents (SA Objective 11).
- 2.5.16 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. Combining housing development and the creation of a local centre could provide a range of opportunities which could contribute to the health objective, particularly as leisure and community facilities are proposed for the 2,500 dw option. There are two doctors surgeries in Southam but these are not within walking distance (800m, Shaping Neighbourhoods 2010). There is no hospital within 5km of the site, thus access to healthcare is considered poor (SA Objective 14).
- 2.5.17 The proposals for 2,500 dw will include some employment generating uses, both direct employment floorspace and the local centre and community facilities associated with the development. It remains uncertain whether the 1,526 dw proposal will include employment space and community facilities (SA Objective 15).

2.6 Harbury Cement Works

| 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 | - | + | - | ++ | + | + |

- 2.6.1 Outline planning permission exists for the southern part of this site (application reference: 13/03177/OUT). A letter from WYG stated that the landowner wishes to replace the currently consented 40 bed care facility and employment land with housing. The letter implies that other aspects of the extant planning permission would be retained, including a doctor's surgery and a nature reserve. The assessment below has been undertaken on this basis. This assessment takes into consideration the redline boundary of the proposed development site²⁸.

²⁸ Tetlow King (2013) Site Allocation Plan (The Harbury Estate), drawing number: SLP-01

- 2.6.2 This large rural site is located north of Bishop's Itchington. Besides Bishop's Itchington and nearby Harbury, there are random houses sometimes on their own, sometimes in a small group of four around the site. The architecture is lacking particular definition. There is a listed building called 'The Cottage' adjacent to the site, the setting of which may be affected, and Roman coins have been found previously (SA Objective 1).
- 2.6.3 The site is located in attractive rolling open countryside characterised by mature woodland and hedgerows. Landscape character will change from disused cement works and arable fields to residential development. This proposal includes the former cement works as well as an area of greenfield land between the railway and Deppers Bridge. Whilst the development would incorporate landscaping in line with the Harbury Cement Works Masterplan SPD²⁹, development would represent large-scale development in primarily previously developed land in the open countryside, resulting in a residual negative effect (SA Objectives 2 and 12).
- 2.6.4 This site includes a SSSI (Harbury Quarries); it is expected that this will be retained as part of the nature reserve. Most of the fields are arable crops and the rest of the site is a disused quarry, with a large wooded area. As per the concept plan included in planning application 13/03177/OUT, it is expected that the majority of woodland on the site would be retained. Some loss of trees and hedgerows is likely, which may lead to decline in biodiversity. Providing that existing woodland is retained and a nature reserve is created at the location indicated in planning application 13/03177/OUT, this development is expected to have a net positive effect on biodiversity (SA Objective 3).
- 2.6.5 The site is in Flood Zone 1 thus is at low risk of flooding (SA Objective 4).
- 2.6.6 Services in the settlement include a doctors surgery, a primary school, more than one pub, and cafes. A railway line runs through the site to the north, although there is not a station within 600m of the site (SA Objectives 10 and 11).
- 2.6.7 The M40 is located nearby and when considering links with the national road network for business opportunities; increased car use is inevitable. Cycling routes that link Warwick, Wellesbourne and Leamington Spa are near to Harbury (national route 48). There are no bus stops within 400m of the site, although bus services 65, 66, 503 and 64A pass through Bishop's Itchington. It is expected that residents of the new development would rely on car use to access larger centres for employment and shopping (SA Objectives 5 and 10).
- 2.6.8 This site consists of Grade 3 agricultural land, although it is not known if this is Grade 3a (best and most versatile) or Grade 3b. This site is in a Minerals Safeguarding Area for cement raw materials and building stone. Development at this site is likely to sterilise the resources (SA Objective 7).

²⁹ Stratford-on-Avon District Council (2007) Harbury Cement Works Masterplan Supplementary Planning Document

- 2.6.9 The conditions of planning application 13/03177/OUT require contaminated land to be investigated and remediated prior to development (SA Objective 8).
- 2.6.10 This development would contribute to meeting the district's housing demand, including affordable housing (SA Objective 13).
- 2.6.11 There is provision of a doctor's surgery on a site on the northern edge of Bishops Itchington. The site is further than 5km from a hospital and 1900m from a leisure centre. The development will provide leisure facilities for the wider community, including greenspace and a nature reserve (SA Objective 14).
- 2.6.12 Access to education is provided on site however it is expected that the majority of residents will out commute for work (SA Objective 15).

2.7 SUA2 Employment and housing allocation 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 | + | - | - | ++ | - | ++ |

- 2.7.1 The proposed development of Land South of the Alcester Road may have negative effects on the historic environment, due to the presence of archaeological remains and ridge and furrow³⁰. The ridge and furrow is stated to be of local importance, and should not preclude development (SEA Objective 1).
- 2.7.2 This site is located within an area of high landscape sensitivity. The Landscape Sensitivity Study (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. Adjacent land, known as West of Shottery, has been granted planning permission for 800 dwellings, which may contribute to linking the site with the current settlement (SA Objective 2).

³⁰ Warwickshire County Council (2008) Historic Environment Assessment of Proposed Strategic Sites

- 2.7.3 There are hedgerows on the site south of Alcester Road, which are a priority habitat as listed in the 2010 UK Biodiversity Action Plan (BAP). 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, although these are not expected to be affected by development. The County Council Ecologist has identified a Great Crested Newt breeding pond to 250m to the west of the site, which has potential to be indirectly affected by the development and the development may remove terrestrial habitat for newts. The proposed development requires a watercourse to be de-culverted and for ecological features to be protected and enhanced. This may lessen the impacts on the above species and habitats (SEA Objective 3).
- 2.7.4 Land South of Alcester Road lies in Flood Zone 1, thus is at low risk of flooding and it will not remove any green infrastructure assets as identified in the 2011 Green Infrastructure Study (SEA Objectives 4 and 6).
- 2.7.5 Land South of Alcester Road currently has poor accessibility by sustainable modes of transport. The site is currently over 400m from a bus stop and there is no footpath or cycle lane on Drayton Manor Road. Access would be off the proposed western relief road associated with the shottery development and would include the provision of pedestrian and cycle networks. The footpath along the Alcester Road is restricted to the northern side of the road, thus pedestrians may have to cross the busy A46 to access the site. The proposal suggests that a frequent bus service will operate alongside the development, in line with policy guidelines. Assuming the policy as currently worded is implemented, this will improve accessibility to the site. Development of a new employment site is likely to increase car use in the plan area, thus leading to an associated increase in carbon emissions. This is due to the fact that residents are likely to travel to the employment site at Land South of Alcester Road by car, as it will be difficult to reach the site by walking or cycling (SEA Objectives 5, 10 and 11).
- 2.7.6 Land South of the Alcester Road consists mainly of Grade 3b agricultural land, which is not considered to be best and most versatile. There is an area of Grade 3a agricultural land in the southeastern part of the site, which is considered to be best and most versatile land (SEA Objective 7).
- 2.7.7 Whilst development at Land South of Alcester Road is not expected to negatively impact the wider landscape, it does represent development on the urban edge and an extension of the urban form into the countryside. In addition, it may lead to loss of best and most versatile agricultural land, although this is a small part of the entire site. The proposed site is located to the south west of Stratford-upon-Avon, on a greenfield site. Developing at this location could impact the integrity of the District's countryside through its location on the urban rural fringe (SA Objective 12).

- 2.7.8 Development of employment opportunities at the Land South of Alcester Road site is expected to provide better links to employment and business sites from the strategic road network. This may reduce the number of HGVs passing through the town, thus reducing traffic volume overall and reducing congestion due to HGVs slowing overall traffic flow. This is likely to lead to improvements in the Stratford-upon-Avon Air Quality Management Area (AQMA), due to the reduction of pollutants associated with vehicle exhaust fumes (SEA Objective 8).
- 2.7.9 The provision of 65 dwellings on the eastern part of the site will contribute to meeting the district's housing demand, including the provision of affordable housing (SA Objective 13).
- 2.7.10 This site is further than 800m from a doctor's surgery, although Stratford-upon-Avon Hospital is within 5km. There is not a leisure centre within 1900m; Wildmoor spa and health club includes a gym, but this is only accessible through membership. The development is not expected to encourage walking and cycling to work and has been assessed on the basis that workers and residents at the site will not have immediate access to public open space or sports facilities (SA Objective 14).
- 2.7.11 This policy is likely to lead to a substantial increase in jobs in the town by providing 20 ha of new employment land, 10 ha of which is reserved for firms moving from the canal quarter. This is expected to have positive implications for the local economy, as it will create jobs and increase the number of businesses operating in the plan area. (SEA Objective 15).

2.8 Atherstone Airfield

- 2.8.1 Land south of Alcester Road (SUA2) is proposed to be allocated in the Core Strategy for the purpose of supplying new employment land (10ha) to replace employment land that will be lost with the allocation of SUA1 (the canal quarter). Atherstone Airfield could provide an alternative location for the 10ha in the event that SUA2 was not allocated for the required 10ha. The Council has indicated that if this employment land was located here, 10ha of general employment may still be implemented at SUA2.
- 2.8.2 It is possible to make observations about the difference in sustainability performance of each location. Overall the sites perform in similar ways. Taking mitigation into account (see **Chapters 8-16**) the sustainability objectives perform well at both sites, except in the following cases:
- SA Objective 1, Cultural Heritage: SUA2 is likely to lead to adverse effects on Ridge and Furrow.
 - SA Objective 7, Natural Resources and SA Objective 12, Countryside: SUA2 possibly contains grade 3a land.

| 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 | +/- | + |

- 2.8.3 This site is within a disused WWII airfield. The Heritage Impact Statement prepared by Richard K Morriss³¹ states that there will be no impact on the heritage value of the airfield *'because of the disparate and much diluted nature of its historical significance and appearance'*.
- 2.8.4 Alscot Park lies south west of the site. The grounds consist of a Grade II listed park, which includes a Grade I listed house and a number of Grade II listed features. The Heritage Impact Statement (2015) states that the development would not impact these features. Character impact on Monks Barn (Grade II) was assessed as negligible.
- 2.8.5 Heritage Assets outside of Alscot Park include Listed Buildings in Atherstone-on-Stour, The Park Wall and the Designated Park. The Heritage Impact Statement (2015) states these will not be affected, with the exception of negligible impacts on the character of the Designated Park.
- 2.8.6 The Heritage Impact Statement (2015) notes that there could be some buried military remains within the area, but overall the archaeological potential is very low (SA Objective 1).
- 2.8.7 A Landscape and Visual Impact Assessment (LVIA) was prepared for this site by J B Landscape Associates in 2015³². This determined that moderately significant effects are likely with regards to the public footpath crossing the site from Heath Farm to Shipston Road and the public footpath from Dosey Barn to Shipston Road. Moderate adverse visual effects are expected from the residential properties on Shipston Road to the north of the site, Atherstone Hill Farm and Ailstone Farm.
- 2.8.8 Feldon Parks proposed Special Landscape Area (SLA) lies to the south west of the site. The development is expected to have moderately significant visual impact on views from the north of the SLA. The Cotswold Area of Outstanding Natural Beauty (AONB) is located over 5km from the site. Whilst this is a highly sensitive landscape, impacts are expected to be negligible. Development is expected to have an adverse short-term effect on the Feldon Parklands Landscape Character Type, although this is expected to be neutral in the long term. Character of the site will inevitably change. As the site of the site is of low sensitivity to development, this will be no more than a moderate significance of effect. The design of the development put forward in the illustrative masterplan is likely to minimise these impacts (SA Objectives 2 and 12).

³¹ Richard K Morriss, R Little (2015) A Heritage Assessment, Archaeological Baseline Study, & Heritage Impact Statement.

³² J B Landscape Associates (2015) Land at Former Atherstone Airfield, Alscot Estate, Nr. Stratford-upon-Avon: A Landscape and Visual Impact Assessment, in consideration of the proposal for the allocation of this site for business use.

- 2.8.9 The LVIA (2015) did not assess impacts of noise or light associated with the site development. The Highway and Transport Appraisal³³ states that consent for access to the site via the current emergency access road (planning application 10/01624/FUL) was previously declined due to the impact of noise on residential properties. Note that planning application 12/02916/VARY was granted consent for use of this road for all vehicles to and from the site. The development may lead to increased traffic on this access road, which may result in increased noise pollution. This may have negative effects on the amenity of residents in bungalows near the access road. It is unknown whether the development itself will have noise impacts on the cottages of Ailstone, Meadow Kennels, or Ailstone Farm (SA Objective 2).
- 2.8.10 There is a possibility that the development would contribute to local light pollution. Whilst this is likely to be screened from surrounding properties by vegetation, it could have an adverse effect on wildlife, particularly bats using the adjacent woodland³⁴ (SA Objectives 2 and 3).
- 2.8.11 A Preliminary Ecological Appraisal has been prepared for this site by Tyler Grange in 2015³⁵. This determined that there are a number of fauna and flora populations of site ecological value: grassland (poor semi-improved), hedgerows, plantation woodland, Common Toad (*Bufo bufo*), bats, birds and reptiles. Development at this site may lead to decline of these species and habitats in the local area. Hedgerows are also a UK BAP habitat.
- 2.8.12 The Preliminary Ecological Appraisal (2015) states the badger (*Meles meles*) population present on site is of negligible ecological value. The extended Phase I habitat survey identified evidence of badger activity and setts around the site boundaries. As badgers are a European protected species and protected under the Protection of Badgers Act 1992, development should incorporate mitigation to avoid adverse impacts on the local species population.
- 2.8.13 A number of statutory and non-statutory wildlife sites are located within 5km of the site, including those referenced in the Preliminary Ecological Appraisal. These are not expected to be affected by the development. A geological SSSI is located to the west of the site. The development is not expected to affect this as the zone of influence lies outside of the red line³⁶ (SA Objective 3).
- 2.8.14 The site is located in Flood Zone 1, thus there is a low risk of flooding (SA Objectives 4 and 6).

³³ David Trucker Associates (2015) Atherstone Airfield, Alscot Estate Proposed B2/B8 Employment Site: Highway and Transport Appraisal.

³⁴ Dr Jenny Jones (2000) Impact of Lighting On Bats, London Biodiversity Partnership

³⁵ Tyler Grange (2015) Atherstone Airfield, Stratford upon Avon: Preliminary Ecological Appraisal.

³⁶ Natural England (2015) MAGIC website, available at: www.magic.gov.uk Accessed 16/06/2015

- 2.8.15 The Highway and Transport Appraisal prepared by David Tucker Associates³⁷ predicts an increase in one additional vehicle per minute travelling north and south towards the site in the morning and a similar number in the evening on the A3400. It is stated that this will have a negligible effect on the local and wider highway networks. The development is expected to increase traffic through the Shipston Road and Campden Road junction, although the Highway and Transport Appraisal states *'the impact of the development will be modest'*. The Highway and Transport Appraisal concludes that the development's traffic can be accommodated on the local and wider highway network. As the site is located outside of the town centre, HGV traffic flow to and from the site is unlikely to contribute to congestion within the town.
- 2.8.16 The Highway and Transport Appraisal describes the proposed travel plan, which will promote travel to the site by sustainable transport. Providing this is implemented, the development is expected to reduce car use and the carbon footprint per capita of Stratford-on-Avon (SA Objectives 5 and 10).
- 2.8.17 It is expected that green infrastructure at the site will be enhanced through landscaping proposals³⁸, including proposed vegetation screening. (SA Objective 6).
- 2.8.18 A Mineral Deposits and Safeguarding Document has been prepared by D.K. Symes Associates³⁹. This documents references an investigation carried out by Smiths Concrete Ltd which identified shallow deposits of sand and gravel at the north of the site. These minerals could be worked prior to development.
- 2.8.19 The site consists of Grade 3 agricultural land. It is not known whether this is Grade 3a or 3b. Grade 3a is considered best and most versatile. Development will lead to a loss of a greenfield site of over 11ha, although some of this will be reserved for landscaping (SA Objectives 7 and 12).
- 2.8.20 The development is expected to provide recycling facilities in line with the Warwickshire Municipal Waste Management Strategy 2013⁴⁰. Impacts on SA Objective 9 have been assessed as neutral due to development not going above and beyond these requirements.
- 2.8.21 Landscaping on the site is expected to contribute positively to the district's green infrastructure network. The masterplan indicates that the development will include green space accessible to workers, and will encourage walking and cycling. The provision of additional employment land in the District may contribute towards reducing deprivation by providing jobs and contribution to the local economy.

³⁷ David Tucker Associates (2015) Atherstone Airfield, Alscot Estate, Proposed B2/B8 Employment Site: Highway and Transport Appraisal

³⁸ Jones Lang LaSalle (2014) Atherstone Airfield, Alscot Estate, Feasibility Study

³⁹ D.K. Symes Associates (2015). Land at Atherstone Airfield, Atherstone: Mineral Deposits and Safeguarding

⁴⁰ Warwickshire Waste Partnership (2013). Warwickshire's Municipal Waste Management Strategy

2.8.22 The development site is further than 800m from a doctor's surgery and 1,900m from a leisure centre, but is within 5km of a hospital. It is unknown whether local residents will be affected by additional noise generated through increased vehicle movements to and from the site. Overall impacts of development on health and wellbeing remain uncertain (SA Objective 14).

2.8.23 The provision of employment land is likely to contribute positively to the demand for additional jobs within the area. It is possible that the development could play a role in meeting the needs of firms relocating from the canal quarter (SA Objective 15).

2.9 Bishopton Lane

| 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 |

2.9.1 Two Grade II listed buildings are located to the north west of the site: Victoria Spa Lodge and Bruce Lodge and The Pump House. The proposed masterplan⁴¹ indicates that the north western edge of the site will be reserved for a public open space. Providing this filters view from the listed buildings towards the site, development is not expected to affect the setting of these features.

2.9.2 An area of ridge and furrow lies within the site as identified within the Geophysical Survey⁴². This has been completely ploughed out and is of very low archaeological significance. Surviving ridge and furrow located in adjacent to the canal is to be undeveloped. No adverse impact is expected on the existing ridge and furrow earthworks. The Geophysical Survey located a number of enclosures, ditches and pits indicating Romano-British occupation south west of the site, indicating a small settlement of Romano-British date. The county archaeologist has stated that a planning condition requiring archaeological excavation will be required. This is considered sufficient to minimise loss of historic artefacts (SA Objective 1).

⁴¹ Phil Jones Associates (2014) Bishopton Lane, Stratford-upon-Avon. Drawing Ref: Proposed Masterplan

⁴² CSa (2014) Ecological Briefing Note: Bishopton Lane, Stratford-on-Avon

- 2.9.3 The site is not covered by any statutory or non-statutory designations for landscape character. The Stratford Urban Edge Study⁴³ states the site is of low sensitivity to development and of medium to low landscape quality. The Stratford-on-Avon Landscape Sensitivity Study⁴⁴ states the site is of high-medium and medium sensitivity to commercial development, and of medium and medium-low sensitivity to residential development. Visual impacts on users of the A46, are likely to be minimised by the landscape buffer proposed within the masterplan (2014). The proposed buffer could also lessen any noise impacts, which may occur from the A46. The visual amenity of existing houses along Bishopton Lane may be negatively affected as some of these properties currently directly overlook the fields.
- 2.9.4 There is a possibility that the development would contribute to local light pollution. This could have an adverse effect on wildlife, particularly bats. Options to reduce this impact are discussed within the Ecological Briefing Note (2014) (SA Objectives 2 and 3).
- 2.9.5 The Ecological Briefing Note (2014) identified that there are a number of fauna and flora populations that may be at risk of loss or damage within the site: hedgerows, bats, Water Vole, Otter (*Lutra lutra*), birds (notably farmland) and Grass Snakes. Development at this site, in the absence of mitigation, may lead to decline of these species and habitats in the local area. 7 hedgerows were assessed to qualify as 'important' under the Hedgerow Regulation 1997, and are also a UK BAP habitat (SA Objective 3).
- 2.9.6 The site is located predominately in Flood Zone 1, of which there will be a low risk of flooding. A small section of the site is located in Flood Zones 2 and 3. It is identified within the M-EC Briefing Note⁴⁵ that the areas of the site within Flood Zones 2 and 3 are further refined from the current Environment Agency maps. The M-EC Briefing Note (2015) states that the remaining areas of the site lying within Flood Zones 2 and 3 will be retained as open space. The M-EC Briefing Note (2015) states that flooding extents are being modeled to ensure they are accurately defined. Surface water management and floodwater attenuation will be incorporated into the development to help prevent flood risk. All attenuation will be provided to cater for up to the 1 in 100 year storm event plus 30% climate change (SA Objectives 4 and 6).
- 2.9.7 The M-EC Briefing Note states that the development will be supported with a full Transport and Travel Plan. The Transport and Travel Plan will encourage sustainable travel and reduce the need to travel, including encouraging home working to reduce car dependency. Improvements to the adjacent canal bridge with new pedestrian facilities will be provided, which will improve access to the train station. Improvements to the highway network are suggested to further encourage cycling. Providing these measures are implemented, the development is expected to reduce single occupancy car use and the carbon footprint per capita of Stratford-on-Avon (SA Objectives 5 and 10).

⁴³ Warwickshire County Council (2005) Stratford Town's Urban Edge: A Pilot Study

⁴⁴ White Consultants (2011) Stratford-on-Avon District: Landscape Sensitivity Assessment

⁴⁵ M-EC (2014) Bishopton Lane, Stratford-on-Avon: M-EC Briefing Note

- 2.9.8 Bus services 19 (running twice per hour) and 229 (running once every 2 hours) are located within 400m of the site. It is stated within **appendix 2**: Land at Bishopton Sustainability Appraisal of the Appendices to the representations made to the Stratford-upon-Avon Core Strategy on behalf of Miller Homes and Taylor Wimpey⁴⁶ that improvements to local bus services will be facilitated by the development. This includes suitable diversions and improved access to Stratford-upon-Avon Parkway train station, located approximately 650m from the site. Other amenities within the area are limited, with one convenience store located approximately 600m from the site (SA Objectives 5, 10, and 11).
- 2.9.9 Within the M-EC Briefing Note it is stated that renewable energy technology will be incorporated in the development to reduce overall predicted carbon dioxide emissions by at least 10%. The site aims to meet government policy on actively supporting energy efficient improvements to existing building⁴⁷ (SA Objective 5).
- 2.9.10 The M-EC Briefing Note states the development design will be to a minimum of Code Level 3 within the Code for Sustainable Homes⁴⁸ (CfSH). The Proposed Submission Core Strategy⁴⁹ required all developments to meet minimum water and energy efficiency CfSH Level 4 equivalent. Note that CfSH was withdrawn on 27 March 2015 and this will be noted in the final Core Strategy.
- 2.9.11 Landscaping and public open space detailed within the Proposed Masterplan (2014) may enhance Green Infrastructure (SA Objective 6).
- 2.9.12 This development would lead to loss of over 11ha of greenfield land, although this is not considered best and most versatile. The site is classified as Grade 3b agricultural land. The development is expected to provide facilities for recycling waste in accordance with the Warwickshire Waste Management Strategy (2013) (SA Objectives 7 and 9).
- 2.9.13 The site is located adjacent to the Stratford-upon-Avon AQMA. Whilst residents are able to access the town centre via sustainable transport, any journeys to or from the south of the site are likely to pass through the AQMA. Most residents of the development are likely to own a car, thus potentially contributing to air pollution within the AQMA (SA Objective 8).
- 2.9.14 The Ecological Briefing Note (2014) states the site is of medium-low landscape quality and is classified as Grade 3b agricultural land. Development will lead to a loss of greenfield land in the urban fringe. The Proposed Masterplan (2014) sets out to retain the local distinctiveness of the area through implementing a green buffer and areas of public open space. The site is contained by the A46, which forms a natural boundary for development in the town (SA Objective 12).

⁴⁶ RPS (2014) Land at Bishopton Lane, Stratford-upon-Avon: Appendices to the representations made to the Stratford-upon-Avon Core Strategy on behalf of Miller Homes and Taylor Wimpey

⁴⁷ Department for Communities and Local Government (2012) National Planning Policy Framework

⁴⁸ Department for Communities and Local Government (2006) Code for Sustainable Homes: A step-change in sustainable home building practice.

⁴⁹ Stratford-on-Avon District Council (2014) Core Strategy: Proposed Submission Version

- 2.9.15 The proposed development is expected to positively contribute to the housing need within the area, providing additional affordable housing. All development will meet the required standards of construction from national standards on energy efficiency⁵⁰ (SA Objective 13).
- 2.9.16 Existing health facilities are accessible from the site including a hospital within 5km and a doctor's surgery within 800m.
- 2.9.17 Landscaping suggested within the Proposed Masterplan (2014) is expected to contribute positively to the district's green infrastructure network. The M-EC Briefing Note (2014) supports walking and cycling through the proposed Transport Plan; positively contributing to the encouragement of healthy and active lifestyles. The Proposed Masterplan (2014) includes a possible elderly care location, considering the needs of the districts growing elderly population (SA Objective 14).

2.10 Lower Farm Stoneythorpe

| 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 |
| +/- | - | - | + | ++ | + | + | +/- | + | + | + | - | ++ | +/- | + |

- 2.10.1 The Site does not contain any listed buildings. However, a number of listed buildings are located within Southam, the closest being 2 Grade II listed buildings: former cottage and attached barn at Stapenhall, and Stoneythorpe Hall Lodge gateposts. The proposed development may have negative impacts on the setting of Stoneythorpe Hall Lodge gateposts, as they look on to the proposed site. (SA Objective 1).
- 2.10.2 The site is predominately open field agricultural land (primarily pasture). Unmanaged hedgerows containing mature trees define the field boundaries. The River Itchen and its tributaries form an important feature at the lower portions of the site. Woodland is located along the southern boundary. To the north west of the site is the Lower Farm commercial complex. The site undulates with the lowest part located to the east where the River Itchen is located, and its highest point at 89.7m to the northwest. The bottom of the valley is at 75m AOD and the land rises in the north, south, east and west up to 85m AOD.

⁵⁰ Department for Communities and Local Government (2012) National Planning Policy Framework

- 2.10.3 The landscape character of the area is classified under the Countryside Character Volume 5 West Midlands⁵¹. The site is within Dunsmore and Feldon Character Area 96. This character area is detailed as a 'predominately quiet, rural landscape, with a gently undulating landscape of low hills, heathland plateau and clay vales, separated by the occasional upstanding escarpment.' At a county level the Warwickshire Landscape Project⁵² places the site within Feldon, further sub-divided into Lias Village Farmlands. The character of which is described as a varied small scale, hedged landscape of scattered farms and nucleated brick and stone villages. Its characteristic features include a 'varied, undulating topography with steep, often wooded scarp slopes and narrow incised river valleys'. The LVIA undertaken concluded that overall sensitivity of the site is medium, and magnitude to change is medium. The Landscape Sensitivity Study for Stratford-on-Avon district identifies the Southam area to be of medium/high landscape sensitivity. There are likely to be localised residual effects on SA Objective 2, due to the change in landscape character. The character of the site is predicted to change from a mixture of agricultural fields to predominately residential, within a setting of designed landscape and woodland. The proposed development design utilises local topography and vegetation to keep in line with the surroundings. The hedgerows and copses in the local landscape, and woodland plantations south/south west of the site screen the development. Local topography aids the visual containment of the site (SA Objectives 2 and 12).
- 2.10.4 The Landscape Visual Assessment chapter⁵³ within the Environmental Statement (2015) states that indirect construction impacts are likely in relation to lighting, noise, vibration and the movement of materials to/from the site. A Construction Method Statement is to be drawn up regarding methods and materials, noise generation and site traffic control. Traffic impacts are unconfirmed as the WCC's S-Paramics Traffic Modelling is currently being updated. The Landscape Visual Assessment (2015) states that appropriate site management practices will be adopted, as set out within a Construction Environmental Management Plan. The Draft Ecological Statement⁵⁴ recognises that there would be significant effects on landscape character; primary limited to the site itself and the landscape immediately surrounding the site (SA Objective 2).
- 2.10.5 The site itself is not subject to any statutory nature conservation designation. Located within 1km are 2 SSSI's: Ufton Fields, and Long Itchington and Ufton Woods. Ufton Fields is designated for its range of nationally rare invertebrates. Long Itchington and Ufton Woods are designated for Oak-Hazel coppiced woodland, and also comprise of ancient woodland. Long Itchington and Ufton Woods SSSI is 850m from the proposed site, separated by roads and the amenity areas of Dallas Burston Polo Grounds. The proposed development is therefore unlikely to have an effect on its conservation value. The River Itchen, which runs through the site, is identified as a potential Local Wildlife Site (pLWS). This is to be retained and buffered from the development. Possible indirect impacts still may adversely affect the pWLS, including pressure for recreation, disturbances, and pollution.

⁵¹ The Countryside Agency (1999) Countryside Character Volume 5: West Midlands

⁵² Warwickshire County Council and Countryside Commission (1993) The Warwickshire Landscapes Project

⁵³ Stoneythorpe Village, Warwickshire (2015). Environmental Statement: Landscape Visual Assessment

⁵⁴ Stoneythorpe Village, Warwickshire (2015): Environmental Statement

- 2.10.6 The Arboriculture chapter⁵⁵ within the Environmental Statement (2015) details that approximately 50% of the existing individual and groups of high or moderate quality groups of trees will be lost during the construction phase. 43% of moderate quality hedgerow woodland groups and hedgerows will be removed. The remaining wooded habitat is likely to suffer a negative impact due to dust and noise pollution during the construction phase. Public open space and additional planting is proposed within the development Parameter Plan C: Land Use ⁵⁶. However, the green space proposed is not expected to compensate for the loss of wooded area on the site (SA Objectives 3 and 6).
- 2.10.7 The Ecology chapter⁵⁷ within the Environmental Statement (2015) identifies the loss of a number of habitats as a result of the proposed development including:
- Ponds;
 - Grassland;
 - Buildings confirmed to support bat roosts;
 - Mature trees with bat potential;
 - Hedgerows with confirmed badger setts; and
 - Waterbodies with potential for great crested newts and notable invertebrates.
- 2.10.8 Habitat creation proposed within the Environmental Statement (2015), including ponds areas and plantation woodland, seek to offset adverse effects. However, the loss of ponds, and other identified habitats, is likely to lead to declining populations of a number of local species. Negative effects are predicted for:
- Great Crested Newts;
 - A single badger clan;
 - Small roosts of common and uncommon bat species;
 - A small population of Grass Snake;
 - A number of Red or Amber listed breeding birds;
 - Aquatic invertebrates;
 - Terrestrial invertebrates;
 - Small mammals; and
 - Common amphibians.
- 2.10.9 The Ecology chapter (2015) indicates that 'detailed species surveys at the site are required.' Until these surveys have been completed the extent of the impacts on additional species populations at the site is uncertain (SA Objective 3).

⁵⁵ Stoneythorpe Village, Warwickshire, (2015) Environmental Statement: Arboriculture

⁵⁶ Stoneythorpe Village, Warwickshire (2015) Parameter Plan C: Land Use

⁵⁷ Stoneythorpe Village, Warwickshire (2015) Environmental Statement: Ecology

- 2.10.10 The site is located predominately in Flood Zone 1. Small area of the site is located within Flood Zone 3. The Parameter Plan C: Land Use (2015) shows that this is to be retained as open space. The Hydrology and Hydrological Effects chapter⁵⁸ of the Ecological Statement suggests that there is potential for any changes to surface water runoff or groundwater levels to affect the hydraulic regime of the site. The Hydrology and Hydrological Effects chapter within the Environmental Statement (2015) states that SuDS drainage mitigation scheme will be incorporated into the development to help reduce flood risk. The proposed scheme will include attenuation and balancing ponds, rainwater harvesting for gardens, green walls, streams and lakes. This will be in accordance with the Flood Risk Assessment recommendations. Intrusive surveys, including permeability tests, are to be carried out as part of the site investigation (SA Objectives 4 and 6).
- 2.10.11 The proposed development aims to help reduce Stratford-on-Avon's carbon footprint by achieving 'Energy Autonomy'. The Design Code⁵⁹ details the energy efficient nature of 'Passivehaus' design, which states that site renewable technologies will be designed within all buildings. The use of the renewables and technologies means that the proposals are environmentally sustainable as they aspire for a net zero energy development (SA Objectives 5 and 6).
- 2.10.12 The development is mixed-use and is comprised of housing, retail, office and amenity. The mixed-use nature of the development may lessen emissions due to the reduced need to travel. The Design Code (2015) proposes that autonomous vehicles may be provided for the residents of the development. This is to allow for the efficient uptake of electric vehicles. Providing these vehicles may help raise awareness of climate change mitigation.
- 2.10.13 The Traffic and Transport Effects chapter⁶⁰ within the Environmental Statement (2015) states that the proposed development will incorporate driverless and electric vehicles for public transport. This is expected to reduce the reliance on personal transport and the requirement for parking on site. A new footway/cycleway link is proposed alongside the A425, extending from the site to Warwick Road in Southam. Additionally, pedestrian/cycle access will be provided to the adjacent Codemasters site. National Cycle Route 48 (NCR48) passes to the east of the Site, routing in, through and out of Southam. The Traffic and Transport Effects chapter (2015) concludes that this will create a more sustainable community that is walkable and encourages low carbon transport. However, discussions with WCC and bus operators are to be completed (SA Objectives 5 and 10).
- 2.10.14 The site is classified as Grade 3b/4 agricultural land, which is not considered best and most versatile (SA Objectives 7 and 12).

⁵⁸ Stoneythorpe Village, Warwickshire (2015) Environmental Statement: Hydrology and Hydrological Effects

⁵⁹ The Darling Family Trust, Stoneythorpe Village, Warwickshire (2015) Design Code

⁶⁰ Stoneythorpe Village, Warwickshire (2015). Environmental Statement: Traffic and Transport Effects

- 2.10.15 The Agricultural Land Quality chapter⁶¹ states that loss of valuable soil resources can occur if topsoils are not first stripped from the development areas. It is proposed that topsoil will be removed and retained (SA Objective 7).
- 2.10.16 The Hydrology and Hydrological Effects chapter (2015) states that the proposed development may change the foul and clean-water system by increasing foul discharges into the local sewer network and increasing the demand for clean water supply. The construction phase of the development could potentially impact the water quality in the receiving watercourses through an increase in fine sediments, hydrocarbons and other chemical loads, the introduction of cement, accidental spills and/or other wastes discharged from the site. The Hydrology and Hydrological Effects chapter (2015) details that 'the adverse impacts associated with the site runoff on the water quality of the local waters of high sensitivity, with no mitigation, are likely to be local, temporary, of moderate magnitude and of moderate significance.' During the construction phase, surface water run off is to be managed through a temporary drainage network to ensure adequate levels of pollution treatment prior to discharge from site. In addition, SuDS source control measures will be in place to provide water quality treatment.
- 2.10.17 No Air Quality Management Areas (AQMAs) are currently declared for the Southam area. There may be negative odour impacts from Ufton Farm Landfill Site that could disperse into the development. This is highlighted in conjunction with the Environment Agency recorded air pollution incidents from Biffa Waste Services existing landfill, Ufton Farm, 2014⁶². The landfill site bounds the south west of the site and is considered to be a potential source of ground gas (carbon dioxide and methane). Made ground may also contain elevated levels of contamination in the southern area of the site. Intrusive investigations are proposed in the Traffic and Transport Effects chapter (2015) in line with policy M3 of the Minerals Local Plan for Warwickshire (2014). Policy M3 states that 'development associated with the exploration and extraction of oil and gas will be considered in the context of policies M2 and M5 and then only be permitted if satisfactory arrangements are made for the disposal of waste materials and avoidance of pollutions'. The extent of these impacts remains uncertain until intrusive investigations have been undertaken (SA Objectives 8 and 14).
- 2.10.18 The proposed development will provide facilities for the separation and recycling of waste in line with Warwickshire's Municipal Waste Management Strategy (2013).
- 2.10.19 The Design Code (2015) states that the proposed development will source all construction materials from sustainable sources where possible, in line with the Green Guide for Specification (SA Objective 9).

⁶¹ Stoneythorpe Village (2015). Environmental Statement: Agricultural Land Quality

⁶² Environment Agency (2015) What's In Your Backyard: Air Pollution website, available at

<http://maps.environment-agency.gov.uk/wiyby/wiybyController?topic=airpollution&layerGroups=default&lang=e&ep=map&scale=11&x=438729.8125&y=261153.27083333346> Accessed 30/06/2015

- 2.10.20 The Traffic and Transport Effects chapter (2015) states that traffic generation is projected to be minimised through public transport improvements and a network of pedestrian footways and cycle ways. A Travel Plan will be produced to provide linkages through the development as shown on the Parameter Plan E: Access and Circulation⁶³. The site is located on a main bus route, which provides a regular service from Leamington, via Southam, to Daventry. A bus stop is located within 400m of the site entrance, where bus 65 and 66 run every 60 minutes during peak times.

- 2.10.21 The Target Land Use Schedule⁶⁴ shows the proposed development to include accessibility to new facilities and amenities at a local level. The layout of the new community is likely to encourage local level trips via walking and cycling. Longer trips are likely to be taken by car due to the frequency of bus services (SA Objectives 10 and 11).

- 2.10.22 The proposed development is expected to meet the housing needs within the area. 14.35 ha of residential area will be provided (800 to 1,000 dwellings). 5.02 ha of this will be of affordable housing, in accordance will Stratford-upon-Avon's Emerging Core Strategy (SA Objectives 11 and 13).

- 2.10.23 A mix of uses will be accommodated on the site. 2.97 ha of Green Infrastructure are proposed within the development. This will include public open space, an ecology buffer, and sport and recreational areas. The Proposed Development chapter⁶⁵ within the Ecological Statement (2015) states that the network of green spaces will optimise the accessibility of new facilities to residents. This is likely to encourage healthy and active lifestyles. The net impact of the development on GI is likely to be negative due to the loss of wooded areas.

- 2.10.24 No additional health services will be provided on the development site. The nearest doctor's surgery is located further than 800m but within 1km, a hospital is within 5km, and a leisure centre is within 1,900m. The nearest health facilities are currently accepting new patients (SA Objective 14).

- 2.10.25 The proposed development would include a 'community hub' with local convenience retail, restaurants, primary school, financial and professional services, a leisure centre, and community facilities. Loss of agricultural business is predicted on the site, however this is expected to be outweighed by the provision of new employment. Jobs will be provided in the commercial and industrial units on site, as well as during the construction phase (SA Objective 15).

2.11 Gaydon/Lighthorne Heath

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|----------------------------|-----------|--------------|------------|---------------------------|---------------------------|------------------|-----------|-------|-----------|----------------|-------------|--------------------|-------------------|---------|
| 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 |

⁶³ Stoneythorpe Village, Warwickshire (2015). Parameter Plan E: Access and Circulation

⁶⁴ Stoneythorpe Village, Warwickshire (2015). Land Use Schedule

⁶⁵ Stoneythorpe Village, Warwickshire (2015). The Proposed Development

| | | | | | | | | | | | | | | |
|---|----|---|----|---|---|---|---|---|---|----|----|----|----|----|
| - | -- | + | ++ | + | + | - | 0 | 0 | + | ++ | -- | ++ | ++ | ++ |
|---|----|---|----|---|---|---|---|---|---|----|----|----|----|----|

- 2.11.1 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 (2,300 dwellings in the plan period); 100ha of land for the expansion of Jaguar Land Rover (JLR); 4.5ha of land for the expansion of Aston Martin Lagonda; one main village centre incorporating: a range of shops and services, a community hub to include meeting space, policy and health and leisure facilities, and a three form entry primary school; a comprehensive green infrastructure strategy; a pedestrian and cycle network; utilities infrastructure; and a frequent, express bus service to Warwick/Leamington and Banbury, including railway stations. 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.
- 2.11.2 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.
- 2.11.3 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. Potential visual impacts are identified for Chesterton Windmill located 1.9km north of the site's northern point, and Burton Dassett Hills Country Park. The windmill is designated as a Grade I listed building and also designated as a scheduled monument. The windmill is positioned on the crown of a hill, which gives it a wide setting, including the northern field of the site. The development proposes green infrastructure and planting, including a 'landscape bund', which is expected to protect the setting of the heritage assets. Impacts 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.
- 2.11.4 The site consists of mainly gently sloping, arable farmland with well-defined hedgerows, woodland blocks, scattered trees, and isolated farm buildings. 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. 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).

- 2.11.5 Chesterton Wood is a Local Wildlife Site (LWS) and part of it is ancient semi-natural woodland (ASNW). Located within the allocated development site, 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 where possible. Where this is not possible, hedgerows should be replaced.
- 2.11.6 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 or 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.
- 2.11.7 The site is in Flood Risk Zone 1 thus is at the lowest risk of flooding (SA Objective 4).
- 2.11.8 A mixed use development, including employment, one main centre and one primary schools 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 currently 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.
- 2.11.9 The development is mixed-use and is comprised of housing, employment land, a main 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.

- 2.11.10 The proposal includes the introduction of a main centre (comprising of a range of shops, services, community and leisure facilities), 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).
- 2.11.11 The site consists of grade 3a, 3b, 4 and 5 Agricultural Land. As grade 3a Agricultural Land is considered best and most versatile, development of the road would lead to some loss of this resource (SA Objectives 7 and 12).
- 2.11.12 There is currently a one-form entry primary school in the village of Lighthorne Heath, and a three-form primary school proposed within the development. It is expected that the developer would make a substantial contribution towards expanding and upgrading Kineton High School. Kineton High School is the closest secondary school and also has a sixth form. This is expected to provide sufficient facilities to meet the demand created by 3,000 new homes.
- 2.11.13 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).
- 2.11.14 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.
- 2.11.15 The site is not located within an AQMA. The nearest designated AQMA is at Stratford-upon-Avon and it is predicted it will not be adversely affected by traffic associated with the proposed development. The Supplementary Planning Document⁶⁶ states that due to the close proximity of the M40 to the site boundary, monitoring of ambient NO₂ concentrations using passive diffusion tubes will need to be undertaken. This will determine whether a buffer is required to ensure that residents of the development are not exposed to elevated concentrations from existing motorway emissions. This is in accordance with Policy(s): CS.1, CS.5, CS.6, CS.7, CS.9, CS.24 and Proposal GLH of the Core Strategy DPD (SA Objective 8).

⁶⁶ jtp (2015) Land at Gaydon/Lighthorne Heath: Supplementary Planning Document

- 2.11.16 A large influx of new residents and housing would 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).
- 2.11.17 The proposal suggests extensive landscaping alongside the M40 corridor, which is likely to reduce the impact of noise.
- 2.11.18 The nearby employment centres of Aston Martin, Jaguar Land Rover (JLR) and the Heritage Museum all provide employment opportunities. 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 (SA Objective 15).

2.12 Long Marston Airfield (LMA)

2.12.1 The assessment below considers 2 potential development options for Long Marston Airfield. One assessment consists of 3,500 dwellings (2,100 dwellings in the plan period), the other of 400 dwellings. Additional to the development is a south western relief road linking with the planned western relief road for Stratford-upon-Avon. The relief road has been assessed independent to LMA. The potential cumulative effects for the development of LMA (3,500 dwellings) and the south western relief road are considered in **Chapter 19**.

LMA: 3,500 dwellings

| 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 | ++ | + | ++ |

LMA: 400 dwellings

| 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 | + | + | + |

- 2.12.2 A total of 27 listed buildings are located south west of the site, within the village of Long Marston. These comprise one Grade I listed building (The Church of St James), one Grade II* listed building (Goodwins), and 25 Grade II Listed buildings. Two additional Grade II buildings lie to the east and south of the site. The proposed developments are not expected to affect the setting of these features.
- 2.12.3 The proposed development site for 3,500 dwellings contains a well-preserved deserted medieval village in the eastern area, identified in the Initial Heritage Appraisal⁶⁷ as a significant heritage asset. The site of the Medieval Village is to be retained as open space. The medieval site lies 100m west to the development site for 400 dwellings. LMA itself dates back to 1941. Some WWII assets remain, recorded in the National Record of the Historic Environment⁶⁸. Remains include military buildings, a battle headquarters, and numerous pillboxes. These remains are non-designated and some are proposed to be retained (in particular two WWII buildings will be retained at the 400 dwelling development site).
- 2.12.4 The Initial Heritage Appraisal (2014) states that "Ridge and furrow earthworks of medieval date are recorded at several points within the 3,500 dwelling site. The same report considers that the ridge and furrow field is of low quality and not considered to "warrant preservation *in situ*". Nevertheless, loss of ridge and furrow would be an irreversible negative impact. It is proposed that some of the more prominent ridge and furrow will be retained. Ridge and furrow earthworks are located in the south field of the 400 dwelling site. The masterplan suggests that the south field will be retained as greenspace, but it is not known whether this will be retained as ridge and furrow (SA Objective 1).
- 2.12.5 The development site is largely brownfield. Due to the nature of the airfield there are some areas of green space within it. The Stratford-upon-Avon Core Strategy (2014) states that 'Small areas of land which are greenfield in nature but within or adjacent to a brownfield site and in the same ownership will be considered for their suitability for development'.
- 2.12.6 The nationally designated Cotswolds AONB is located approximately 4km from the development site. The development has the potential to be visible from an elevated position at Meon Hill, within the Cotswolds AONB. Considering the distance away from the proposed developments, the limited public access to Meon Hill⁶⁹, and the vegetative screening proposed, this is unlikely to have a significant negative effect on the views from the Cotswolds AONB.

⁶⁷ Cotswold Archaeology (2014) Long Marston Airfield Long Marston, Warwickshire: Initial Heritage Appraisal

⁶⁸ Heritage Gateway (2012) Historic England: PastScape website, available at http://www.heritagegateway.org.uk/Gateway/Results_Application.aspx?resourceID=2 accessed: 01/07/2014

⁶⁹ Natural England (2007) Permissive Access Map

- 2.12.7 The LMA is located within National Character Area (NCA) 106: Severn and Avon Vales, as defined by Natural England in the Character Map of England⁷⁰. Key characteristics of the area relevant to the LMA include 'a diverse range of flat and gently undulating landscapes strongly influenced and united by the Severn and Avon Rivers'. The NCA profile identifies that opportunities for growth should ensure visual and functional integration with the surrounding landscape, where key views to and from settlements should be retained. At a county level, the Warwickshire Landscape Project⁷¹ places the LMA within the Vale Farmlands landscape type, described as 'an open, hedged, agricultural landscape lying in a broad clay vale along the foot of the Cotswold escarpment'. The Warwickshire Landscape Project (1993) identifies LMA to be within an identified 'Enhancement Zone', and the Stratford Urban Edge Study (2005) states the site is of 'low fragility of inherent character' with 'low sensitivity' to development.
- 2.12.8 The LMA has very little topographical variation lying at between 40 and 45m AOD. The Vision and Masterplan document⁷² for the development of 3,500 dwellings states the development will be set within parkland, wooded glades, tree lined avenues, squares and greens. The Landscape Technical Statement⁷³, for the development of 3,500 dwellings, concludes that landscape and visual features such as trees and hedgerows provide screening effects, which limit the extent of visibility. The Landscape Technical Statement (2014) states that the flat landform across the LMA and the immediate surrounding landscape together with existing further vegetation will further assist in the sites physical visual containment. This is reiterated in the Design and Access statement⁷⁴ provided for the development of 400 dwellings. The proposed developments will change the character of the site. New houses and other built structures will replace the characteristic fields and hedgerows. The residual impacts of the developments are likely to be low (SA Objectives 2 and 12).
- 2.12.9 LMA is located within an arable landscape containing large areas of poor semi-improved grassland. The Ecology Technical Statement⁷⁵ identifies a number of arable and pasture compartments, small areas of woodland, tall herbs, hedgerow, scrub trees, water bodies, watercourses and wet and dry ditches also present at the site.

⁷⁰ Natural England (2012), National Character Area Profile 106: Severn and Avon Vales

⁷¹ Warwickshire County Council and Countryside Commission (1993) The Warwickshire Landscapes Project

⁷² Nathaniel Lichfield & Partners (2014) Long Marston Airfield New Settlement: Vision

⁷³ CALA Homes (2014) Long Marston Airfield New Settlement: Technical Statement: Landscape

⁷⁴ Nathaniel Lichfield & Partners (2014) Long Marston Airfield: Design and Access Statement

⁷⁵ CALA Homes (2014) Long Marston Airfield New Settlement Technical Statement: Ecology

- 2.12.10 LMA is covered by non-statutory designations. The majority of the site is a Proposed Local Wildlife Site (pLWS) due to the potential for grassland habitats and overwintering birds. It is a potential Site of Importance for Nature Conservation (pSINC) for its farmland value: arable, new & rough grass, and pasture. LMA is also designated as a BTO site, providing a winter roost and feeding area for Lapwing (*Vanellus vanellus*) and Golden Plover (*Pluvialis apricaria*). The Ecology Technical Statement (2014) identified a number of protected species within 1km of the site: Barn Owl (*Tyto alba*), bat species, Eurasian badger setts, a number of bird species, a number of butterfly species, Brown Hare (*Lepus europaeus*), Hedgehog (*Erinaceus europaeus*), Otter, Water Vole, Great Crested Newt, Slow-Worm (*Anguis fragilis*) and Grass Snake. Development at this site may lead to habitat loss and declining populations of these species. Habitat creation proposals (for the 3,500 dwelling development) in the Vision and Masterplan document (2014), including ponds areas and woodland, seek to offset such adverse effects. Due to the potential harm to locally designated habitats, short-term residual impacts on SA Objective 3 are likely to be negative.
- 2.12.11 Potential impacts are discussed in the Ecology Technical Statement (2014) for Long Marston to Stratford 'The Greenway' pLWS, and include direct habitat loss and habitat fragmentation. Potential impacts on the river are likely to arise from water quality issues, detailed in the Ecology Technical Statement (2014). Mitigation measures proposed in the Ecology Technical Statement (2014) include a management plan and a biodiversity offsetting index to ensure there is no net loss of biodiversity.
- 2.12.12 LMA is located predominately within Flood Zone 1 (93.5%), of which there will be a low risk of flooding. Small areas of the site are within Flood Zones 2 and 3, which will be retained as green space. The Flood Risk and Drainage Technical Note⁷⁶ suggests a SuDs drainage mitigation scheme will be incorporated into the 3,500 dwelling development, to help reduce flood risk. The drainage scheme has been designed to reduce existing brownfield flow rates by 30% ensuring there is no increase in peak run off from the development (SA Objective 4).

⁷⁶ CALA Homes (2014) Long Marston Airfield, Campden Road, Long Marston: Technical Note – Flood Risk and Drainage

- 2.12.13 Both proposed developments are mixed-use. The 3,500 dwelling development comprises of housing, employment land, a neighbourhood centre, a community centre, a nursery, two primary schools and a secondary school. The mixed-use nature of the developments may lessen emissions due to the reduced need to travel. The Strategic Transport Assessment⁷⁷ details a comprehensive sustainable transport infrastructure for the 3,500 dwelling proposed development, which includes a walking, cycling and public transport strategy. The public transport strategy proposes a transport link between LMA and Stratford-upon-Avon on the Stratford Greenaway. It is unknown whether this transport link will involve the reinstatement of the Stratford to Honeybourne railway line, or another form of public transport will be adopted. The 400 dwelling development will also provide a pedestrian/cycle route and provide linkages to public rights of way. It is likely that car use may be high to Stratford-upon-Avon town centre, as public transport methods are currently poor (no bus stop within 400m). The closest bus stop is accessible by public footpath from north of the LMA site but there is no footpath along Campden road. Providing the proposals for improved bus services as set out in the Strategic Transport Assessment (2014) are implemented, residents will have good access to public transport links. Until details of additional bus routes/services, and the reinstatement of the Stratford to Honeybourne Railway Line are confirmed, the effects of development on SA Objective 10 remain uncertain.
- 2.12.14 Both proposed developments aim to provide sustainable design and construction, promoting the conservation of resources and energy. The development of 3,500 dwellings may provide potential for local energy generation, including District Heating from renewable/low carbon sources. (SA Objective 5).
- 2.12.15 The Vision and Masterplan document (2014) details a Green Infrastructure (GI) plan for the proposed development of 3,500 dwellings. The GI plan proposes a connected network of green corridors, composed of open greens, areas of woodlands, and additional open spaces with streams and ponds. The GI will be accessible by the occupants of the development and the wider community. The Design and Access Statement (2014) for the proposed development of 400 dwellings states that the development will provide extensive GI, comprising of parks, gardens and amenity greenspace, allotments and community gardens, children and young peoples playing facilities, outdoor sport, and unrestricted natural accessible greenspace (SA Objective 6).
- 2.12.16 The site is classified as Grade 3b Agricultural land, which is not considered best and most versatile (SA Objectives 7 and 12).
- 2.12.17 Principal contaminants associated with Airfield operations have been identified in line with guidance published by the Environment Agency⁷⁸. Contaminants include:
- Fuel and lubricating oils;
 - Radioactive contamination;

⁷⁷ Mode Transport Planning (2014) Long Marston Airfield: Strategic Transport Assessment

⁷⁸ Bulloch., et al (2001) Land Contamination: Technical Guidance on Special Sites: MoD Land. R&D Technical Report P5-042/TR/01

- Chemical warfare agents;
 - Explosives;
 - Unexploded ordnance;
 - Metals;
 - Solvents - degreasing agents;
 - De-icers; and
 - Detergents
- 2.12.18 It is assumed that whilst there may be hot spots, no extensive remediation will be needed on the site.
- 2.12.19 The proposed developments will provide facilities for the separation and recycling of waste in line with Warwickshire's Municipal Waste Management Strategy (2013) (SA Objective 9).
- 2.12.20 The Vision and Masterplan document (2014) shows the proposed development for 3,500 dwellings to include accessibility to new facilities and amenities at a local level. The layout of the new community is likely to encourage local level trips via walking and cycling. The Design and Access Statement (2014) for the development of 400 dwellings states that the distribution of mixed land-uses will support the transport network throughout the site. Residents will have access to various facilities within the community hub to meet day to day needs. Longer trips are likely to be taken by car unless public transport services to and from the site are improved.
- 2.12.21 Both proposed developments are expected to contribute positively to the housing needs within the area. The proposed development of 3,500 dwellings will provide 1,225 additional affordable housing units, in line with policy requirements set out in Policy CS 17 Affordable Housing of the emerging Core Strategy (SA Objectives 11 and 13).
- 2.12.22 Mix of uses will be accommodated within both development proposals. Both developments include a range of GI: the 3,500 dwelling development includes 21ha open space (play areas, allotments, community gardens) and 56ha natural and semi-natural accessible green space (possible country park). This is likely to improve the district's green space network, potentially enhancing ecological value and biodiversity of the development site. The proposed development for 3,500 dwellings will include sports pitches, open spaces, trails and waterside spaces. Recreational facilities are also proposed for the 400 dwelling site, positively contributing to the encouragement of healthy and active lifestyles.
- 2.12.23 A commercial gym is proposed within the 3,500 dwelling development, and leisure space will be provided within the 400 dwelling development. Healthcare provision is proposed within the 400 dwelling development, and there is a doctor's surgery at Meon Vale - of which the Primary Care Trust has stated that the medical centre would be expanded. There is a hospital within 5km (SA Objective 14).

2.12.24 The proposed development of 3,500 dwellings is to include local centres with shops, restaurants, cafes, primary school, community facilities, and the provision for a new secondary school. The development could help facilitate access to education and amenities: meeting wider needs in the area.

2.12.25 There may be loss of employment associated with the existing commercial and leisure activities at the site. The Socio-Economic Technical Statement⁷⁹ states that the development of the 3,500 dwelling site will ensure an adequate supply of employment land and support new business sectors. 4,000 square metres of employment floorspace is provided within the proposed development for 400 dwellings. It is considered that there will be a net increase in employment and associated economic benefits at the LMA site as a result of redevelopment (SA Objective 15).

2.13 Long Marston Airfield - South Western Relief 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 | + |

2.13.1 There have been no previous archaeological investigations recorded within the route boundary. Ordnance Survey mapping indicates that the land within the road route was farmland in the 19th century within the River Avon valley rising up to Orchard Hill at the west. The Bridge Opportunities and Constraints Study⁸⁰ suggests the presence of archaeological remains within the valley, which are likely to be affected by the development. Cropmarks on the proposed relief road route itself and records of finds of Iron Age to Medieval date have been located at a site 280m northwest of the road route. The Bridge Opportunities and Constraints Study (2015) states that further assessment and consultation with Historic England is to take place. It is predicted that the proposed development will have negative impact on the preservation of the archaeological remains.

2.13.2 There are 43 designated heritage assets and 76 non-designated heritage assets within the 1km study area. The heritage assets include 39 listed buildings (one at Grade I, one at Grade II*, and 37 at Grade II), one Grade II registered park and garden and three conservation areas. Springfield Bridge (32m from the road) and Clifford Forge House (468m from the road) are both in relatively isolated positions closest to the road route. The remaining designated assets are located within the conservation areas (Shotterly, Stratford-upon-Avon, and Clifford Chambers). Negative effects on the preservation and setting of some of these heritage assets are predicted as a result of the proposed development (SA Objective 1).

⁷⁹ Nathaniel Lichfield & Partners (2014) Long Marston Airfield New Settlement Technical Statement: Socio-Economic

⁸⁰ Amec Foster Wheeler Environment & Infrastructure UK Limited (2015) Stratford-upon-Avon Western Relief Road: Bridge Opportunities and Constraints Study

- 2.13.3 The proposed route lies within the Avon valley and comprises open fields in the north and west and arable farmland in the south and east. The route is located within National Character Area (NCA) 106: Severn and Avon Vales, as defined by Natural England in the Character Map of England⁸¹. These character areas are further sub-divided into Landscape Types; the proposed road route extends across the 'River Meadowlands' and 'Feldon Parklands' Landscape Types. Key characteristics relevant to the route include 'a narrow meandering river corridors landscape, with flood meadows and wooded river bluffs'.
- 2.13.4 The Stratford Urban Edge Study (2005) describes the proposed route as having 'moderate visibility'. The Zone of Visual Influence (ZVI) and resulting Potential Visual Receptors have been identified within the Bridge Opportunities and Constraints Study (2015). Receptors include nearby properties; at the southern edge of Stratford, along Evesham Road, Limes Avenue, Luddington Road, Stannells Close and Avonbank Drive, as well as isolated farmsteads and houses; Milcote Farm, Clifford Bank Farm, Clifford Mill, Springfield House and Cross-o-the-Hill Farm. Negative impacts on the setting of a number of landscape features are also predicted, including: public rights of way; footpaths SB29a (Shakespeare's Avon Way), SB32, SB34 (Shakespeare's Way), SB35, SB36, SB37, SB39, SB40 (Monarch's Way), SB41 together with the Stratford Greenway recreational route; local roads, including Clifford Lane (B4632) and Shipston Road (A3400); and Stratford-on-Avon racecourse.
- 2.13.5 The proposed south western relief road will have an effect on the local tranquillity of the landscape. The new built infrastructure will dissect the characteristic fields and hedgerows. The flat topographic nature of the landscape may limit the extent of visibility. Intervening field boundaries, wooded habitats and proposed roadside vegetation may assist in the physical visual containment of the road (SA Objectives 2 and 12).
- 2.13.6 The proposed south western relief road is likely to increase local noise pollution. The Bridge Opportunities and Constraints Study (2015) suggests noise pollution within Stratford-upon-Avon may be lessened by reducing traffic along routes through the town; particularly the A4390 and B439. Noise pollution may be increased on the residential areas surrounding the proposed road: dwellings along Luddington Road and Stannells Close, and individual farms including Milcote Hall Farm and Cross-o-the-Hill Farm. Negative impacts may also occur along the main route into Stratford-upon-Avon including Evesham Road. The vegetation buffer suggested within the Vision and Masterplan document (2014) may lessen any noise impacts that may occur from the existing road network and projected relief road (during construction and operation). The Bridge Opportunities and Constraints Study (2015) states that a traffic noise measurement survey is yet to be completed. The extent of noise impact from the road is uncertain until the traffic noise measurement survey is completed (SA Objectives 2 and 8).

⁸¹ Natural England (2012), National Character Area Profile 106: Severn and Avon Vales

- 2.13.7 The proposed link road is located just outside the Stratford-on-Avon AQMA. The Bridge Opportunities and Constraints Study (2015) states that construction of the bridge and Link Road has the potential to generate fugitive dust emissions. These emissions may have short-term negative impact on local residents, particularly those on Luddington Road. The road is likely to contribute to the overall reduction of pollution in the AQMA; offsetting traffic congestion within Stratford-upon-Avon (SA Objectives 2 and 8).
- 2.13.8 Some loss of hedgerow will take place along the route of the development road. As hedgerows dominated by native species are representative of Hedgerow Habitat of Principal Importance as listed on Section 41 of the NERC Act this would represent a loss of habitat of national ecological value. The Bridge Opportunities and Constraints Study states that further detailed survey work is required to confirm the conservation value of the hedgerows.
- 2.13.9 There is a small area of broadleaved woodland bordering an existing road, which is identified as being of local nature conservation value. There would need to be loss of some of this area to create the connecting junction for the road. Wooded embankments are located where the proposed link road crosses the Greenway Dismantled Railway (pLWS). Further ecological assessment is proposed during the detailed design stage. The road will cross the River Avon. In the area of the crossing point the river has tree cover on the banks and some marginal emergent vegetation. The proposed road would be elevated over the Avon and bridged over Shottery Brook, minimizing direct impacts.
- 2.13.10 The Bridge Opportunities and Constraints Study (2015) identifies that protected species recorded within 1km of the link road include: Barn Owl, Great Crested Newts, Grass Snake, Otter, Water Vole, Slow Worm (*Anguis fragillis*), Smooth Newt (*Lissotriton vulgaris*) and nine species of bat. The priority species identified comprised: Brown Hare, Common Frog (*Rana temporaria*), Hedgehog, Small Heath (*Coenonympha pamphilus*), White Admiral (*Limenitis camilla*), White Letter Hairstreak (*Satyrium w-album*). None of these records were from within the land affected by the proposed link road. The Ecology Technical Statement (2014) states that a 500m native species buffer will be implemented along the road verge to minimize direct negative effects to the conservation value of Racecourse Meadow SSSI and the non-statutory sites.
- 2.13.11 The Bridge Opportunities and Constraints Study (2015) shows the proposed route of the south western relief road to run close to or cross various nature conservation designations. Notable sites include Racecourse Meadow SSSI, twenty-three Ecosites, four Local Wildlife Sites and seven Potential Local Wildlife Sites within 1km. This study demonstrated ecological impacts would include:
- Loss of buffering habitats;
 - Changes in hydrology (these impacts could be positive or negative);
 - Loss of a proportion of the Steeplechase Meadow (LWS); and
 - Loss of habitats within the Seven Meadow (pLWS).

- 2.13.12 The Initial Habitat Assessment⁸² states that Steeplechase Meadow is a buffering habitat adjacent to the SSSI. Most of this area is to be lost to the road. The partial loss of non-statutory sites would be significant, with an impact at county level⁸³. The Consultation Results Plan⁸⁴ shows the route to cross through an area of Ecosites. This is likely to result in habitat loss and fragmentation.
- 2.13.13 Racecourse Meadow SSSI is an unimproved field that lies in the floodplain of the River Avon, located adjacent to the east of the proposed Western Relief Road. The proposed relief road would not cross the SSSI itself, but may experience indirect impacts on biodiversity, as the road would separate this from part of its adjacent buffering habitat (Steeplechase Meadow LWS). It is unknown whether increased local air pollution from vehicles travelling along the proposed road would effect the conservation status of the SSSI. The road would cut through a pSINC, which is located along the northern section of the proposed south western relief road.
- 2.13.14 Additional impacts associated with the development of infrastructure include increases in disturbance through light and noise pollution; particularly an issue with bats and birds by causing alterations in their natural behavioural patterns of movement and foraging.
- 2.13.15 The proposed south western relief road may cause changes to local hydrological regimes such as increased pollutants and sediment loading in water run-off (SA Objectives 3 and 8).
- 2.13.16 The Bridge Opportunities and Constraints Study (2015) indicates, in line with the Environment Agency's flood map, that the proposed relief road passes through the floodplains of the River Avon and the Shottery Brook. The route of the relief road is within Flood Zone 3. The Environment Agency state that detailed flood modelling is needed to understand impact of construction and to ascertain level of flood compensation required. The Bridge Opportunities and Constraints Study⁸⁵ states that 'the management of surface water drainage is likely to be a constraint'. A SuDS drainage mitigation scheme has been proposed to prevent an increase in flood risk downstream as a result of increased surface water run-off. SuDS will provide attenuation storage to limit the additional run-off to greenfield rates. A SuDS treatment train will also be implemented, prior to discharge (SA objectives 4 and 6).
- 2.13.17 The proposed south western relief road may reduce Stratford-upon-Avon's carbon footprint through providing relief to the traffic congestion within the area. This may have a positive impact on air pollution (SA Objectives 5 and 8).

⁸² CALA Homes (Midlands) Ltd. (2015) Land South of Stratford upon Avon: Stratford Western Relief Road. Initial Habitat Assessment

⁸³ CALA Homes (Midlands) Ltd. (2015) Land South of Stratford upon Avon: Stratford Western Relief Road. Initial Habitat Assessment

⁸⁴ FPCR Environment and Design Ltd. (2015) Land South of Stratford-upon-Avon, Warwickshire: Area B Consultation Results Plan

⁸⁵ Amec Foster Wheeler (2015) Stratford-upon-Avon Western Relief Road: Bridge Opportunities and Constraints Study

- 2.13.18 The route of the relief road passes predominately through Grade 2 and Grade 4 Agricultural land. As Grade 2 Agricultural land is considered best and most versatile, development of the road would lead to some loss of this resource (SA Objectives 7 and 12).
- 2.13.19 The link road is likely to relieve congestion from the existing road network around Stratford-upon-Avon. The road will have a 2.0m wide footpath on one side and a 3.0m wide combined footpath and cycle path on the other (SA Objective 10).
- 2.13.20 The proposed road will connect the B439 Evesham Road in the west to the B3400 Shipston Road to the south. The proposed route will improve accessibility to services and facilities within Stratford-upon-Avon town centre from rural areas (SA Objective 11).
- 2.13.21 The proposed road is likely to facilitate access to education and employment opportunities, particularly for those commuting to Stratford-upon-Avon for work. The proposed road is expected to improve accessibility for companies operating in and around Stratford-upon-Avon town (SA Objective 15).

2.14 SUA.1 Canal Quarter Regeneration Zone

| 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 | + | + | + |

- 2.14.1 The inclusion of a park alongside the canal, coupled with the environmental enhancements to the canal corridor positively impacts upon biodiversity and landscape (SA Objectives 2 and 3).
- 2.14.2 The site lies within Flood Zone 1. No negative effects of flooding are anticipated (SA Objective 4).
- 2.14.3 The proposal is of mixed-use, including housing, a linear park alongside the canal, 9,000 sq.m of Class B1 employment premises and a multi-purpose community facility, if required. The provision of a mixed-use scheme 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 (SA Objectives 5, 10 and 11).
- 2.14.4 The requirement to treat any contamination of the canal appropriately is likely to improve health and reduce pollution (SA Objective 8).
- 2.14.5 The proposed development ensures that any required decontamination and de-culverting of watercourses is carried out (SA Objective 9).

- 2.14.6 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, as well as improving links to Stratford railway station, supports sustainable methods of transportation (SA Objective 10).
- 2.14.7 The proposal will deliver approximately 650 new houses. Whilst this policy will contribute to meeting local housing demand, including the provision of affordable housing, viable provision of affordable housing is deemed to be lower than the 35% required for the rest of the district. This has resulted in an assessment result of '+', rather than '++', as affordable housing provision will be less than the standard quantity at this location. There is potential for other strategic locations to fund the provision of affordable housing at the Canal Quarter (SA Objective 13).
- 2.14.8 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).
- 2.14.9 Within the mixed-use development, 9,000 sq.m of Class B1 employment is proposed. The development also proposes to provide compensatory land for businesses relocating from the Canal Quarter (SA Objective 15).

2.15 South East Stratford

| 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 | + | ++ | - | ++ | ++ | + |

- 2.15.1 A Scheduled Monument has been identified to the west of Tiddington (Roman Road site Village) and many heritage assets. The disturbance of potential archaeological features could occur in the short term due to the development on the site. If features are present on site then the building work will eradicate them, with no effect thereafter (SA Objective 1).
- 2.15.2 Arable fields dominate the open countryside with hedgerows forming field boundaries. The Landscape Sensitivity Assessment (2011) suggests that the location is mostly of medium sensitivity to development. The area to the south of the development site is medium-high sensitivity.
- 2.15.3 Alveston Hill itself forms the skyline in views from all directions and, while acting as the backcloth to the settlement, also screens it from wider views to the east. The skyline, prominence and openness of this rural countryside make the area sensitive. The river corridor to the north is regarded as high landscape value and is close to a proposed area of landscape constraint. The proposed road would not pass through the zone identified in the landscape sensitivity study but would have an adverse impact on the setting of the high quality landscape when seen from certain viewpoints (SA Objectives 2 and 12).

- 2.15.4 There are no LWS on site, but two pLWSs are just outside of the site boundary: Bridgetown Site and The Croft Preparatory School Plantation. The development is not expected to have an adverse impact on the pLWSs. There are some small areas of woodland on site, and a large part of the site is within 4km of woodland of over 20ha (Shaping Neighbourhoods 2010). The northern part of the site contains an area of allotments, which could potentially be adversely affected if developed. The loss of areas of woodland and allotments may result in net loss in biodiversity. The development proposes to introduce open space and community woodland on site, this may increase the biodiversity value of the area, contributing positively to GI (SA Objective 3).
- 2.15.5 The development site is located within Flood Risk Zone 1 and will provide Sustainable Urban Drainage (SA Objective 4).
- 2.15.6 The option proposes residential and commercial development on site, as well as a local centre, primary school and potentially a secondary school. The provision of a mixed-use scheme 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 (SA Objectives 5 and 10).
- 2.15.7 The site lies within a Minerals Safeguarding Area for sand and gravel: deposits have been identified by the BGS (British Geological Society). This resource may be worked where possible to do so (SA Objective 7).
- 2.15.8 The site includes areas of Grade 2 and 3a Agricultural land, which is considered best and most versatile (SA Objectives 7 and 12).
- 2.15.9 Development of the proposed road has the potential to generate fugitive dust emissions during construction. These emissions may have short-term negative impact on local residents. The road is likely to contribute to the overall reduction of pollution in the AQMA; offsetting traffic congestion within Stratford-upon-Avon (SA Objective 8).
- 2.15.10 Due to the size of the proposed development there is the opportunity for the provision of a high quality public transport network. The mixed use development, including employment and services could reduce the need for travel via car as people can access these services via walking (SA Objective 10).
- 2.15.11 Due to the location close to Stratford-upon-Avon there are many bus routes in the vicinity. The site is well serviced by bus stops. There are two primary schools within 1km, and one secondary school is within 2km of the development site. It is unclear whether the schools have capacity for additional students, and as the option proposes 2,750 new homes the site will need additional facilities. A primary school, and possibly a secondary school have been suggested on site which would meet the needs of the new development, and potentially serve needs further afield. The proposal includes a local centre (comprising of a range of shops, services, community and leisure facilities) which will help meet the needs of the site (SA Objective 11).

- 2.15.12 The proposed development is expected to contribute positively to the housing needs within the area, providing 2,750 additional dwellings over the long term. As part of that, 35% will be affordable housing units (SA Objective 13).

- 2.15.13 A mix of uses will be accommodated within the development proposal. The development includes the provision of GI, comprising of open space and community woodland. There is a hospital located within 5km of the site and a leisure centre within 1,900m, but there is not a doctors surgery within 800m (SA Objective 14).

- 2.15.14 The proposal suggests 8ha of employment land. The option also suggests a local centre, which would include shops and services, further contributing to employment opportunities in the area (SA Objective 15).

3 Appraisal Findings: Stratford-upon-Avon

3.1.1 Site SUA NW has been assessed under Bishopton Lane Strategic Option and thus is not included in the assessments below.

| | 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 |
|-----------------------------|---------------------------------------|----------------|-------------------|--------------------|--------------------------------------|--------------------------------------|--------------------------|----------------|------------|-----------------|-------------------------|-------------------|-----------------------------|----------------------------|---------------|
| East of Birmingham Road (N) | 0 | - | 0 | + | + | + | - | 0 | 0 | + | 0 | + | + | + | 0 |
| Off Loxley Road (E) | 0 | +/- | 0 | + | + | + | -- | 0 | 0 | + | 0 | - | + | + | 0 |
| North of Banbury Road (SE) | - | +/- | - | + | - | + | -- | 0 | 0 | - | 0 | - | + | + | 0 |
| South of Trinity Way (S) | 0 | +/- | 0 | + | + | + | -- | 0 | 0 | + | 0 | + | + | + | 0 |
| North of Evesham Road (SW) | 0 | -- | - | + | + | + | - | 0 | 0 | + | 0 | + | + | + | 0 |
| South of Alcester Road (W) | - | - | 0 | + | - | + | - | 0 | 0 | - | 0 | + | + | + | 0 |

SA Objective 1: Cultural heritage

3.1.2 SUA N, E, S, and SW have neutral impacts relating to SA Objective 1. Negative effects are associated with SUA SE and W and this is due to the presence of archaeological remains and ridge and furrow respectively. Loss of ridge and furrow would be permanent.

SA Objective 2: Landscape

3.1.3 SUA E, SE and S are assessed as having uncertain impacts against SA Objective 2. All three of the sites contain areas of high/medium and medium/low landscape sensitivity. Design and location of the development within the site will determine whether there will be a positive or negative impact on landscape.

3.1.4 SUA N and W perform negatively against SA Objective 2 as they are situated entirely in an area of high/medium landscape sensitivity. SUA SW lies completely in an area of high landscape sensitivity and is marked as having significant adverse impacts against SA Objective 2.

SA Objective 3: Biodiversity

- 3.1.5 Neutral impacts are associated with SUA N, E, S and W. Adverse impacts are anticipated at SUA SE and SW due to the potential loss of deciduous woodland, a UK Priority Habitat. Development of either of the sites may result in a loss of habitat and fragmentation.

SA Objective 4: Water resources

- 3.1.6 All sites lie within Flood Zone 1 and have been assessed positively against SA Objective 4.

SA Objective 5: Climate change mitigation

- 3.1.7 Climate change impacts depend on various factors including car use. Information concerning renewable energy production at the dwelling scale is not available. It is anticipated that development at sites SUA N, E, S and SW will benefit from reduced personal car use as it is more accessible via good public transport networks.

SA Objective 6: Climate change adaptation

- 3.1.8 All sites have been assessed as performing positively as there are no significant constraints relating to climate change adaptation. Baseline GI at these sites is arable fields with occasional hedgerows.

SA Objective 7: Protect and conserve natural resources

- 3.1.9 SUA SE, S and E have been assessed as having adverse significant impacts as they include Grade 2 agricultural land. SUA SE is also a Mineral Safeguarding Area. SUA N, W and SW are also assessed as having adverse effects as they are classed as Grade 3a agricultural land.

SA Objective 8: Reduce air, soil and water pollution

- 3.1.10 The SA has not identified any significant adverse impacts in relation to air quality. The Water Cycle Study (2012) suggests that new housing development has sufficient headroom at local wastewater treatment works; it has been assumed that no new housing would be consented without appropriate infrastructure improvements with respect to headroom should the number of houses exceed the capacity for growth. If this is not the case, this assessment should be recorded as negative.

SA Objective 9: Reduce waste

- 3.1.11 All housing sites have been assessed as having a neutral impact in relation to SA objective 9.

SA Objective 10: Transport networks

- 3.1.12 Buses frequently run throughout Stratford-upon-Avon and connect the town with the surrounding villages and larger urban areas such as Coventry and Warwick. SUA SE and W are scored negatively against SA Objective 10 as they have poor footpath links and public transport connections. Sites SUA N, E, S and SW are all assessed as positive due to their close proximity to bus routes.

SA Objective 11: Rural barriers

- 3.1.13 This site has been assessed as having a neutral impact in relation to SA objective 11.

SA Objective 12: Countryside

- 3.1.14 Sites SUA N, S, SW and W are small scale developments on the edge of the urban settlement and thus are assessed positively. This ensures integrity with the main settlement of Stratford-upon-Avon and avoids development in open countryside. SUA E and SE are assessed negatively as they are large scale developments (more than 500 homes) in the urban fringe.

SA Objective 13: Affordable housing

- 3.1.15 All sites perform positively against SA Objective 13.

SA Objective 14: Health and well-being

- 3.1.16 Five health centres are present within Stratford-Upon-Avon. All of these except Rother House Branch Surgery are accepting new patients. All sites score positively against SA Objective 14. Any growth in housing must be proportionate to investment in local health infrastructure.

SA Objective 15: Knowledge based economy

- 3.1.17 All sites have neutral effects against SA Objective 15 as they are proposed for residential development only.

4 Appraisal Findings: MRC - Alcester

| | 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 |
|-----------------------------------|---------------------------------------|----------------|-------------------|--------------------|--------------------------------------|--------------------------------------|--------------------------|----------------|------------|-----------------|-------------------------|-------------------|-----------------------------|----------------------------|---------------|
| South of Allimore Lane (W) | - | + | - | -- | + | - | - | 0 | 0 | + | 0 | - | + | + | 0 |

SA Objective 1: Cultural heritage

- 4.1.1 The site performs negatively against this SA objective.
- 4.1.2 Potential adverse impacts are associated with the presence of archaeological features and unknown deposits within each area. The Historic Environment Assessment (2008) identifies archaeological features within the area which 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 (Historic Environment Assessment, 2008).
- 4.1.3 Other features in and around the site include undated linear features and enclosures shown in crop marks and Roman and Anglo Saxon finds. The Historic Environment Assessment (2008) suggests the site is in areas that have probably remained in agricultural use since the medieval period therefore any archaeological features may remain intact on site. Potential impacts on these would depend on the detailed design, layout, and extent of future development.

SA Objective 2: Landscape

- 4.1.4 The assessment shows that the site performs positively against this SA objective. According to the Landscape Sensitivity Study (2011) the site is located within an area of low-medium landscape sensitivity.

SA Objective 3: Biodiversity

- 4.1.5 The assessment has shown adverse impacts in relation to this site. According to the Ecological and Geological Assessment (2010) an abandoned traditional orchard is within the area. Orchards are declining BAP priority habitats.

- 4.1.6 In addition, the Ecological and Geological Assessment (2010) suggests this area is of high biodiversity value on the basis of being suitable for breeding bird species. It is an undisturbed habitat for birds and wildlife. The Ecological and Geological Assessment suggest turtle dove (*Streptopelia turtur*) are thought to breed at this location. This would be of county significance. The turtle dove (*Streptopelia turtur*) is protected in the UK under the Wildlife and Countryside Act, 1981. It is classified in the UK as a Red List species under the Birds of Conservation Concern review and as a Priority Species in the UK Biodiversity Action Plan (Wildlife Trust, 2012)⁸⁶.

SA Objective 4: Water resources

- 4.1.7 The site is coincident in part with Flood Zone 2 and 3, leading to poor sustainability performance without proven mitigation in the form of good design and layout for the site.

SA Objective 5: Climate change mitigation

- 4.1.8 Climate change impacts depend on various factors including car use. Information concerning renewable energy production at the dwelling scale is not available. It is anticipated that development at this site will benefit from being located within proximity of Alcester, which is made more accessible via good public transport networks.

SA Objective 6: Climate change adaptation

- 4.1.9 Negative effects have been identified in relation to habitat fragmentation and loss of green infrastructure assets. This could adversely effect species migration.

SA Objective 7: Protect and conserve natural resources

- 4.1.10 The assessment shows site location performs negatively in relation to this SA objective. It coincides with a Minerals Safeguarding Area for sand and gravel and building stone. Any development within a Minerals Safeguarding Area has the potential to adversely impact mineral resources. The sand and gravel resource may be worked where possible to do so.

SA Objective 8: Reduce air, soil and water pollution

- 4.1.11 The SA has not identified any significant adverse impacts in relation to air quality. The Water Cycle Study (2012)⁸⁷ suggests that new housing development will not require additional headroom at local wastewater treatment works.

SA Objective 9: Reduce waste

- 4.1.12 This site has been assessed as having a neutral impact in relation to SA objective 9.

⁸⁶ The Wildlife Trusts (2012) Turtle Dove *Streptopelia turtur*. available at: <http://www.wildlifetrusts.org/species/turtle-dove> accessed: 27th June 2015

⁸⁷ URS: Prepared for Stratford-on-Avon District Council (2012) Water Cycle Study Update: Final Report

SA Objective 10: Transport networks

- 4.1.13 Two key bus routes service Alcester. The number 26 connects Alcester to Stratford and Redditch whilst the number 247 connects Alcester to Redditch and Evesham. These provide a half hourly and an hourly service. There are also good footpath links to the town centre.

SA Objective 11: Rural barriers

- 4.1.14 This site has been assessed as having a neutral impact in relation to SA objective 11.

SA Objective 12: Countryside

- 4.1.15 This site has been assessed as having a negative impact in relation to SA objective 9 since it is a greenfield location.

SA Objective 13: Affordable housing

- 4.1.16 This site performs well against SA Objective 13.

SA Objective 14: Health and well-being

- 4.1.17 Alcester has two health centres and both are accepting new patients. In this respect the site performs well against SA Objective 14.

SA Objective 15: Knowledge based economy

- 4.1.18 This site has been assessed as having a neutral impact in relation to SA objective 15.

5 Appraisal Findings: MRC – Bidford-on-Avon

| | 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 |
|---|---------------------------------------|----------------|-------------------|--------------------|--------------------------------------|--------------------------------------|--------------------------|----------------|------------|-----------------|-------------------------|-------------------|-----------------------------|----------------------------|---------------|
| North of village (NW) | +/- | + | 0 | + | + | + | -- | 0 | 0 | + | + | - | + | + | 0 |
| Off Grafton Lane (NE) | +/- | +/- | 0 | + | + | + | -- | 0 | 0 | + | + | - | + | + | 0 |
| South of Tower Hill (SE) | +/- | - | 0 | + | + | + | -- | 0 | 0 | + | + | - | + | + | 0 |

SA Objective 1: Cultural heritage

- 5.1.1 Cultural heritage associated with Bidford includes records from several epochs. Finds recorded by Warwickshire County Council⁸⁸ include Romano-British, Anglo-Saxon and Medieval evidence. Records have largely been associated with the centre of Bidford, presumably associated with new development that sought to excavate evidence during construction. On this basis, there may be other archaeological interest in the area but this remains uncertain for all sites; Site Bidford SE is closest to the river and might possibly bear more evidence in this respect.
- 5.1.2 The Historic Environment Assessment (2008) suggest that Anglo Saxon finds from the Bidford-on-Avon area possibly point to an Anglo Saxon productive site being within the vicinity. A productive site denotes a site associated with trade, industry and exchange. Should a productive site be found this could be of national significance and unique within Warwickshire. An Anglo Saxon cemetery has been extensively excavated within Bidford-on-Avon. However, the precise focus of activity and the early Saxon settlement associated with this cemetery has yet to be found.
- 5.1.3 The implications of development associated with these sites remains uncertain until detailed archaeological excavations confirms or rules out the presence of features or deposits.
- 5.1.4 Site Bidford SE is adjacent to a Grade II listed building known as Tower Hill Farmhouse and borders, in small part, a conservation area associated with the Church (St Lawrence) and River Avon corridor.

⁸⁸ Warwickshire County Council (date unknown) The Archaeology of Bidford on Avon available at: <http://timetrail.warwickshire.gov.uk/exhibitionsview.aspx?eid=3> accessed: 30th June 2015

SA Objective 2: Landscape

5.1.5 According to the Landscape Sensitivity Study (2011) Bidford NW performs positively against this SA objective being in an area of low/medium landscape sensitivity for housing. Effects at Bidford NE are uncertain since part of the location encroaches an area of medium-high landscape sensitivity. Without design details, differences in sensitivities associated with commercial and residential development are difficult to assess. Mitigation strategies are important for the overall determination of effect.

5.1.6 Adverse impacts have been identified at Bidford SE. The Landscape Sensitivity Study (2011) suggests development at these locations would be highly visible, break the skyline and lead to adverse impact on landscape character. In this respect, housing and commercial development at these locations would be inappropriate.

SA Objective 3: Biodiversity

5.1.7 From the baseline, there is no evidence to suggest any significant biodiversity interest is present at this location. It is recognised that Skylarks (*Alauda arvensis*) and other species are associated with arable fields. Species surveys would be expected as part of any development at this locations to ensure compliance with wildlife legislation.

SA Objective 4: Water resources

5.1.8 All sites are likely to support this SA objective. None of the sites are within a functional floodplain (Environment Agency, 2012) and are located in Flood Zone 1. In addition, the Water Cycle Study (2010) does not indicate flooding issues within these locations.

SA Objective 5: Climate change mitigation

5.1.9 The location of each site will help limit reliance on travel by car however it is acknowledged that out-commuting exists in the district and more cars will add to the carbon footprint in the short term. Information concerning renewable energy production at the dwelling scale is not available.

SA Objective 6: Climate change adaptation

5.1.10 All sites have been assessed as performing positively as there are no significant constraints relating to climate change adaptation. Baseline GI at these sites is arable fields with occasional hedgerows.

SA Objective 7: Protect and conserve natural resources

5.1.11 All sites have the potential to lead to adverse impacts in relation to this SA objective.

5.1.12 All sites are within Mineral Safeguarding Areas for Sand and Gravel (Warwickshire County Council, 2010). This resource may be worked where possible to do so.

- 5.1.13 Bidford NW and SE are located within areas categorised as Grade 2 agricultural land. Grade 2 represents high quality agricultural land (MAGIC, 2015)⁸⁹. Bidford NE is located on Grade 2 and 3 agricultural land. development at these locations would lead to the loss of this finite resource.

SA Objective 8: Reduce air, soil and water pollution

- 5.1.14 The SA has not identified any significant adverse impacts in relation to air quality. The Water Cycle Study (2012) suggests that new housing development will require additional headroom at local wastewater treatment works; it has been assumed that no new housing would be consented without appropriate infrastructure improvements with respect to headroom. If this is not the case, this assessment should be recorded as negative.

SA Objective 9: Reduce waste

- 5.1.15 All housing sites have been assessed as having a neutral impact in relation to SA objective 9.

SA Objective 10: Transport networks

- 5.1.16 All sites perform well in terms of SA Objective 10. The number 28/28a bus service connects Bidford-on-Avon with Stratford-upon-Avon and Evesham whilst the number 247 connects the village to Redditch and Evesham via Alcester. These provide a half hourly and hourly service. All sites are within close proximity to bus stops. There is also a network of footpaths.

SA Objective 11: Rural barriers

- 5.1.17 Development in Bidford-on-Avon will help support the vitality of services and facilities within this location. It is anticipated that development may also lead to a multiplier effect in terms of service provision and transport improvements.
- 5.1.18 Development in Bidford has the potential to ensure services remain in the village, which may also be used by rural settlements within close proximity to Bidford-on-Avon such as Broom and Barton.

SA Objective 12: Countryside

- 5.1.19 All sites, especially Bidford NW represent large scale development in relation to the settlement of Bidford. Development on arable fields represents a negative effect on the district's countryside and has been evaluated as such in line with the SA Framework.

SA Objective 13: Affordable housing

- 5.1.20 All sites perform well against SA Objective 13.

⁸⁹ Magic Map Application (2015) available at: <http://www.magic.gov.uk/MagicMap.aspx> accessed 01 July 2015

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SA Objective 14: Health and well-being

- 5.1.21 Earlier assessments of sites near Bidford⁹⁰ suggested that the existing medical centre is at capacity and needs replacing as a matter of urgency. A replacement medical centre opened in 2014 and is currently accepting patients. Any growth in housing should be proportionate to investment in local health infrastructure.

SA Objective 15: Knowledge based economy

- 5.1.22 All sites have neutral effects against SA Objective 15 as they are proposed for residential development only.

⁹⁰ Lepus Consulting (2013) Sustainability Appraisal of the Stratford-on-Avon Core Strategy Potential Development Options Report. January 2013

6 Appraisal Findings: MRC – Southam

| | 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 |
|---|---------------------------------------|----------------|-------------------|--------------------|--------------------------------------|--------------------------------------|--------------------------|----------------|------------|-----------------|-------------------------|-------------------|-----------------------------|----------------------------|---------------|
| Off Leamingt on Road (W) | +/- | -- | +/- | + | +/- | + | - | 0 | 0 | + | + | -- | ++ | + | 0 |
| East of A423 (SE) | 0 | +/- | 0 | + | +/- | + | - | 0 | 0 | - | + | +/- | ++ | + | 0 |
| South of Daventry Road (E) | - | +/- | 0 | + | +/- | + | - | 0 | 0 | - | + | +/- | ++ | +/- | 0 |
| South of Rugby Road (NE) | 0 | -- | - | + | +/- | + | - | 0 | 0 | - | + | - | ++ | - | 0 |

SA Objective 1: Cultural heritage

- 6.1.1 Southam W is near to the remains of a medieval building. Implications of development at these locations will depend on the design, layout and extent of development (Historic England, 2015).
- 6.1.2 Southam E is located on the former Southam World War II airfield. Development at this location would lead to the loss of the remains of associated buildings (Heritage Gateway, 2012).

SA Objective 2: Landscape

- 6.1.3 Southam W and Southam NE are assessed as being of high/medium landscape sensitivity, according to the 2011 Landscape Sensitivity Study. This study states that high quality, low density development may be acceptable at Southam NE.
- 6.1.4 According to the Landscape Sensitivity Study (2011) development at Southam W would be inappropriate. Development would intrude on the setting and character of the urban edge of Southam.
- 6.1.5 Uncertainty exists in relation to potential broad development at Southam SE and Southam E. Although these locations are within areas of medium landscape sensitivity the extent of potential impacts is dependent on the design, layout and extent of new development.

SA Objective 3: Biodiversity

- 6.1.6 Uncertainty exists surrounding effects of potential development at Southam W, in relation to biodiversity. These broad locations are within close proximity to semi-improved grassland or broadleaved woodland habitats of biodiversity significance (Ecological and Geological Assessment, 2010). The implications of development at these locations will depend on design, layout and extent.
- 6.1.7 Development at Southam NE may lead to loss of the hedgerows onsite, which link to a wider network of hedgerows. Hedgerows are a BAP priority habitat and loss of them at this site may lead to habitat fragmentation.

SA Objective 4: Water resources

- 6.1.8 The assessment shows all potential development locations perform positively against this SA objective. All of the potential development sites are within Flood Zone 1.

SA Objective 5: Climate change mitigation

- 6.1.9 It is not known if any of the proposed developments would include renewable energy provision or energy efficiency measures.
- 6.1.10 Uncertainty exists in relation to all potential development locations as to whether development would contribute to reducing the carbon footprint of Stratford-on-Avon. Most households are likely to own cars but reliance on travel by car is difficult to predict at this level of detail.

SA Objective 6: Climate change adaptation

- 6.1.11 None of the proposed development sites would result in a loss of GI as recognized by the 2011 GI study. All sites are located within Flood Zone 1. It is not anticipated that any of these sites would be at particular risk of the impacts of climate change.

SA Objective 7: Protect and conserve natural resources

- 6.1.12 All potential development locations perform negatively against this SA objective. All locations reside with Minerals Safeguarding Areas for raw cement materials and building stone. Development has the potential to adversely impact on these natural resources.
- 6.1.13 All potential development locations are located on Grade 3 agricultural land. It is not known if this is Grade 3a, which is considered best and most versatile, or Grade 3b, which is not.

SA Objective 8: Reduce air, soil and water pollution

- 6.1.14 According to the Water Cycle Study (2012) the Itchen Bank wastewater treatment works has capacity for all additional development.

SA Objective 9: Reduce waste

- 6.1.15 All housing potential broad locations have been assessed as having a neutral impact in relation to SA objective 9. Addressing waste will depend on the design and layout of development coupled with behavioural characteristics of residents rather than housing location. Development at any of these locations would be in line with the Warwickshire's Municipal Waste Management Strategy (2013).

SA Objective 10: Transport networks

- 6.1.16 There are four key bus services in Southam. The number 63 connects Southam with Leamington and Rugby, which runs hourly. The number 64 connects Southam to Leamington and Long Itchington, on an hourly basis. The numbers 65 and 66 run two hourly and connects Southam to Leamington, Daventry and Banbury.
- 6.1.17 Only Southam W is within 400m of a bus stop, as measured from the centre of each site. Due to the size and location of sites Southam NE and Southam E, residents at the western parts of these sites may not be within walking distance of a bus stop. There are footpaths either through or adjacent to all sites, although it is expected that these will be used primarily for recreation.

SA Objective 11: Rural barriers

- 6.1.18 Development within Southam may help maintain the viability and vitality of services within the town. This could have positive impacts on surrounding areas in terms of reducing rural barriers.

SA Objective 12: Countryside

- 6.1.19 Southam W, Southam SE and Southam E would represent small-scale development of greenfield land in the urban fringe. Southam NE is considered to be large scale development of greenfield land in the urban fringe.
- 6.1.20 The assessment shows that Southam W performs negatively in relation to this SA objective. According to the Landscape Sensitivity Study (2011) development in these locations would be inappropriate. Development would intrude on the setting and character of the urban edge of Southam.
- 6.1.21 Site Southam NE is also within an area of high/medium landscape sensitivity. The Landscape Sensitivity Study (2011) suggests that development may be acceptable at this location if it is of high quality design and at a low density.
- 6.1.22 Uncertainty exists in relation to potential development locations Southam SE and Southam E. Although these broad locations are within areas of medium landscape sensitivity, the extent of potential impacts is dependent on the design, layout and extent of new development.

SA Objective 13: Affordable housing

- 6.1.23 All potential development sites in Southam will contribute towards meeting local housing demand, including the provision of affordable housing.

SA Objective 14: Health and well-being

- 6.1.24 Development within Southam has the opportunity to lead to greater provision of open space within the town. According to the Open Space, Sport and Recreation Assessment (2014) Southam has a surplus of 0.8ha gardens and amenity space, natural accessible greenspace and children and young people's facilities. Development has the potential to increase demand on this provision, although it may also increase provision either through the design of development or through developer contributions.
- 6.1.25 In addition many of the development locations are within close proximity to public rights of way and existing open space that could help support active recreation. Southam Leisure Centre is within 1900m of at least part of all developments.
- 6.1.26 Southam SE and Southam W are within 800m of a doctor's surgery, although there is not a hospital within 5km of any sites. Southam NE is expected to exacerbate demand on local facilities, including the doctor's surgery and open space, beyond capacity.

SA Objective 15: Knowledge based economy

- 6.1.27 Housing development within Southam has the potential to support the vitality of existing shops and services within the village. Although not directly relevant to this objective, all housing potential broad locations have the potential to facilitate economic benefits in terms of sustaining local services and facilities.

7 Appraisal Findings: MRC - 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 |
|-----------------------------------|---------------------------------------|----------------|-------------------|--------------------|--------------------------------------|--------------------------------------|--------------------------|----------------|------------|-----------------|-------------------------|-------------------|-----------------------------|----------------------------|---------------|
| West of Warwick Road (NW) | - | - | 0 | +/- | +/- | + | +/- | 0 | 0 | - | + | - | + | + | 0 |
| East of Warwick Road (NE) | 0 | - | 0 | +/- | + | + | - | 0 | 0 | + | + | - | + | + | 0 |
| West of Ettington Road (SW) | 0 | - | +/- | + | + | + | +/- | 0 | 0 | + | + | - | + | + | 0 |
| East of Ettington Road (SE) | 0 | + | 0 | + | +/- | + | - | 0 | 0 | - | + | - | + | + | 0 |

SA Objective 1: Cultural heritage

- 7.1.1 All sites except Wellesbourne NW have neutral impacts against SA Objective 1. Wellesbourne NW lies within a location that contains archaeological remains, a medieval ridge, an undated enclosure and a suspected Iron Age or Roman rectilinear enclosure. Any development would result in the loss of these historic features.

SA Objective 2: Landscape

- 7.1.2 According to the Landscape Sensitivity Study (2011) Wellesbourne SE performs positively against this SA objective being in an area of low/medium landscape sensitivity for housing. Wellesbourne NW, NE and SW perform negatively against this objective as they are in an area of high/medium landscape sensitivity (Landscape Sensitivity Study, 2011).

SA Objective 3: Biodiversity

- 7.1.3 From the baseline, there is no evidence to suggest any significant biodiversity interest is present at Wellesbourne NW, NE or SE. It is recognised that Skylarks (*Alauda arvensis*) and other species are associated with arable fields. Species surveys would be expected as part of any development at these locations to ensure compliance with wildlife legislation. Impacts of development are uncertain at Wellesbourne SW. The site lies adjacent to an area of replanted ancient woodland and any inappropriate development near to the woodland may have an adverse impact against SA Objective 3.

SA Objective 4: Water resources

- 7.1.4 A small section of Wellesbourne NW and NE lie in Flood Zone 2 and 3 respectively (Environment Agency, 2014), therefore have been assessed as uncertain. Wellesbourne SW and SE lie within Flood Zone 1 and so are assessed as positive against this objective.

SA Objective 5: Climate change mitigation

- 7.1.5 Good public transport links are present within Wellesbourne in the form of regular buses. Regular and nearby public transport links will promote the use of sustainable modes of travel and reduce personal car use, thus reducing the carbon footprint of the district. Wellesbourne NE and SW lie in close proximity to bus stops and perform positively against this objective. Wellesbourne NW and SE do not lie within 400 metres of a bus stop and therefore impacts on mitigating climate change are uncertain.

SA Objective 6: Climate change adaptation

- 7.1.6 All sites have been assessed as performing positively as there are no significant constraints relating to climate change adaptation. Baseline GI at these sites is arable fields with occasional hedgerows and trees.

SA Objective 7: Protect and conserve natural resources

- 7.1.7 All sites have the potential to lead to adverse impacts in relation to this SA objective.
- 7.1.8 All sites are within Mineral Safeguarding Areas for Sand and Gravel (Warwickshire County Council, 2010). This resource may be worked where possible to do so.
- 7.1.9 Wellesbourne NE and SE are located within areas categorised as Grade 2 and 3a agricultural land. Grade 2 and 3a represents high quality agricultural land. Development at these locations would lead to the loss of this finite resource.

SA Objective 8: Reduce air, soil and water pollution

- 7.1.10 The SA has not identified any significant adverse impacts in relation to air quality. The Water Cycle Study Update (2012) suggests that local wastewater treatment works are currently at consent limit; it has been assumed that no new housing would be consented without appropriate infrastructure improvements with respect to headroom. If this is not the case, this assessment should be recorded as negative.

SA Objective 9: Reduce waste

- 7.1.11 All housing sites have been assessed as having a neutral impact in relation to SA objective 9.

SA Objective 10: Transport networks

- 7.1.12 All sites perform well in terms of SA Objective 10. The number X15 and X18 buses connect Wellesbourne with Stratford-upon-Avon and Coventry on an hourly basis. The 269 provides links with Banbury and Stratford-on-Avon and runs twice a day. Wellesbourne NE and SW sites are within close proximity to bus stops and perform positively against SA Objective 10. There is also a network of footpaths extending throughout Wellesbourne. Due to the location of Wellesbourne NW and SE, bus stops do not lie near to the Site. This is more likely to promote personal car use, thus resulting in these sites performing negatively against this objective.

SA Objective 11: Rural barriers

- 7.1.13 All sites perform positively against SA Objective 11 as all sites are located on the settlement boundary and will be integrated with Wellesbourne when development is complete.

SA Objective 12: Countryside

- 7.1.14 All sites perform negatively against SA Objective 12 as development would result in the loss of greenfield land.

SA Objective 13: Affordable housing

- 7.1.15 All sites perform well against SA Objective 13.

SA Objective 14: Health and well-being

- 7.1.16 Hastings Health Medical Centre in Wellesbourne is currently accepting new patients. Any growth in housing must be proportionate to investment in local health infrastructure.

SA Objective 15: Knowledge based economy

- 7.1.17 All sites have been assessed as having a neutral impact in relation to SA objective 15.

8 Appraisal Findings: Shipston-on-Stour: South-western edge of town

| 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 |

SA Objective 1: Cultural heritage

8.1.1 Negative effects are predicted for SA Objective 1 due to the presence of Ridge and furrow is present in the middle of the site, which would be permanently lost if developed. A Grade II listed pair of cemetery chapels lies east of the site; neither these features nor their setting are likely to be affected by development.

SA Objective 2: Landscape

8.1.2 Shipston-on-Stour performs negatively against SA Objective 2 as the Stratford-on-Avon Landscape Sensitivity Study (2011) has identified this site as being of medium sensitivity to housing development. The site lies on the lower slopes of Hanson Hill. The Landscape Sensitivity Study suggests that housing could be accommodated in areas below 85m AOD, which would include eastern parts of the site but not western parts.

8.1.3 The site is likely to be visible from Campden Road, Shoulderway Lane, dwellings on the western edge of Shipston-on-Stour and public rights of way, including the Shakespeare Way. A public footpath passes through the site. Whilst this is partially screened by hedgerows, there may be glimpses of development through or over the hedgerow and increases in noise and light are likely to be noticeable from the path. The character of the site would change from field to residential development, as this represents development of a greenfield site, without any known incorporation of GI.

SA Objective 3: Biodiversity

8.1.4 Adverse impacts are anticipated at the site due to the potential loss of a traditional orchard, a UK BAP Priority Habitat, located on a small part of the site. The site includes hedgerows along the existing field boundaries. Hedgerows are a BAP priority habitat, which may be lost or fragmented by development. Areas of scrub and rough grassland within the site may also have biodiversity value; ecological surveys would be required to verify this.

SA Objective 4: Water resources

8.1.5 The site lies within Flood Zone 1. No negative effects of flooding are anticipated.

SA Objective 5: Climate change mitigation

- 8.1.6 There is a public footpath running through the site to Toddenham. The Shakespeare Way, Centenary Way and Midland Cycle Route run near and through Shipston-on-Stour, although it is not expected that these will be promoted through the proposed development. There is a bus stop within 400m of the site, but this is only served by the number 9 bus, which is a local service that only runs within Shipston-on-Stour and only runs on a Tuesday. The local centre of Shipston-on-Stour is further than 800m from the site. It is expected that residents of the proposed development would be dependent on cars for travel and are likely to out-commute to larger centres for employment and amenities, such as retail. This site is therefore assessed as having negative impacts on mitigating climate change.

SA Objective 6: Climate change adaptation

- 8.1.7 See SA Objective 2.

SA Objective 7: Protect and conserve natural resources

- 8.1.8 This site has been assessed as having adverse significant impacts as it is a greenfield site larger than 11ha.

SA Objective 8: Reduce air, soil and water pollution

- 8.1.9 The SA has not identified any significant adverse impacts in relation to pollution.

SA Objective 9: Reduce waste

- 8.1.10 All housing sites have been assessed as having a neutral impact in relation to SA objective 9.

SA Objective 10: Transport networks

- 8.1.11 See SA Objective 5.

SA Objective 11: Rural barriers

- 8.1.12 This development may increase demand on local services and facilities. Shipston Medical Centre is currently accepting new patients, but it is uncertain whether it could accommodate all residents of the new development. Capacity of other services and facilities, such as schools, is unknown, thus is uncertain whether this development will reduce or exacerbate barriers for those living in rural areas.

SA Objective 12: Countryside

- 8.1.13 The site consists of Grade 3 agricultural land, although it is not known if this is Grade 3a or 3b (SA Objective 12).

SA Objective 13: Affordable housing

- 8.1.14 This site performs positively against SA Objective 13 as the development would contribute to meeting housing demand in Stratford-on-Avon, including affordable housing.

SA Objective 14: Health and well-being

- 8.1.15 The nearest medical centre is over 800m from the site. The Ellen Badger Hospital is located in Shipston-on-Stour, which consists of a day hospital and rehabilitation ward. No other hospitals are located within 5km of the site. Shipston Leisure Centre is within 1900m of the site, although the Stratford-on-Avon GI Study (2011)⁹¹ suggests that Shipston-on-Stour has an under-provision of parks, gardens and amenity greenspace.

SA Objective 15: Knowledge based economy

- 8.1.16 The site has neutral effects against SA Objective 15 as they are proposed for residential development only.

⁹¹ UE Associates (2011) Green Infrastructure Study for the Stratford-on-Avon District

9 Mitigation: Cultural Heritage (SA Objective 1)

Receptors

9.1.1 Receptors for cultural heritage include but are not limited to the following:

- Ridge and furrow.
- Medieval settlement
- Scheduled Ancient Monuments
- Historic Parks and Gardens
- Non-designated recorded archaeological sites and associated assets
- Grade I, II* and II listed buildings

NPPF considerations

9.1.2 Para 131-133 concern impact significance.

9.1.3 Para 131: "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional'.

9.1.4 Para 132: "Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.
- Para 133: "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use".

Core Strategy policy

- 9.1.5 Policy CS.8 states that the District's historic environment will be protected and enhanced for its inherent value and for the enjoyment of present and future residents and visitors.
- 9.1.6 Where proposals will affect a heritage asset, applicants will be required to undertake and provide an assessment of the significance of the asset using a proportionate level of detail relating to the likely impact the proposal will have on the asset's historic interest.
- 9.1.7 Proposals which would lead to substantial harm to, or total loss of significance of, designated heritage assets will only be permitted where substantial public benefits outweigh that harm or loss and it is demonstrated that all reasonable efforts have been made to sustain the existing use or find reasonable alternative uses.

Types of impact and mitigation

Loss of feature

- 9.1.8 Loss of features is an irreversible adverse effect. Excavation of features prior to development should be carefully documented and added to the local historic record. Where possible features should be designed into new development. For example Ridge and Furrow could form part of the local greenspace network.
- 9.1.9 A presumption has been made in favour of retaining Ridge and Furrow, unless other evidence has been forthcoming to suggest the Ridge and Furrow has lost its importance.

Impact on setting

- 9.1.10 The NPPF makes it clear that the setting of a heritage asset is the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral⁹².
- 9.1.11 Setting is not a heritage asset, nor a heritage designation, though land within a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset. This depends on a wide range of physical elements within, as well as perceptual and associational attributes pertaining to, the heritage asset's surroundings.
- 9.1.12 In this respect, new development needs to consider sensitive design in and around existing heritage assets and seek to avoid compromising existing qualities. In this way, mitigation of heritage assets can contribute to local green infrastructure networks.

⁹² Historic England (2015) The Setting of Heritage Assets. Historic Environment Good Practice Advice in Planning: 3

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Summary

- 9.1.13 The majority of sites are likely to be affected by impacts to heritage as a result of new development. By applying the requirements of policy CS.8 it has been assumed that the policy aspirations will prevail and positive results are achievable.
- 9.1.14 **Tables 1.2 & 16.4** show post-mitigation findings. Single plus scoring has been allocated to sites with no prescribed green infrastructure and/or heritage strategy as part of proposals. Likewise if the identified impact concerns setting, it has been assumed this can be mitigated using policy CS.8.
- 9.1.15 Those sites with further detail of this nature, which demonstrates heritage mitigation and enhancement, have been scored with a double plus.

10 Mitigation: Landscape and Countryside (SA Objectives 2 and 12)

Receptors

10.1.1 Receptors for landscape include but are not limited to the following:

- AONB
- Areas of restraint
- Sensitive Landscapes identified in the baseline⁹³
- Public viewpoints including from residential, work and transitory locations
- Grade I, II* and II listed buildings
- Integrity of the countryside
- Landscape character

NPPF considerations

10.1.2 One of the core planning principles listed in Para 17 of the NPPF includes the requirements to 'recognize the intrinsic character and beauty of the countryside'.

10.1.3 Para 114: "Local planning authorities should: set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure".

10.1.4 Para 115: "Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads".

10.1.5 Para 116: "Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of: ... any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated".

10.1.6 Core Strategy policy

⁹³ Stratford-on-Avon Landscape Sensitivity Study (2012) by White Consultants and the Stratford Urban Edge Study (2005) by Warwickshire County Council.

10.1.7 Policy CS.5 states that the landscape character and quality of the District will be maintained by ensuring that development takes place in a manner that minimises and mitigates its impact and, where possible, incorporates measures to enhance the landscape. The cumulative impact of development proposals on the quality of the landscape will be taken into account.

10.1.8 Policy AS.10 aims to protect the integrity of the countryside by setting out the scale and type of development that is acceptable in the countryside, although this does not account for large-scale, strategic development sites.

10.1.9 Policy AS.11 sets out principles to ensure sensitive development of large brownfield sites in the countryside.

Types of impact and mitigation

Impact on character and appearance

10.1.10 The NPPF makes it clear that greater weight should be given to landscape and scenic beauty of AONBs. Landscape character is a distinctive quality that should be upheld when considering impacts and designing new development. Some landscape receptors are more sensitive than others as identified in the Stratford-on-Avon Landscape Sensitivity Study (2011). Mitigation is best served through careful design and planting strategies wherever possible. This has the added benefit to green infrastructure. Planting schemes sometimes only yield medium to long term benefits.

Visual Impacts

10.1.11 Visual impact assessment will consider the effects on visual receptors (which are people). Mitigation should be prepared in response to adverse impacts identified with specific receptors. Landscape and Visual Impact assessments are a useful tool to identify which receptors will be affected. Mitigation is often in the form of new planting schemes and landscape buffers. Planting schemes sometimes only yield medium to long term benefits.

Noise and Light Pollution

10.1.12 New development should seek to avoid introducing light or noise pollution by following sensitive design principles.

Summary

10.1.13 All developments have been associated with adverse effects on landscape and visual receptors of one kind or another.

10.1.14 By applying the requirements of policy CS.5 and policy AS.11 it has been assumed that the policy aspirations will prevail and positive results are achievable. In which case landscape character will be maintained by ensuring that development takes place in a manner that minimises and mitigates its impact and, where possible, incorporates measures to enhance the landscape.

- 10.1.15 **Tables 16.2 & 16.4** shows post mitigation. In re-evaluating the sustainability scores with mitigation effects incorporated, it has been assumed that positive residual effects are more likely in the long term and that short term impacts, especially in areas with medium-high sensitivity will be adverse in nature.
- 10.1.16 Allowing for likely long term landscape benefits, single plus scoring has been allocated to sites with no prescribed green infrastructure and/or landscape strategy as part of proposals. Likewise if the identified impact concerns visual impacts, it has been assumed this can be mitigated using policy CS.5.
- 10.1.17 Without being able to overcome permanent change to landscape character, no scheme is considered to warrant double plus scoring for either landscape or the integrity of the countryside.
- 10.1.18 Note that impacts on the integrity of the countryside (SA Objective 12) relate primarily to character but also relate to loss of agricultural land (SA Objective 7). Residual negative assessments with regards to SA Objective 12 relate to the irreversible loss of best and most versatile agricultural land (see **Chapter 13**).

11 Mitigation: Biodiversity (SA Objective 3)

Receptors

11.1.1 Receptors for biodiversity include but are not limited to the following:

- SSSI
- SINCR
- LNR
- LWS
- pLWS
- Ecosites
- Priority habitats
- Protected species
- BAP Priority species

NPPF considerations

11.1.2 Para 109: "The planning system should contribute to and enhance the natural and local environment by:

- protecting and enhancing valued landscapes, geological conservation interests and soils;
- recognising the wider benefits of ecosystem services;
- minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and
- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate."

Core Strategy policy

11.1.3 Policy CS.6 seeks to ensure that development will be expected to contribute towards a resilient ecological network throughout the District that supports ecosystems and provides ecological security for wildlife, people, the economy and tourism. Full text can be found on page 46 of the Core Strategy Modifications June 2015.

Types of impact and mitigation

Fragmentation

- 11.1.4 It is possible to reduce fragmentation effects through introducing connectivity back into the scheme that caused the fragmentation. This is relevant to the proposed schemes (housing and transport) that introduce fragmentation impacts and how to overcome them. Solutions can be expensive and time consuming and include for example tunnels and green bridges. Tall hedgerows and mature trees can intermesh over smaller roads which lead to a continuous canopy in the summertime, potentially benefitting bats.

Habitat Loss

- 11.1.5 This impact occurs when habitat receptors are lost as a result of new development. The WCC Biodiversity Offsetting Scheme⁹⁴ offers a means of compensating for biodiversity loss from development by habitat creation/restoration projects. It has been designed for strategic areas to be managed in the long term; gain is measured using the same metric ensuring there is no net loss to biodiversity so that the development can proceed more sustainably. This follows NPPF para 109.

Pollution: Light, Noise and Air

- 11.1.6 Changes to baseline conditions caused by external factors such as new street lighting, noise from construction and dust can all lead to different forms of pollution. In turn, this may affect several receptor types including habitats and species.
- 11.1.7 To help mitigate these, a range of design features need to be considered. For example the Design Manual for Roads and Bridges includes a comprehensive suite of design features for minimising environmental impact.

Summary

- 11.1.8 All sites are likely to be affected by fragmentation and habitat loss to some extent. By applying Core Strategy policy CS.6 and the no net loss of biodiversity principle promoted by Warwickshire County Council, positive effects can be expected. Several sites include mitigation to this effect; in cases where additional information has not been provided it has been assumed that the policy aspirations will prevail and positive results are achievable.
- 11.1.9 **Tables 16.2 & 16.4** show post-mitigation findings. Single plus scoring has been allocated to sites with no prescribed biodiversity strategy or masterplan. Those sites with further detail which is considered likely to contribute to the wider local biodiversity network have been scored with a double plus.

⁹⁴ The Environment Bank (2014) Guide to Warwickshire, Coventry and Solihull Biodiversity Offsetting Biodiversity Impact Assessment Calculator v18.

12 Mitigation: Flood risk (SA Objective 4)

Receptors

12.1.1 Receptors for flooding include but are not limited to the following:

- Houses
- SSSI
- People
- Businesses
- Transport Infrastructure

NPPF considerations

12.1.2 Para 94 states that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.

Core Strategy policy

12.1.3 Policy CS.4 seeks to ensure that development will take into account, dependent on their scale, use and location, the predicted impact of climate change on the District's water environment. Measures will include sustainable use of water resources, minimising water consumption, protecting and improving water quality, and minimising flood risk from all sources, as set out in the most up-to-date Strategic Flood Risk Assessment (SFRA).

Types of impact and mitigation

Fluvial, surface and ground water flooding

12.1.4 Environment Agency flood zone maps provide an indication of likelihood of flooding in an area. In Floods zones 2 and 3, it will be necessary to conduct flood risk assessments to determine the extent of impact in terms of displaced water flow and increased associated risk of flooding.

12.1.5 There are several mitigation techniques that can be employed which include: SuDs drainage mitigation scheme to help reduce flood risk. It is also possible to introduce green infrastructure features such as attenuation and balancing ponds, rainwater harvesting for gardens, green walls, streams and lakes.

Summary

12.1.6 **Tables 16.2 & 16.4** show post-mitigation findings. All new developments are expected to deliver appropriate mitigation mechanisms to avoid flooding and increase flood risk elsewhere.

13 Mitigation: Climate Change (SA Objective 5 & 6)

Receptors

13.1.1 Receptors for climate change include but are not limited to the following:

- All topics cited in Annex 1 (f) of the SEA Directive

NPPF considerations

13.1.2 Para 94 states that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.

13.1.3 Para 95: To support the move to a low carbon future, local planning authorities should:

- plan for new development in locations and ways which reduce greenhouse gas emissions;
- actively support energy efficiency improvements to existing buildings; and
- when setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards.

Core Strategy policy

13.1.4 Policy CS.2 seeks to address climate change mitigation and adaptation. It seeks to ensure that development will be required to demonstrate that, dependent on their scale, use and location, measures are included that mitigate and adapt to the impacts of climate change. Full details of the proposed adaptation measures should be incorporated into the proposal.

Types of impact and mitigation

Increased carbon footprint

13.1.5 To better inform carbon emissions assessments it is recommended that a carbon footprint baseline with trend data be prepared for the district.

13.1.6 Mitigation to reduce greenhouse gases includes sustainable transport modes, initiatives to reduce the need to travel and local renewable energy generation.

Changes to weather patterns

13.1.7 Green infrastructure planning can greatly assist future proof locations and receptors that are likely to be vulnerable to more severe weather patterns, which include hotter summers and wetter winters.

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Summary

- 13.1.8 **Tables 16.2 & 16.4** show post-mitigation findings. In line with policy CS.2, all new developments are expected to deliver appropriate mitigation mechanisms to reduce greenhouse gas emissions and adapt to climate change.

14 Mitigation: Natural Resources and Pollution (SA Objective 7 & 8)

Receptors

14.1.1 Receptors for natural resources and pollution include but are not limited to the following:

- Soil
- Water
- Minerals
- Air

NPPF considerations

14.1.2 See para 109 in 6.2.9, which states why soil should be conserved.

14.1.3 Para 142 states that minerals must be maintained in sufficient supply.

Core Strategy policy

14.1.4 Policy CS.1 seeks to address natural resources. It ensures that development will use the planning system to both protect and enhance our natural, built and historic environment, and to use natural resources prudently, ensuring the effective use of land through reusing previously developed land and promoting mixed use developments.

14.1.5 Policy AS.11 states that there are a number of brownfield sites across Stratford-on-Avon District that have been the focus of previous activity, eg. mineral workings, or remain in active use. The policy states that all development proposals should take into account the need to carry out comprehensive assessment of features of geological interest to be protected as part of any development.

14.1.6 Paragraph 6.1.22 in the Stratford-upon-Avon Area Strategy states that development proposals need to show that air quality would not deteriorate as a result. Policy AS.1 states that the Council will apply principles regarding measures relating to the Air Quality Management Area in considering development proposals and other initiatives.

Types of impact and mitigation

Loss of the best and most versatile agricultural land

14.1.7 Any loss of Grade 1 or 2 agricultural land is unlikely to be replaced and represents an adverse effect.

Loss of soil resource

- 14.1.8 Loss of valuable soil resources can occur at a number of the sites if topsoils are not first stripped from the development areas. It is proposed that topsoil will be removed and retained under the soil protection policy, in line with a Construction Environmental Management Plan. This policy also involves landscaping and a re-use strategy for the topsoil resources, following guidance from the Construction Code of Practice for Sustainable Use of Soils on Construction Sites. Soil Management Plans may also be implemented to alleviate adverse effects.

Impact on the district's minerals resource

- 14.1.9 All sites are located within mineral safeguarding areas. Minerals include coal, cement raw materials, sand and gravel, and building stone. Development is likely to sterilise these resources. Working minerals prior to development and using them in the construction phase may help mitigate adverse impacts on these resources.

Water pollution

- 14.1.10 Water quality can be affected by a range of factors including run-off from fields and the weather. Impacts associated with new development will be carefully restricted by a combination of various policies and legislation. Mitigation includes SuDS and water flood attenuation schemes.

Air pollution

- 14.1.11 Housing development in or near an existing AQMA is likely to exacerbate air quality issues in the area. This is due to the fact that most households are expected to own at least one vehicle, which will increase traffic movements in the AQMA, thus increasing congestion and air pollutants associated with vehicles exhaust fumes. The Core Strategy makes it clear that development proposals will need to demonstrate that development would not exacerbate air quality issues in the AQMA, particularly in the Stratford-upon-Avon Strategy.

Summary

- 14.1.12 **Tables 16.2 & 16.4** show post-mitigation findings. Those policies associated with mineral (excluding coal) locations are identified as having an uncertain effect. Policies associated with best and most versatile agricultural land are scored with a residual adverse impact.

15 Mitigation: Transport and Rural Barriers (SA Objectives 10 and 11)

Receptors

15.1.1 Receptors for transport and rural barriers include, but are not limited to, the following:

- People
- Road network
- Public transport network
- Carbon footprint

NPPF considerations

15.1.2 Para 17 gives one of the core planning principles as focusing development in areas which are, or can be made sustainable, by making use of public transport, walking and cycling.

15.1.3 Section 4 of the NPPF relates to promoting sustainable transport. This includes making sustainable transport the most prominent and easiest option for people, particularly by tailoring transport solutions for different areas. Local Plans should support a pattern of development that facilitates the use of sustainable modes of transport. This includes developing supporting infrastructure to accommodate sustainable development. Transport Statements or Transport Assessments and a Travel Plan are required for developments that generate 'significant' amounts of movement. Para 34 supports plans that minimize the need to travel and maximize use of sustainable transport modes. The NPPF encourages maximization of the accessibility of services, amenities and streets, and sustainable transport for all.

15.1.4 Para 95: To support the move to a low carbon future, local planning authorities should plan for new development in locations and ways which reduce greenhouse gas emissions. This could include reducing reliance on personal vehicles and supporting low carbon transport.

Core Strategy policy

15.1.5 Strategic Objective 13 of the Core Strategy aims for improved transport services to reduce congestion and increase accessibility across the District.

15.1.6 Policy CS.2 seeks to address climate change mitigation and adaptation. This includes locating development where need to travel is minimized and encouraging use of sustainable transport, which will reduce the carbon footprint of the district.

- 15.1.7 Policy CS.9 states that in order to ensure high quality design, proposals will encourage walking and cycling, propose or be close to community facilities and have good access to public transport.
- 15.1.8 Policies CS.18, CS.20, CS.21, CS.23, CS.24 and AS.4, AS.10, AS.11, along with individual area strategies, ensure that accessibility, particularly in terms of public transport, is taken into consideration for range of development types and locations.
- 15.1.9 Policy AS.1 indicates that a range of traffic management measures will be implemented, which is expected to reduce congestion and increase accessibility. Improvements will be made to public transport in Stratford-upon-Avon, including;
- A bus-rail interchange adjacent to Stratford railway station;
 - Potential provision of a bus station in the town centre;
 - Potential provision of a park and ride facility on the southern side of town;
 - Improving the route between Stratford railway station and the town centre; and
 - A range of improvements to pedestrian and cycle routes.
- 15.1.10 Policy CS.25 relates to fulfilling local and county-wide transport objectives, including encouraging a modal shift to more sustainable forms of transport, and increasing road safety. This policy states that development will only be permitted if mitigation is provided against any unacceptable transport impacts.

Types of impact and mitigation

Increased carbon footprint

- 15.1.11 Mitigation to reduce greenhouse gases includes sustainable transport modes and initiatives to reduce the need to travel. This includes both improving the current sustainable transport network and encouraging a behavioural change to use of sustainable transport.

Limited accessibility and reliance on private vehicles

- 15.1.12 Development with poor public transport links and limited local services and amenities may result in residents being reliant on car use. Depending on the existing local road infrastructure and capacity, this may lead to increased congestion and decreased road safety. Locating development near to existing amenities and transport links, as well as including new amenities and new sustainable transport links into larger developments, may mitigate potential impacts.

Summary

- 15.1.13 **Tables 16.2 & 16.4** show post-mitigation findings. Core Strategy policies are considered to have a significant positive effect with regards to transport. These policies provide the basis for more detailed measures than can be developed once the preferred locations for growth have been identified.

16 Mitigation: Health and Wellbeing (SA Objectives 14)

Receptors

16.1.1 Receptors for health and wellbeing include, but are not limited to, the following:

- People
- Health services
- Leisure facilities

NPPF considerations

16.1.2 Section 8 of the NPPF addresses promoting healthy communities. This includes reducing social isolation, improving safety and promoting community cohesion. Planning authorities must plan positively for provision of shared space, community facilities and local services and amenities, including ensuring there is sufficient capacity at schools. The NPPF aims to protect and enhance open space, public rights of way and community and recreational facilities.

16.1.3 Para 120 states that effects of pollution on health should be taken into account during development planning.

16.1.4 Para 123 states that planning policies should avoid noise giving rise to significant adverse impacts on health and quality of life and that this should be reduced and mitigated as much as possible.

16.1.5 Para 143 states that Local Plans should set out environmental criteria to ensure development will not have unacceptable impacts on human health, including from noise, dust, visual intrusion, land stability, flooding and contamination.

16.1.6 Para 156 states that the Local Plan's strategic priorities should deliver health, security, community and cultural infrastructure and other local facilities.

Core Strategy policy

16.1.7 Policy CS.9 states that all development should contribute to health by ensuring good space and privacy standards, as well as minimizing noise, contamination and pollution, loss of daylight and adverse surroundings.

- 16.1.8 Policy CS.24 aims to promote healthy communities, including improving infrastructure, services and community facilities to mitigate impacts of development. This policy encourages provision of new and enhanced community, cultural, sport and leisure facilities and retention of existing facilities. This policy also states that new housing development will enable an increase in or enhancement of open space and recreation facilities to meet the needs of its residents.

Types of impact and mitigation

Vibration

- 16.1.9 Potential negative impacts of vibration were identified in relation to the Dallas Burston Polo Grounds, due to the proposed HS2 route passing under the site. Without further work, impacts of this remain uncertain.

Contamination and pollution

- 16.1.10 Where there are potential contamination and pollution issues on a development site, provisions of the NPPF, Core Strategy policy CS.9, and legislative protection is expected to ensure that this does not pose a risk to health.

Limited accessibility to health and recreation facilities

- 16.1.11 Development sites in rural areas may be further than the recommended distances from formal health and recreation facilities. Core Strategy policy CS.24 suggests that additional and improved health infrastructure, including open space, will be provided in line with development.

Noise

- 16.1.12 Some development sites may be near to existing sources of noise pollution or may increase local noise pollution, for example via increased traffic flows. NPPF Para 143 and Core Strategy policy CS.9 suggest that impacts of noise on human health will be minimized. Following World Health Organization (WHO) guidelines, development must be designed to achieve good internal and external noise climates.

Summary

- 16.1.13 **Tables 16.2 & 16.4** show post-mitigation findings. Positive residual effects are expected with regards to all potential health impacts, with the exception of vibration impacts, which remain uncertain.

17 Assessment results post-mitigation

17.1.1 This chapter presents assessment findings for all of the strategic development sites. **Tables 16.1.** and **16.3** present pre-mitigation assessment findings. **Tables 16.2** and **16.4** present post-mitigation findings.

17.1.2 This information will assist the Council in exploring alternatives for meeting the new housing requirement total. Following observations from the Inspector at examination, it includes alternatives to the Canal Quarter (SUA1) on the edge of Stratford-upon-Avon. Any consideration of sites must also take place in the context of the anticipated increase in the housing requirement.

17.2 Overview of Results

17.2.1 **Tables 12.1 – 12.4** illustrate assessment findings for all of the strategic development sites assessed during this latest phase of the SA process, following comments received from the Inspector. Readers should note that these are illustrative summaries with relative values being attached to sustainability performance against SA Objectives. These tables have accompanying assessment text (see **Chapters 2-15**), which should be read alongside the tables. In terms of identifying the best option, whilst the sustainability performance of each site clearly identifies positive and negative effects, it is difficult to determine an outstanding site. Prior to considering mitigation, in cases where sites have strong sustainability performance, they also have negative effects too.

17.2.2 By looking at potential mitigation served by the Core Strategy policies, NPPF and in some cases masterplanning details, the sustainability appraisal process has considered any likely significant adverse effects and presented measures envisaged to prevent, reduce and, as fully as possible, offset them. This has resulted in a revised suite of SA results. In terms of identifying a best performing option amongst the post-mitigation results, as might be expected, it is clear that all sites have the potential to perform better. As with pre-mitigation results, each site has a range of sustainability values attributed to them, although most effects are positive. In those cases where negative effects remain this is usually associated with the predicted irreplaceable loss of some resource be it best and most versatile agricultural land or historic landscape features such as ridge and furrow.

17.2.3 The development and appraisal of proposals in the Stratford-on-Avon Core Strategy has been and is part of an iterative process, with the various strategic development site and policy proposals being revised to take account of the appraisal findings. This helps to inform the selection, refinement and publication of proposals. On this basis the Council will shortly supply the assessment team with final preferred options for the Core Strategy, which will be assessed, and findings published in Summer 2015.

Table 16.1: Assessment results pre-mitigation for strategic development sites outside of Stratford-upon-Avon and MRCs

| | History, Cultural Heritage | Landscap | Biodivers | Flood Risk | Climate Change Miti. | Climate Change Adapt. | Natural Resource | Pollution | Waste | Transport | Rural Barriers | Country | Afford. Housing | Health | Economy |
|------------------------------|----------------------------|----------|-----------|------------|----------------------|-----------------------|------------------|-----------|-------|-----------|----------------|---------|-----------------|--------|---------|
| Atherstone | O | - | - | + | + | + | +/- | O | O | + | O | - | O | +/- | + |
| Bishopton Lane | O | O | - | ++ | + | + | - | - | O | ++ | + | + | ++ | + | O |
| Dallas Burston | +/- | - | - | ++ | +/- | + | - | O | O | +/- | + | - | ++ | +/- | + |
| Gaydon Lighthorne | - | -- | + | ++ | + | + | - | O | O | + | ++ | -- | ++ | ++ | ++ |
| Harbury Cement | - | - | + | + | - | O | - | + | O | - | + | - | ++ | + | + |
| LMA relief road | - | - | -- | -- | + | -- | +/- | + | O | + | + | - | O | O | + |
| LMA 3,500 | - | - | - | + | + | ++ | + | +/- | O | +/- | + | O | ++ | + | ++ |
| LMA 400 | +/- | - | - | + | + | ++ | + | +/- | O | +/- | + | O | ++ | + | + |
| Lower Farm, Stoneythorpe | +/- | - | - | + | ++ | + | + | +/- | + | + | + | - | ++ | +/- | + |
| Meon Vale | - | - | +/- | + | +/- | + | + | - | O | + | + | - | ++ | +/- | + |
| Southam cement 2500 | - | -- | - | + | - | + | - | +/- | O | + | + | - | ++ | - | + |
| Southam cement 1526 | - | -- | - | + | - | + | - | +/- | O | +/- | +/- | - | + | - | +/- |
| SUA2 | +/- | -- | +/- | + | + | + | - | + | O | + | - | - | ++ | - | ++ |
| Wellesbourne | - | - | + | ++ | +/- | ++ | -- | +/- | O | + | + | - | ++ | +/- | + |
| SUA1 Canal regeneration zone | O | + | ++ | O | O | O | + | + | O | ++ | O | O | + | + | + |
| South East Stratford | - | -- | + | ++ | + | + | - | + | O | + | ++ | - | ++ | ++ | + |

Table 16.2: Assessment results post-mitigation for strategic development sites outside of Stratford-upon-Avon and MRCs

| | History, Cultural Heritage | Landscap | Biodivers. | Flood Risk | Climate Change Miti. | Climate Change Adapt. | Natural Resource | Pollution | Waste | Transport | Rural Barriers | Country | Afford. Housing | Health, | Economy |
|------------------------------|----------------------------|----------|------------|------------|----------------------|-----------------------|------------------|-----------|-------|-----------|----------------|---------|-----------------|---------|---------|
| Atherstone | + | + | + | + | + | + | + | + | O | + | O | -- | O | + | + |
| Bishopston Lane | O | + | + | ++ | + | + | + | + | O | ++ | + | + | ++ | + | O |
| Dallas Burston | + | + | + | ++ | + | + | - | + | O | + | + | +/- | ++ | +/- | + |
| Gaydon Lighthorne | ++ | + | ++ | ++ | + | + | - | + | O | + | ++ | -- | ++ | ++ | ++ |
| Harbury Cement Works | ++ | + | + | + | + | + | - | + | O | + | + | - | ++ | + | + |
| LMA relief road | ++ | + | ++ | ++ | + | + | +/- | + | O | + | + | - | O | O | + |
| LMA 3,500 | +/- | + | + | + | + | + | + | + | O | + | + | + | ++ | + | ++ |
| LMA 400 | +/- | + | + | + | + | + | + | + | O | + | + | + | ++ | + | + |
| Lower Farm, Stoneythorpe | ++ | + | + | + | + | + | + | + | + | + | + | + | ++ | + | + |
| Meon Vale | - | + | + | + | + | + | + | + | O | + | + | + | ++ | + | + |
| Southam cement 2500 | - | + | + | + | + | + | - | + | O | + | + | +/- | ++ | + | + |
| Southam cement 1526 | - | + | + | + | + | + | - | + | O | + | + | +/- | ++ | + | +/- |
| SUA2 | +/- | + | + | + | + | + | + | + | O | + | + | - | ++ | + | ++ |
| Wellesbourne | ++ | + | + | ++ | + | + | -- | + | O | + | + | -- | ++ | + | + |
| SUA1 Canal regeneration zone | + | + | + | + | + | + | + | + | O | ++ | + | ++ | + | + | + |
| South East Stratford | + | + | + | ++ | + | + | - | + | O | + | ++ | -- | ++ | ++ | + |

Table 16.3: Assessment results pre-mitigation for strategic development sites on the edge of main settlements

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|--------------------|----------------------------|---------|------------|------------|----------------------|-----------------------|------------------|-----------|-------|-----------|----------------|---------|-----------------|---------|---------|
| | History, Cultural Heritage | Landscp | Biodivers. | Flood Risk | Climate Change Miti. | Climate Change Adapt. | Natural Resource | Pollution | Waste | Transport | Rural Barriers | Country | Afford. Housing | Health, | Economy |
| Alcester | - | + | - | -- | + | - | - | 0 | 0 | + | 0 | - | + | + | 0 |
| Bidford on Avon NW | +/- | + | 0 | + | +/- | + | -- | 0 | 0 | + | + | - | + | + | 0 |
| Bidford on Avon NE | +/- | +/- | 0 | + | + | + | -- | 0 | 0 | + | + | - | + | + | 0 |
| Bidford on Avon SE | +/- | - | 0 | + | + | + | -- | 0 | 0 | + | + | - | + | + | 0 |
| Southam W | +/- | -- | +/- | + | +/- | + | - | 0 | 0 | + | + | -- | ++ | + | 0 |
| Southam SE | 0 | +/- | 0 | + | +/- | + | - | 0 | 0 | - | + | +/- | ++ | + | 0 |
| Southam E | - | +/- | 0 | + | +/- | + | - | 0 | 0 | - | + | +/- | ++ | +/- | 0 |
| Southam NE | 0 | -- | - | + | +/- | + | - | 0 | 0 | - | + | - | ++ | - | 0 |
| Stratford N | 0 | - | 0 | + | + | + | - | 0 | 0 | + | 0 | + | + | + | 0 |
| Stratford E | 0 | +/- | 0 | + | + | + | -- | 0 | 0 | + | 0 | - | + | + | 0 |
| Stratford SE | - | +/- | - | + | - | + | -- | 0 | 0 | - | 0 | - | + | + | 0 |
| Stratford S | 0 | +/- | 0 | + | + | + | -- | 0 | 0 | + | 0 | + | + | + | 0 |
| Stratford SW | 0 | -- | - | + | + | + | - | 0 | 0 | + | 0 | + | + | + | 0 |
| Stratford W | - | - | 0 | + | - | + | - | 0 | 0 | - | 0 | + | + | + | 0 |
| Wellesbourne NW | - | - | 0 | - | +/- | + | +/- | 0 | 0 | - | + | - | + | + | 0 |
| Wellesbourne NE | 0 | - | 0 | -- | + | + | - | 0 | 0 | + | + | - | + | + | 0 |
| Wellesbourne SW | 0 | - | +/- | + | + | + | +/- | 0 | 0 | + | + | - | + | + | 0 |
| Wellesbourne SE | 0 | + | 0 | + | +/- | + | - | 0 | 0 | - | + | - | + | + | 0 |
| Shipton-on-Stour | - | - | - | +/- | - | - | -- | 0 | 0 | - | +/- | - | ++ | +/- | 0 |

Table 16.4: Assessment results post-mitigation for strategic development sites on the edge of main settlements

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|--------------------|----------------------------|----------|------------|------------|----------------------|-----------------------|------------------|-----------|-------|-----------|----------------|---------|-----------------|--------|---------|
| | History, Cultural Heritage | Lands cp | Biodivers. | Flood Risk | Climate Change Miti. | Climate Change Adapt. | Natural Resource | Pollution | Waste | Transport | Rural Barriers | Country | Afford. Housing | Health | Economy |
| Alcester | + | + | + | + | + | + | - | O | O | + | + | - | + | + | O |
| Bidford on Avon NW | + | + | + | + | + | + | -- | O | O | + | + | - | + | + | O |
| Bidford on Avon NE | + | + | + | + | + | + | -- | O | O | + | + | - | + | + | O |
| Bidford on Avon SE | + | + | + | + | + | + | -- | O | O | + | + | - | + | + | O |
| Southam W | + | + | + | + | + | + | - | O | O | + | + | -- | ++ | + | O |
| Southam SE | + | + | + | + | + | + | - | O | O | + | + | + | ++ | + | O |
| Southam E | + | + | + | + | + | + | - | O | O | + | + | + | ++ | + | O |
| Southam NE | + | + | + | + | + | + | - | O | O | + | + | - | ++ | + | O |
| Stratford N | + | + | + | + | + | + | - | O | O | + | + | + | + | + | O |
| Stratford E | + | + | + | + | + | + | -- | O | O | + | + | - | + | + | O |
| Stratford SE | - | + | + | + | + | + | -- | O | O | + | + | - | + | + | O |
| Stratford S | + | + | + | + | + | + | -- | O | O | + | + | + | + | + | O |
| Stratford SW | + | + | + | + | + | + | - | O | O | + | + | + | + | + | O |
| Stratford W | - | + | + | + | + | + | - | O | O | + | + | + | + | + | O |
| Wellesbourne NW | + | + | + | + | + | + | +/- | O | O | + | + | - | + | + | O |
| Wellesbourne NE | + | + | + | + | + | + | - | O | O | + | + | - | + | + | O |
| Wellesbourne SW | + | + | + | + | + | + | +/- | O | O | + | + | - | + | + | O |
| Wellesbourne SE | + | + | + | + | + | + | - | O | O | + | + | - | + | + | O |
| Shipton-on-Stour | - | + | + | +/- | + | + | - | O | + | + | + | - | ++ | + | O |

18 In-combination effects

18.1 Interim in-combination effects assessment

18.1.1 The consideration of cumulative effects will be explored in more detail following Council decisions regarding the final content of the modified core strategy and strategic development sites.

18.1.2 For the purposes of this interim SA report, in-combination effects in the form of synergistic, cumulative and indirect effects have been identified and evaluated during the assessment of certain strategic development sites. These have been specifically requested by the Council and are discussed below.

18.1.3 An explanation of indirect, cumulative and synergistic is as follows⁹⁵:

- 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.

18.1.4 The next round of SA will consider in-combination effects across the whole plan and assess any other combination of sites that the Council wishes to be assessed.

18.1.5 Strategic site SUA3 has been previously assessed, however in light of the Inspector's interim conclusions this proposal is unlikely to proceed. Cumulative effects of SUA1 and SUA2 with SUA3 have therefore not been considered.

18.1.6 The following results are interim and may change following further in-combination assessment in the next SA report.

18.2 In-combination assessments: Long Marston Airfield & south western relief road (3,500 dwellings)

18.2.1 An in-combination assessment has not been carried out for Long Marston Airfield & south western relief road (400 dwellings) as the relief road will not be required with 400 dwellings.

⁹⁵ Cooper (2004) Guidelines for Cumulative Effects Assessment in SEA of Plans, available at: <http://www3.imperial.ac.uk/pls/portallive/docs/1/21559696.PDF> accessed: 24 July 2015

| 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 | + |

Synergistic effects

18.2.2 No synergistic effects have been identified.

Cumulative effects

18.2.3 Both the 3,500 dwelling LMA development and the south western relief road will improve accessibility to services and facilities within Stratford-upon-Avon town centre from rural areas (SA Objective 11).

18.2.4 The proposed road and LMA 3,500 dwelling development are likely to facilitate access to education and employment opportunities, particularly for those commuting to Stratford-upon-Avon for work. The 3,500 dwelling development proposes a comprehensive transport plan, aiding public transport methods. The 3,500 dwelling development includes employment land and will support new business sectors. The proposed road is expected to improve accessibility for companies operating in and around Stratford-upon-Avon town (SA Objectives 10 and 15).

Indirect effects

18.2.5 No indirect effects have been identified.

18.3 In-combination assessments: SUA1 and SUA2

SUA.1 Stratford Regeneration Zone and SUA.2 Land 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 | + | 0 | + | 0 | 0 | ++ | + | ++ |

Synergistic effect

18.3.1 No synergistic effects have been identified.

Cumulative effects

18.3.2 These effects are considered to be in-combination effects, as development at SUA2 is partly required to accommodate businesses moving from SUA1.

18.3.3 Development at both SUA1 and SUA2 will provide a greater quantity of housing, including affordable housing, than if the canal quarter was retained as employment land (SA Objective 13).

18.3.4 Regeneration of the canal zone, which is likely to only be possible through provision of additional employment space at SUA2, will lead to environmental enhancements of the canal corridor (SA Objectives 3 and 14).

18.3.5 The allocation of both SUA1 and SUA2 will allow for an overall increase in employment space. A new development at SUA2 may encourage new business sectors, if buildings are designed to suit a range of business uses (SA Objective 15).

Indirect effects

18.3.6 Moving employment uses from SUA1, is likely to lead to fewer HGVs driving through Stratford-upon-Avon town centre. This is likely to reduce congestion, thus increasing efficiency of transport routes and reducing carbon emissions associated with vehicle exhaust fumes (SA Objectives 5 and 10). Removal of HGVs from, and reduced congestion within, Stratford-upon-Avon town centre is expected to contribute to addressing air pollution issues in the AQMA.

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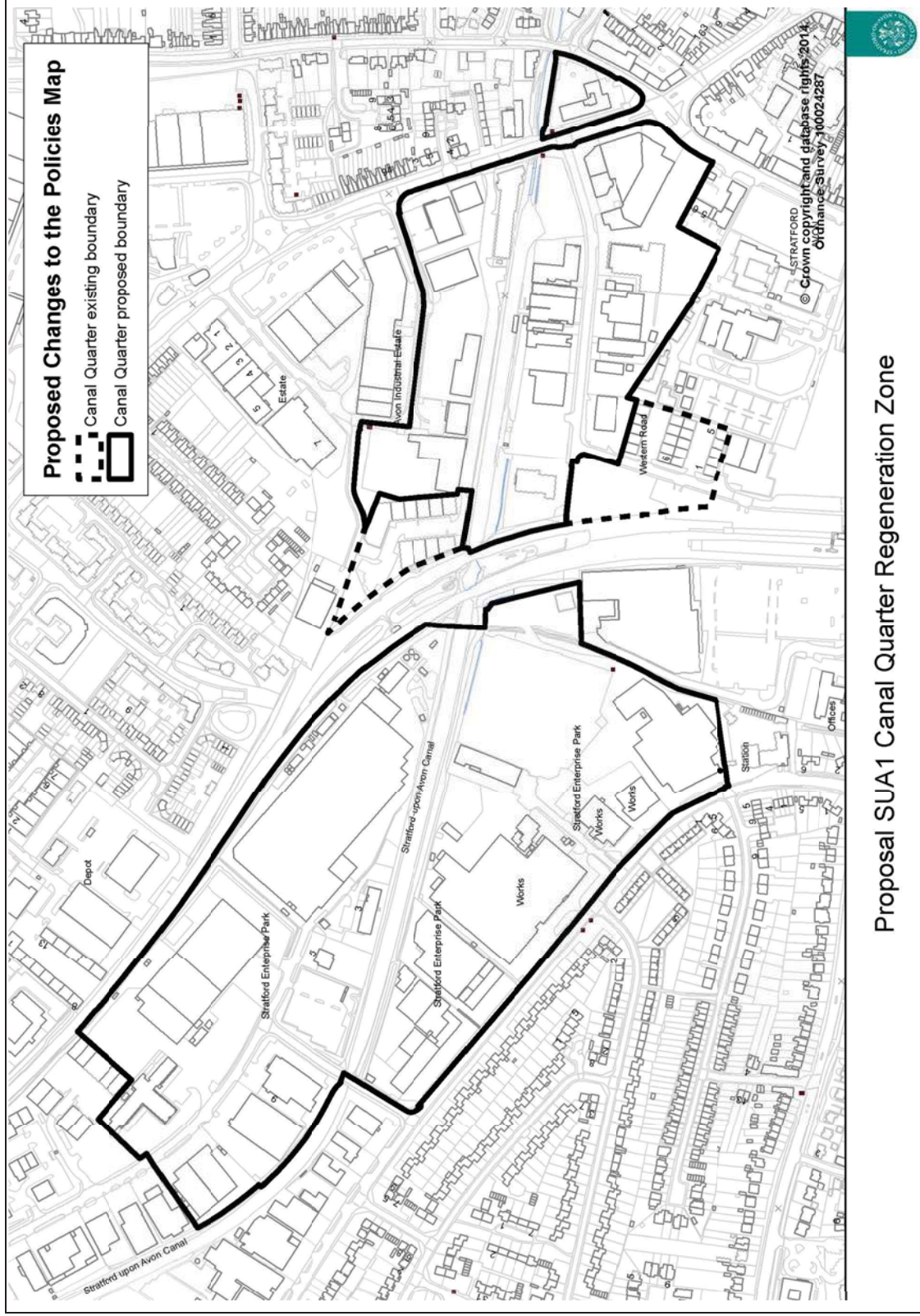
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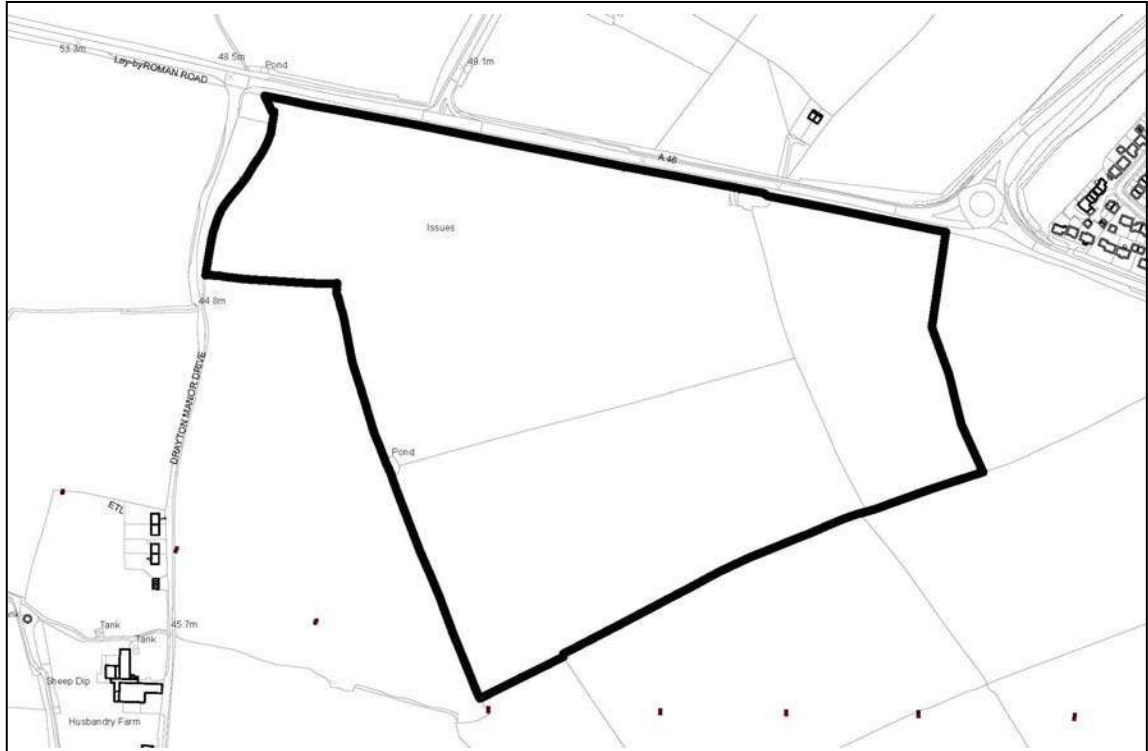
Appendix D: Site maps

Maps titled 'Strategic Development Sites - Stratford-upon-Avon' and 'Strategic Development Site - MRC: Southam' show SUA4 and SOU3 respectively in blue.

E. Proposed Site Allocations Maps




Proposal SUA1 Canal Quarter Regeneration Zone




Proposed changes to the Proposals Map in the Stratford-on-Avon District Local Plan Review

Proposed Site Allocation

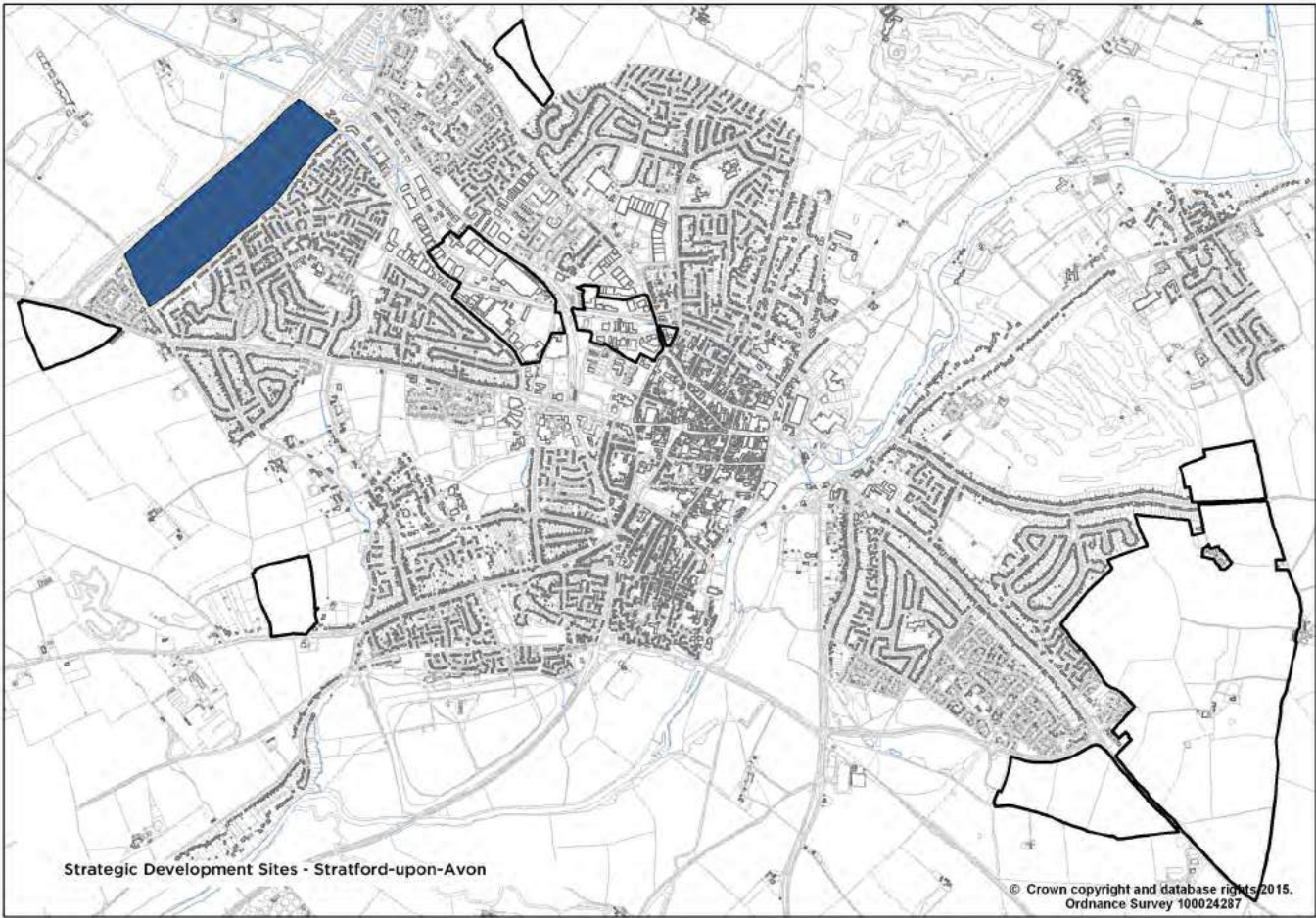
Proposal SUA.2

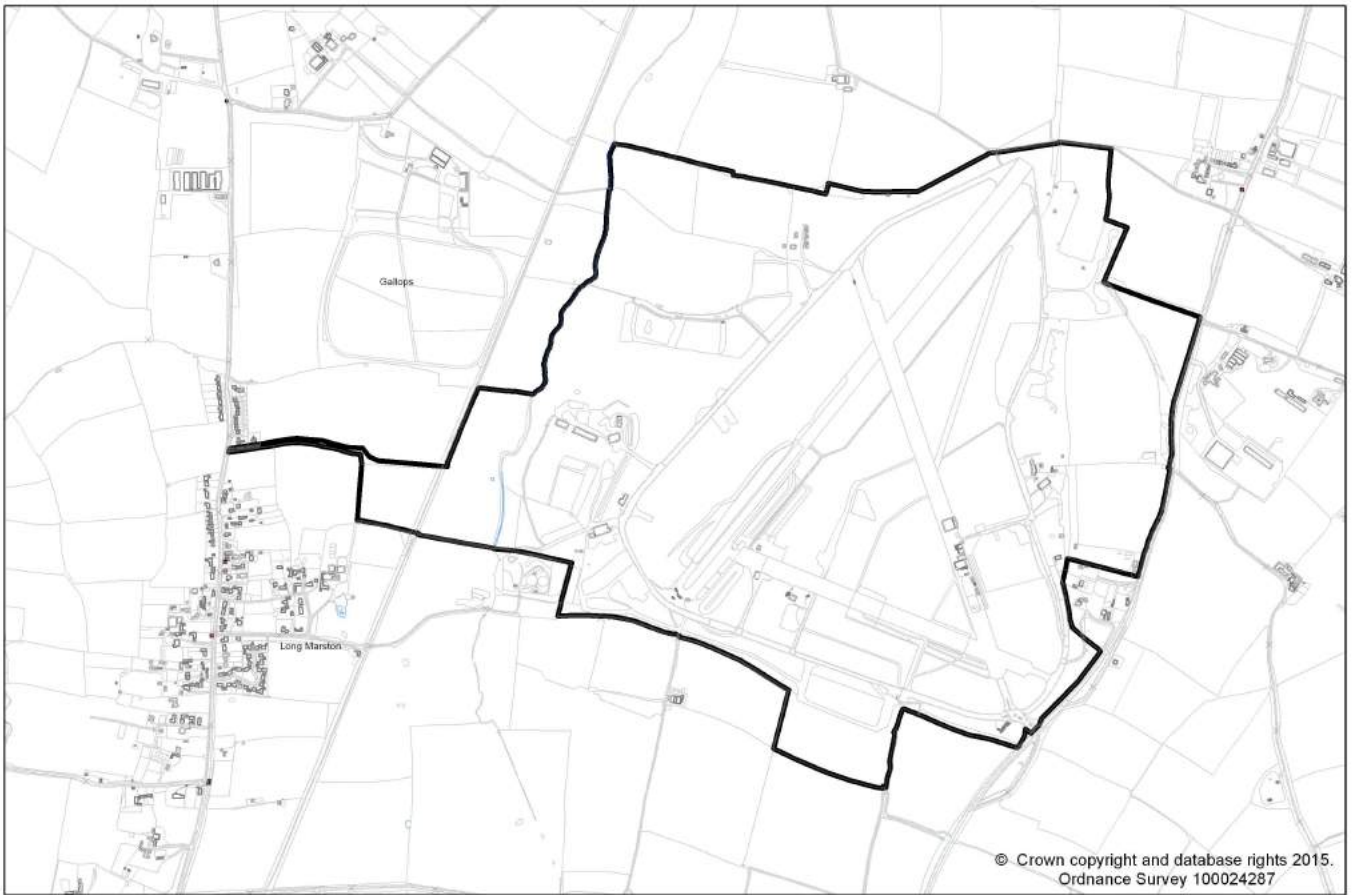
South of Alcester Road, Stratford-upon-Avon 


N

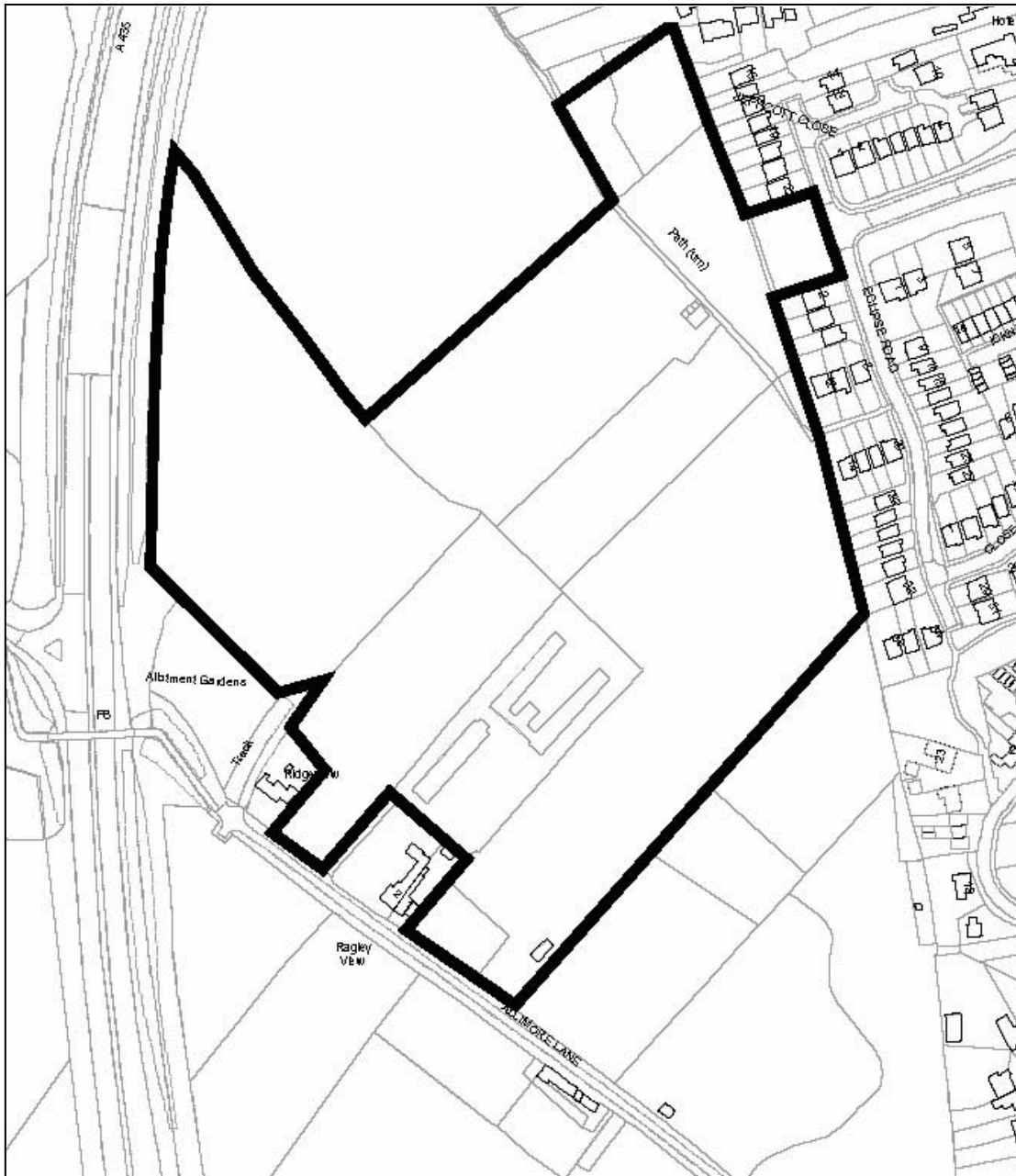
Not to scale

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Strategic Development Site - Long Marston Airfield



Proposed changes to the Proposals Map in the Stratford-on-Avon District Local Plan Review

Proposed Site Allocation

Proposal ALC.1

North of Allimore Lane, Alcester – southern part



Not to scale



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**Proposed changes to the Proposals Map in the Stratford-on-Avon District
Local Plan Review**

Proposed Site Allocation

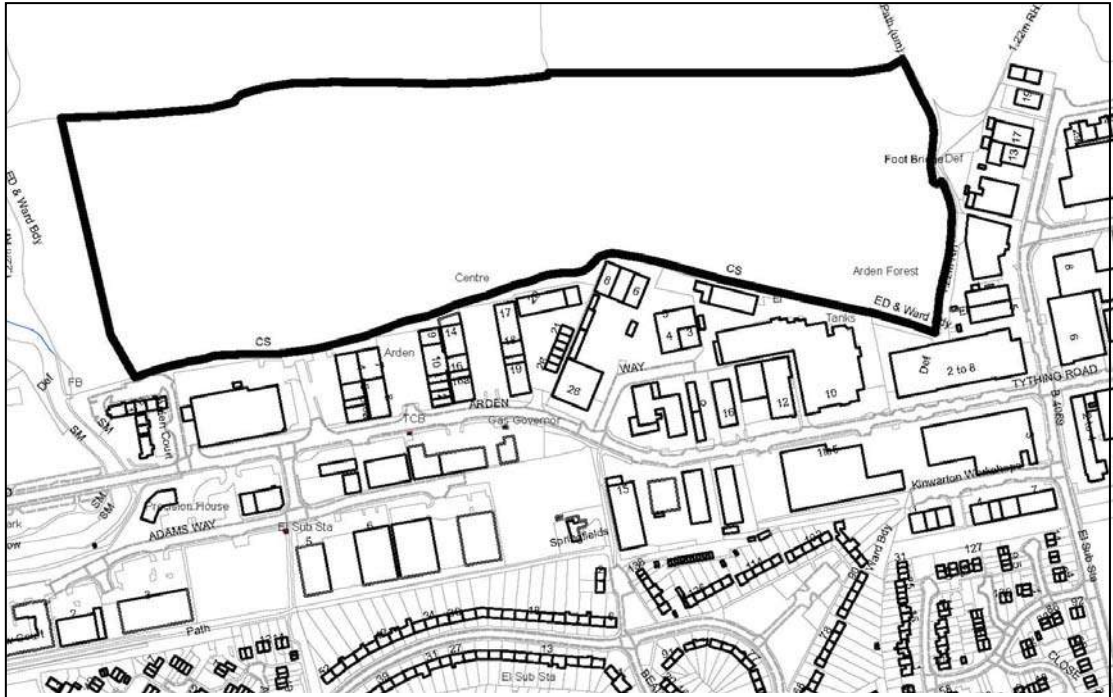
Proposal ALC.2

North of Allimore Lane, Alcester – northern part



Not to scale 
N

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Proposed changes to the Proposals Map in the Stratford-on-Avon District Local Plan Review

Proposed Site Allocation

Proposal ALC.3*

North of Arden Road, Alcester

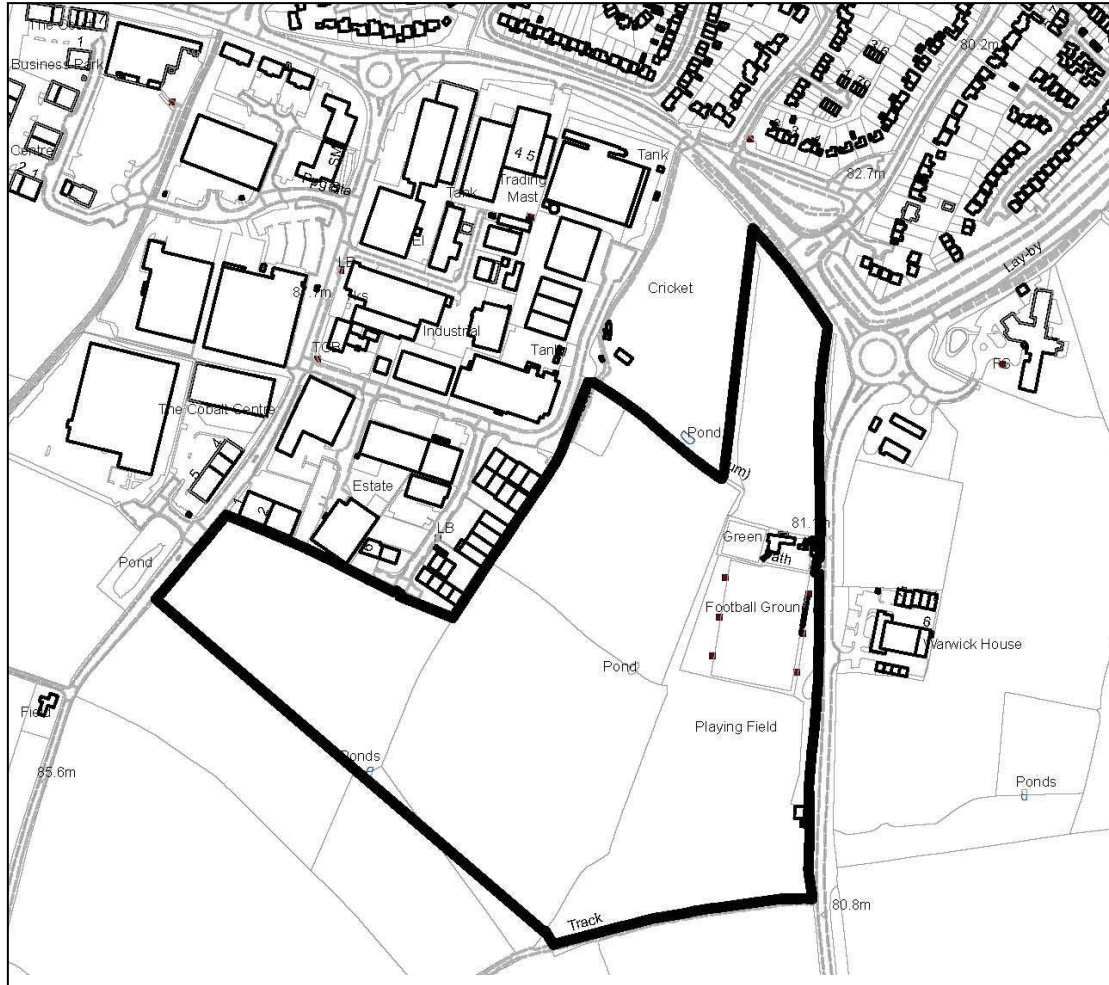
*Site proposed to be removed from the Green Belt



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Proposed changes to the Proposals Map in the Stratford-on-Avon District Local Plan Review

Proposed Site Allocation

Proposal SOU.1

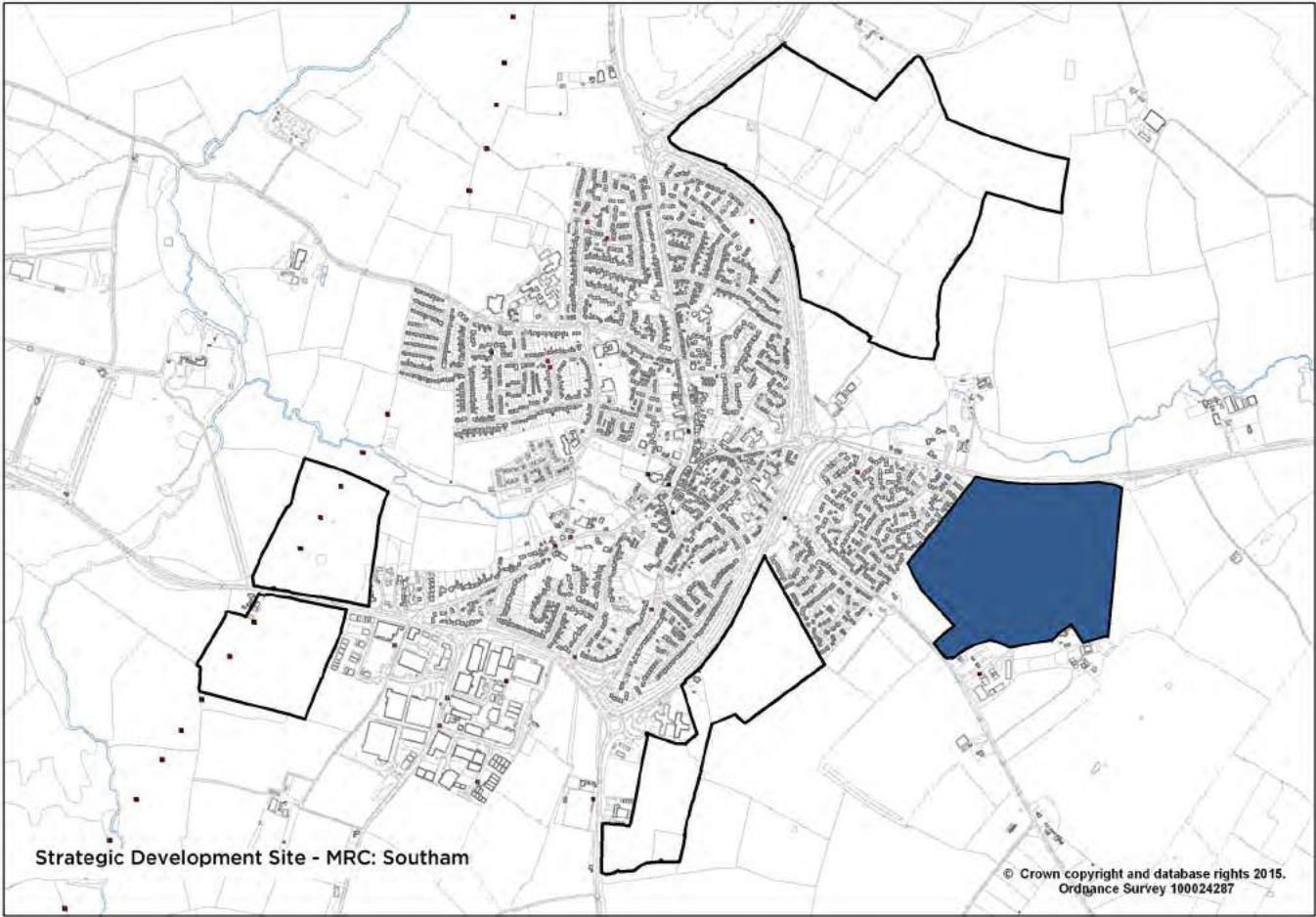
West of Banbury Road, Southam



Not to scale

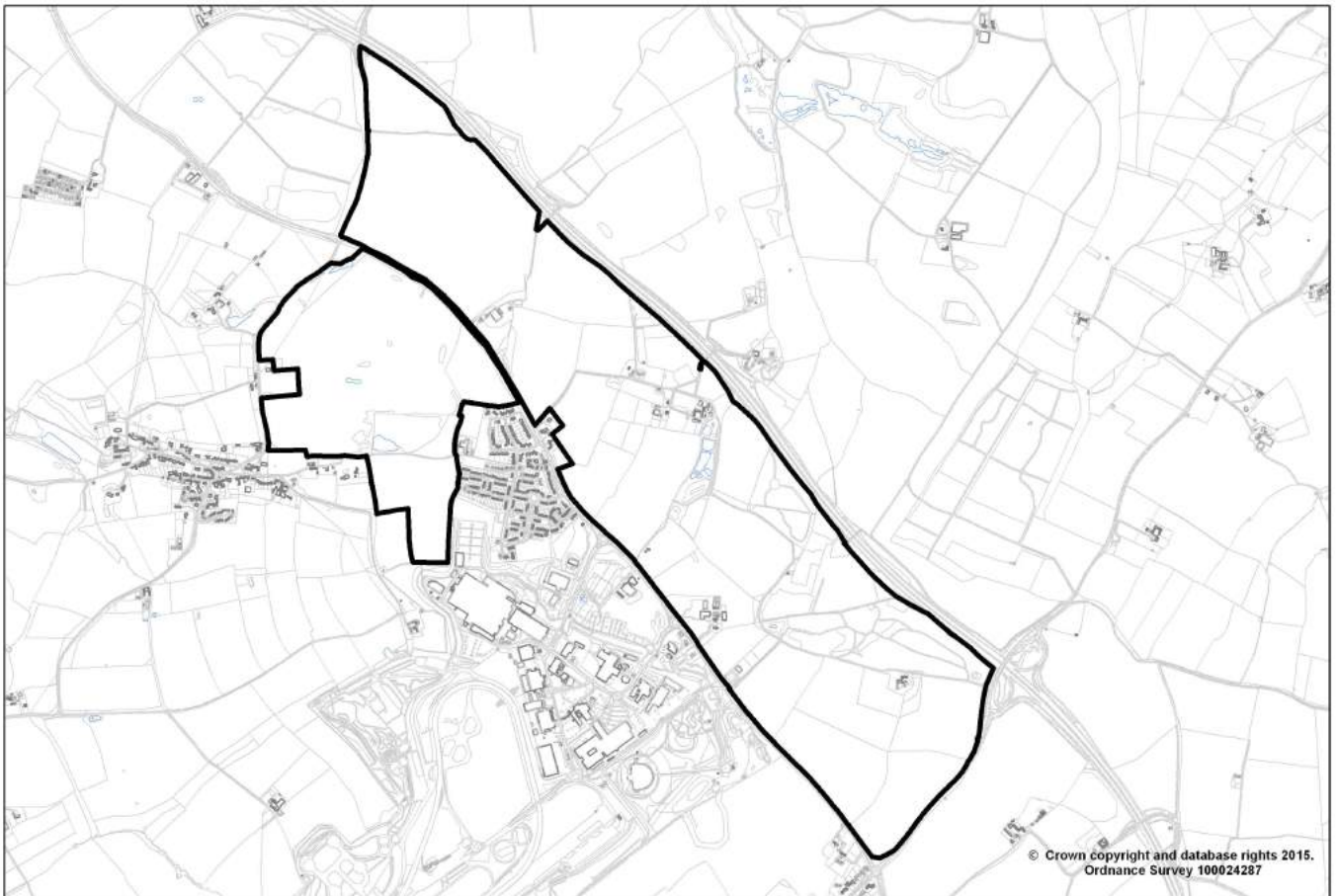


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Strategic Development Site - MRC: Southam

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Strategic Development Site - Gaydon/Lighthorne Heath

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