

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

Interim SA Report

July 2015





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Photo: Stratford-upon-Avon Canal

Contents

1	Introduction.....	1
2	Appraisal Findings: Strategic Development Sites.....	5
3	Appraisal Findings: MRC - Alcester	58
4	Appraisal Findings: MRC – Bidford-on-Avon	61
5	Appraisal Findings: MRC – Southam	65
6	Appraisal Findings: Around Stratford-upon-Avon	69
7	Appraisal Findings: MRC - Wellesbourne	72
8	Mitigation: Cultural Heritage (SA Objective 1).....	76
9	Mitigation: Landscape and Countryside (SA Objectives 2 and 12).....	79
10	Mitigation: Biodiversity (SA Objective 3).....	82
11	Mitigation: Flood risk (SA Objective 4).....	85
12	Mitigation: Climate Change (SA Objective 5 & 6).....	87
13	Mitigation: Natural Resources and Pollution (SA Objective 7 & 8)	89
14	Mitigation: Transport and Rural Barriers (SA Objectives 10 and 11).....	91
15	Mitigation: Health and Wellbeing (SA Objectives 14)	94
16	Assessment results post-mitigation.....	96
18	In-combination effects.....	101

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

APPENDIX B Strategic development sites in and around MRCs

APPENDIX C Assessment of Modifications to the Core Strategy

Tables

- Table 16.1** Assessment results pre-mitigation for strategic development sites outside of MRCs
- Table 16.2** Assessment results post-mitigation for strategic development sites outside of MRCs
- Table 16.3** Assessment results pre-mitigation for strategic development sites in and around MRCs
- Table 16.4** Assessment results post-mitigation for strategic development sites in and around MRCs

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 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.
- E2** 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 nuancing 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.
- E3** The report is structured such that it reports findings for (i) the revised housing figure (ii) strategic sites outside of Main Rural Settlements, (iii) strategic sites close to or part of MRCs, (iv) implications of the proposed modifications to the Core Strategy.
- E4** The Council has supplied several sites, called strategic development sites, to Lepus Consulting.
- E5** 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.
- E6** 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.
- E7** The assessment has been informed by information supplied by the Council via various sources including several promoters. This varies from site to site.
- E8** 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.
- E9** Assessment findings pre-mitigation vary according to a number of different receptors being potentially affected by development proposals.
- E10** Post-mitigation findings present a more uniform suite of results with many sites performing relatively well against the SA Objectives.

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- E11** 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.
 - E12** 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.
 - E13** 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 later this year.

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 outside the Main Rural Centres (MRCs); 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 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
- LMA relief road
- LMA 3,500
- LMA 400
- Lower Farm, Stoneythorpe
- Meon Vale (former Long Marston Depot)
- Shipston
- Southam Cement Works 2500
- Southam Cement Works 1526
- 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 the MRCs (see **Appendix B**) have been considered at the following locations:

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

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.

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- 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 in or around the MRCs.

2.2 Dallas Burston Polo Ground

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	+/-	+	-	++	+/-	+

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 plan¹ 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 Framptons Town Planning, Peter Brett Associates and Tetlow King (2014) Stoneythorpe Magna Concept Proposals

² Framptons Town Planing (2014) Sustainability Appraisal for Stoneythorpe Magna at Dallas Burton Polo Club,

- 2.2.3 The SA prepared by Framptons Town Planning (2014)² 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. The Landscape and Visual Impact Assessment³ (LVIA) for this application states that the development will have constitute a high negative impact change of the character of the site, as this would change greenfield land in the countryside to built development. 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 Framptons Town Planing (2014) Sustainability Appraisal for Stoneythorpe Magna at Dallas Burton Polo Club, Stoneythorpe Estate, Southam, CV47 2DL

³ Aspect Landscape Planning (2014) Proposed Residential Scheme, Stoneythorpe Magna, Warwickshire: Landscape and Visual Impact Assessment

- 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
 - 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.

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

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

- 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 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.
- 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 both coal and building stone. Development on this site would lead to sterilisation of these resources (SA Objectives 7 and 12).

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

- 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 deep channel 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 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	+	+	-	++	+/-	+

- 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.

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.hertiagegateway.org.uk/Gateway/Results.aspx>, accessed 23 June 2015

- 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, but it also shows an entrance to the site, which may increase traffic past the SAM and may open up a view from the SAM into the development site.
- 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).
- 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).

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

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

- 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.
- 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.

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

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

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

- 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).
- 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 and coal. Development at the site would lead to sterilisation of these resources (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).

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

- 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.
- 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 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	+	+	-	++	+/-	+

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

- 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 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, which may be adversely affected by development, resulting in a moderate adverse impact. 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. 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 publicly accessed via the Heart of England Way.

¹⁷ Barton Willmore (2014) Meon Vale Environmental Statement

- 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.
- 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).

¹⁸ Barton Willmore (2014) Meon Vale Environmental Statement
¹⁹ Barton Willmore (2014) Meon Vale Environmental Statement

- 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.
- 2.4.13 Other areas are expected to experience a significant decrease in traffic. 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).

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

²³ Barton Willmore (2014) Meon Vale Environmental Statement

- 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).

2.5 Shipston-on-Stour: South-western edge of town

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

- 2.5.1 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. Ridge and furrow is present in the middle part of the site, which would be permanently lost if developed (SA Objective 1).
- 2.5.2 The Stratford-on-Avon Landscape Sensitivity Study (2011) identifies 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. 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 Objectives 2, 6 and 12).

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

- 2.5.3 A small part of the site includes a traditional orchard, a declining BAP priority habitat, which would be lost if developed. 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 3).
- 2.5.4 The site lies within Flood Zone 1. No negative effects of flooding are anticipated (SA Objective 4).
- 2.5.5 This site is a greenfield site larger than 11ha. The site consists of Grade 3 agricultural land, although it is not known if this is Grade 3a or 3b (SA Objective 12). The site also lies within a Minerals Safeguarding Area for coal; development would lead to sterilisation of this resource. It is uncertain whether the minerals would be workable given the sites proximity to existing development (SA Objective 7).
- 2.5.6 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 (SA Objectives 5 and 10).
- 2.5.7 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 school, is unknown, thus is is uncertain whether this development will reduce or exacerbate barriers for those living in rural areas (SA Objective 11).
- 2.5.8 This development would contribute to meeting housing demand in Stratford-on-Avon, including affordable housing (SA Objective 13).
- 2.5.9 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)²⁵ suggests that Shipston-on-Stour has an under-provision of parks, gardens and amenity greenspace (SA Objective 14).

²⁵ UE Associates (2011) Green Infrastructure Study for the Stratford-on-Avon District

2.6 Southam Cement Works

2.6.1

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 site²⁶. The assessments below consider both quanta of development.

2500 dwellings

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
-	--	-	+	-	+	-	+/-	O	+	+	-	++	-	+

1526 dwellings

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
-	--	-	+	-	+	-	+/-	O	+/-	+/-	-	+	-	+/-

2.6.2

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 villages 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.

2.6.3

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).

²⁶ Nigel Hawkey (2015) Letter to Mr Paul Harris, Stratford-on-Avon District Council, 21st May 2015

- 2.6.4 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 development, 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).
- 2.6.5 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.
- 2.6.6 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.
- 2.6.7 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 masterplan²⁷ shows a retained area of greenspace at the southern part of the site (SA Objective 3).

²⁷ Glen Howells Architects (2015) Illustrative Masterplan [for Southam Quarry 1,526 units]

- 2.6.8 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).
- 2.6.9 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.
- 2.6.10 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 provided offsite, however a new secondary school may be required to accommodate this scale of development. 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.
- 2.6.11 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).
- 2.6.12 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 option²⁸ 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).

²⁸ Glen Howells Architects on behalf of CEMEX (2014) Southam North – Warwickshire: A Vision and Development Framework for the Southam Cement Works

- 2.6.13 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 consists of 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, but also for coal and building stone. These resources are likely to be sterilised by development on the site (SA Objective 7).
- 2.6.14 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).
- 2.6.15 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).
- 2.6.16 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).
- 2.6.17 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).

2.7 Harbury Cement Works

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	-	+	-	++	+	+

- 2.7.1 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 site²⁹.
- 2.7.2 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).
- 2.7.3 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 SPD³⁰, 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).
- 2.7.4 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).
- 2.7.5 The site is in Flood Zone 1 thus is at low risk of flooding (SA Objective 4).
- 2.7.6 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).

²⁹ Tetlow King (2013) Site Allocation Plan (The Harbury Estate), drawing number: SLP-01

³⁰ Stratford-on-Avon District Council (2007) Harbury Cement Works Masterplan Supplementary Planning Document

- 2.7.7 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).
- 2.7.8 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 coal, cement raw materials and building stone. Development at this site is likely to sterilise coal resources at the site (SA Objective 7).
- 2.7.9 The conditions of planning application 13/03177/OUT require contaminated land to be investigated and remediated prior to development (SA Objective 8).
- 2.7.10 This development would contribute to meeting the district's housing demand, including affordable housing (SA Objective 13).
- 2.7.11 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).
- 2.7.12 Access to education is provided on site however it is expected that the majority of residents will out commute for work (SA Objective 15).

2.8 SUA2 Employment and housing allocating 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
-	--	+/-	+	+	+	-	+	O	+	-	-	++	-	++

- 2.8.1 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 furrow³¹ (SEA Objective 1). The loss of the ridge and furrow feature would be a significant adverse residual effect. It is suggested that ridge and furrow is of regional if not national significance.

³¹ Warwickshire County Council (2008) Historic Environment Assessment of Proposed Strategic Sites

- 2.8.2 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).
- 2.8.3 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).
- 2.8.4 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).
- 2.8.5 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. 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).
- 2.8.6 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. Development at this site would sterilise this resource, which is expected to have negative implications for SEA Objective 7. The site also lies within a coal Minerals Safeguarding Area.

- 2.8.7 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).
- 2.8.8 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).
- 2.8.9 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).
- 2.8.10 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).
- 2.8.11 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).

2.8.12

2.9 Atherstone Airfield

2.9.1 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, rather than locating this at SUA2. The Council has indicated that if this employment land was located here, 10ha of general employment may still be implemented at SUA2.

2.9.2 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: Both sites perform negatively. Atherstone Airfield contains high quality agricultural land (grade 2 and 3a), whilst SUA2 has grade 3a land. Potential sterilization of mineral resource is also possible at Atherstone Airfield.

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
O	-	-	+	+	+	--	O	O	+	O	-	O	+/-	+

2.9.3 This site is within a disused WWII airfield. The Heritage Impact Statement prepared by Richard K Morriss³² 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*'.

2.9.4 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.

2.9.5 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.

³² Richard K Morriss, R Little (2015) A Heritage Assessment, Archaeological Baseline Study, & Heritage Impact Statement.

- 2.9.6 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).
- 2.9.7 A Landscape and Visual Impact Assessment (LVIA) was prepared for this site by J B Landscape Associates in 2015³³. 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.
- 2.9.8 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 Fledon 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).
- 2.9.9 The LVIA (2015) did not assess impacts of noise or light associated with the site development. The Highway and Transport Appraisal³⁴ state 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).
- 2.9.10 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 woodland³⁵ (SA Objectives 2 and 3).

³³ 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.

³⁴ David Trucker Associates (2015) Atherstone Airfield, Alscot Estate Proposed B2/B8 Employment Site: Highway and Transport Appraisal.

³⁵ Dr Jenny Jones (2000) Impact of Lighting On Bats, London Biodiversity Partnership

- 2.9.11 A Preliminary Ecological Appraisal has been prepared for this site by Tyler Grange in 2015³⁶. 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.
- 2.9.12 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.
- 2.9.13 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 line³⁷ (SA Objective 3).
- 2.9.14 The site is located in Flood Zone 1, thus there is a low risk of flooding (SA Objectives 4 and 6).
- 2.9.15 The Highway and Transport Appraisal prepared by David Tucker Associates³⁸ 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 developments 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 centre.
- 2.9.16 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).

³⁶ Tyler Grange (2015) Atherstone Airfield, Stratford upon Avon: Preliminary Ecological Appraisal.

³⁷ Natural England (2015) MAGIC website, available at: www.magic.gov.uk Accessed 16/06/2015

³⁸ David Tucker Associates (2015) Atherstone Airfield, Alscot Estate, Proposed B2/B8 Employment Site: Highway and Transport Appraisal

- 2.9.17 It is expected that green infrastructure at the site will be enhanced through landscaping proposals³⁹, including proposed vegetation screening. (SA Objective 6).
- 2.9.18 A Mineral Deposits and Safeguarding Document has been prepared by D.K. Symes Associates⁴⁰. This document references an investigation carried out by Smiths Concrete Ltd which identified shallow deposits of sand and gravel at the north of the site. Development at the site could lead to sterilisation of these resources, although extraction is not considered economically viable. The Mineral Deposits and Safeguarding Document suggests incorporating these resources into the construction works.
- 2.9.19 The site consists of Grade 3 agricultural land. It is not known whether this is Grade 3a or 3b. Development will lead to loss of Grade 2 agricultural land and possibly Grade 3a, which are 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).
- 2.9.20 The development is expected to provide recycling facilities in line with the Warwickshire Municipal Waste Management Strategy 2013⁴¹. Impacts on SA Objective 9 have been assessed as neutral due to development not going above and beyond these requirements.
- 2.9.21 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.
- 2.9.22 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).
- 2.9.23 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).

³⁹ Jones Lang LaSalle (2014) Atherstone Airfield, Alscot Estate, Feasibility Study

⁴⁰ D.K. Symes Associates (2015). Land at Atherstone Airfield, Atherstone: Mineral Deposits and Safeguarding

⁴¹ Warwickshire Waste Partnership (2013). Warwickshire's Municipal Waste Management Strategy

2.9.24

2.10 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

2.10.1 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 masterplan⁴² 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.

2.10.2 An area of ridge and furrow lies within the site as identified within the Geophysical Survey⁴³. As the exact location of this is unknown, it is not possible to determine whether this will be lost through development. 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. Note that any loss of ridge and furrow will be irreplaceable (SA Objective 1).

2.10.3 The site is not covered by any statutory or non-statutory designations for landscape character. The Stratford Urban Edge Study⁴⁴ states the site is of low sensitivity to development and of medium to low landscape quality. The Stratford-on-Avon Landscape Sensitivity Study⁴⁵ 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.

2.10.4 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).

⁴² Phil Jones Associates (2014) Bishopton Lane, Stratford-upon-Avon. Drawing Ref: Proposed Masterplan

⁴³ CSA (2014) Ecological Briefing Note: Bishopton Lane, Stratford-on-Avon

⁴⁴ Warwickshire County Council (2005) Stratford Town's Urban Edge: A Pilot Study

⁴⁵ White Consultants (2011) Stratford-on-Avon District: Landscape Sensitivity Assessment

- 2.10.5 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).
- 2.10.6 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 Note⁴⁶ 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).
- 2.10.7 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).
- 2.10.8 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 Wimpey⁴⁷ 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).

⁴⁶ M-EC (2014) Bishopton Lane, Stratford-on-Avon: M-EC Briefing Note

⁴⁷ 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

- 2.10.9 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 building⁴⁸ (SA Objective 5).
- 2.10.10 The M-EC Briefing Note states the development design will be to a minimum of Code Level 3 within the Code for Sustainable Homes⁴⁹ (CfSH). The Proposed Submission Core Strategy⁵⁰ 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.
- 2.10.11 Landscaping and public open space detailed within the Proposed Masterplan (2014) may enhance Green Infrastructure (SA Objective 6).
- 2.10.12 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).
- 2.10.13 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).
- 2.10.14 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).
- 2.10.15 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 efficiency⁵¹ (SA Objective 13).
- 2.10.16 Existing health facilities are accessible from the site including a hospital within 5km and a doctor's surgery within 800m.

⁴⁸ Department for Communities and Local Government (2012) National Planning Policy Framework

⁴⁹ Department for Communities and Local Government (2006) Code for Sustainable Homes: A step-change in sustainable home building practice.

⁵⁰ Stratford-on-Avon District Council (2014) Core Strategy: Proposed Submission Version

⁵¹ Department for Communities and Local Government (2012) National Planning Policy Framework

2.10.17 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).

2.11 Lower Farm Stoneythorpe

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
+/-	-	-	+	++	+	+	+/-	+	+	+	-	++	+/-	+

2.11.1 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).

2.11.2 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.

- 2.11.3 The landscape character of the area is classified under the Countryside Character Volume 5 West Midlands⁵². 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 Project⁵³ 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).
- 2.11.4 The Landscape Visual Assessment chapter⁵⁴ within the Ecological 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 Statement⁵⁵ 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).

⁵² The Countryside Agency (1999) Countryside Character Volume 5: West Midlands

⁵³ Warwickshire County Council and Countryside Commission (1993) The Warwickshire Landscapes Project

⁵⁴ Stoneythorpe Village, Warwickshire (2015). Environmental Statement: Landscape Visual Assessment

⁵⁵ Stoneythorpe Village, Warwickshire (2015): Environmental Statement

- 2.11.5 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 pLWS, including pressure for recreation, disturbances, and pollution.
- 2.11.6 The Arboriculture chapter⁵⁶ 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 Use⁵⁷. However, the green space proposed is not expected to compensate for the loss of wooded area on the site (SA Objectives 3 and 6).
- 2.11.7 The Ecology chapter⁵⁸ 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.
- 2.11.8 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;

⁵⁶ Stoneythorpe Village, Warwickshire, (2015) Environmental Statement: Arboriculture

⁵⁷ Stoneythorpe Village, Warwickshire (2015) Parameter Plan C: Land Use

⁵⁸ Stoneythorpe Village, Warwickshire (2015) Environmental Statement: Ecology

- Aquatic invertebrates;
- Terrestrial invertebrates;
- Small mammals; and
- Common amphibians.

- 2.11.9 The Ecology chapter (2015) states resulting impact to be negative and moderate impact at County Level. The Ecology chapter further 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).
- 2.11.10 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 chapter⁵⁹ 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).
- 2.11.11 The proposed development aims to help reduce Stratford-upon-Avon's carbon footprint by achieving 'Energy Autonomy'. The Design Code⁶⁰ 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 create a net zero energy development (SA Objectives 5 and 6).
- 2.11.12 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) states that autonomous vehicles will 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.

⁵⁹ Stoneythorpe Village, Warwickshire (2015) Environmental Statement: Hydrology and Hydrological Effects
⁶⁰ The Darling Family Trust, Stoneythorpe Village, Warwickshire (2015) Design Code

- 2.11.13 The Traffic and Transport Effects chapter⁶¹ 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).
- 2.11.14 The site is classified as Grade 3b/4 agricultural land, which is not considered best and most versatile (SA Objectives 7 and 12).
- 2.11.15 The Agricultural Land Quality chapter⁶² 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 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. The Agricultural Land Quality chapter (2015) states that this will result in protection of all topsoil resources (SA Objectives 7 and 8).
- 2.11.16 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.

⁶¹ Stoneythorpe Village, Warwickshire (2015). Environmental Statement: Traffic and Transport Effects

⁶² Stoneythorpe Village (2015). Environmental Statement: Agricultural Land Quality

- 2.11.17 No Air Quality Management Areas (AQMA's) 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, 2014⁶³. 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).
- 2.11.18 The proposed development will provide facilities for the separation and recycling of waste in line with Warwickshire's Municipal Waste Management Strategy (2013).
- 2.11.19 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).
- 2.11.20 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 Circulation⁶⁴. 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.
- 2.11.21 The Target Land Use Schedule⁶⁵ 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).
- 2.11.22 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 with Stratford-upon-Avon's Emerging Core Strategy (SA Objectives 11 and 13).

⁶³ 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=261153.2708333346 Accessed 30/06/2015

⁶⁴ Stoneythorpe Village, Warwickshire (2015). Parameter Plan E: Access and Circulation

⁶⁵ Stoneythorpe Village, Warwickshire (2015). Land Use Schedule

- 2.11.23 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 chapter⁶⁶ 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.
- 2.11.24 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).
- 2.11.25 The proposed development is to 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 provision. Jobs will be provided in the commercial and industrial units on site, as well as during the construction phase (SA Objective 15).

2.12 Gaydon/Lighthorne Heath

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	+	++	--	++	++	++

- 2.12.1 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.

⁶⁶ Stoneythorpe Village, Warwickshire (2015). The Proposed Development

- 2.12.2 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.
- 2.12.3 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. 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.
- 2.12.4 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).
- 2.12.5 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.

- 2.12.6 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.
- 2.12.7 The site is in Flood Risk Zone 1 thus is at the lowest risk of flooding (SA Objective 4).
- 2.12.8 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.
- 2.12.9 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.
- 2.12.10 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).

- 2.12.11 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).
- 2.12.12 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. This is likely to 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.
- 2.12.13 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).
- 2.12.14 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.
- 2.12.15 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 Document⁶⁷ 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).
- 2.12.16 A large influx of new residents and housing could mean the surrounding roads are busier and consequently potentially more hazardous in the absence of measures to reduce car use. However, car use could be limited through measures to promote and encourage cycling, walking and public transport. There are no health facilities currently within range of the site. For example there are doctors' surgeries to the north east and the south west, but these are beyond the 800m buffer suggested by Shaping Neighbourhoods, 2010. A mixed use development provides a range of opportunities which could contribute to the health objective; the proposal specifically states additional health facilities will be created on site, therefore the proposal will positively affect the surrounding area over the medium and long term (SA Objective 14).
- 2.12.17 The proposal suggests extensive landscaping alongside the M40 corridor, which is likely to reduce the impact of noise.

⁶⁷ jtp (2015) Land at Gaydon/Lighthorne Heath: Supplementary Planning Document

2.12.18 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).

2.13 Long Marston Airfield (LMA)

2.13.1 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.

LMA: 3,500 dwellings

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
-	-	-	+	+	++	+	+/-	O	+/-	+	O	++	+	++

LMA: 400 dwellings

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
+/-	-	-	+	+	++	+	+/-	O	+/-	+	O	+	+	+

2.13.2 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.

- 2.13.3 The proposed development site for 3,500 dwellings contains a well-preserved deserted medieval village in the eastern area, identified in the Initial Heritage Appraisal⁶⁸ 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 Environment⁶⁹. 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).
- 2.13.4 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).
- 2.13.5 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'.
- 2.13.6 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 and the vegetative screening proposed, this is unlikely to have a significant negative effect on the views from the Cotswolds AONB.

⁶⁸ Cotswold Archaeology (2014) Long Marston Airfield Long Marston, Warwickshire: Initial Heritage Appraisal
⁶⁹ Heritage Gateway (2012) Historic England: PastScape website, available at http://www.heritagegateway.org.uk/Gateway/Results_Application.aspx?resourceID=2 accessed: 01/07/2014

- 2.13.7 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.
- 2.13.8 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).
- 2.13.9 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

- 2.13.10 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.
- 2.13.11 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.
- 2.13.12 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

- 2.13.13 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.
- 2.13.14 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).
- 2.13.15 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).
- 2.13.16 The site is classified as Grade 3b Agricultural land, which is not considered best and most versatile (SA Objectives 7 and 12).
- 2.13.17 Principal contaminants associated with Airfield operations have been identified in line with guidance published by the Environment Agency⁷⁸. Contaminants include:

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

- Fuel and lubricating oils;
 - Radioactive contamination;
 - Chemical warfare agents;
 - Explosives;
 - Unexploded ordnance;
 - Metals;
 - Solvents – degreasing agents;
 - De-icers; and
 - Detergents
- 2.13.18 It is assumed that whilst there may be hot spots, no extensive remediation will be needed on the site.
- 2.13.19 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).
- 2.13.20 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.
- 2.13.21 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).
- 2.13.22 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.
- 2.13.23 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).

2.13.24 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.

2.13.25 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).

2.14 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	+

2.14.1 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.

2.14.2 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

- 2.14.3 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'.
- 2.14.4 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.
- 2.14.5 The proposed south western relief road will have an effect on the local tranquillity of the landscape. The new built infrastructure will replace 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).
- 2.14.6 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

- 2.14.7 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).
- 2.14.8 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.
- 2.14.9 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.
- 2.14.10 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 fragilis*), 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.
- 2.14.11 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;
 - Loss of hedgerow (during construction phase);
 - 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).
- 2.14.12 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.
- 2.14.13 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.
- 2.14.14 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.
- 2.14.15 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).
- 2.14.16 The Stratford-upon-Avon Western Relief Road document (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).
- 2.14.17 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

- 2.14.18 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).
- 2.14.19 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).
- 2.14.20 The proposed road will connect the B439 Evesham Road in the west to the B3400 Shipton 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).
- 2.14.21 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).

2.15 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	+	+	+

- 2.15.1 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).
- 2.15.2 The site lies within Flood Zone 1. No negative effects of flooding are anticipated (SA Objective 4).
- 1.1.1 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).
- 1.1.2 The requirement to treat any contamination of the canal appropriately is likely to improve health and reduce pollution (SA Objective 8).
- 1.1.3 The proposed development ensures that any required decontamination and de-culverting of watercourses is carried out (SA Objective 9).

- 1.1.4 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).
- 1.1.5 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).
- 2.15.3 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).
- 2.15.4 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).

2.16 South East Stratford

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	+	++	-	++	++	+

- 2.16.1 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).
- 2.16.2 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.

- 2.16.3 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).
- 2.16.4 There are no LWS on site, but two pLWS's 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 pWLS's. 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).
- 2.16.5 The development site is located within Flood Risk Zone 1 and will provide Sustainable Urban Drainage (SA Objective 4).
- 2.16.6 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).
- 2.16.7 The site lies within a Minerals Safeguarding Area for sand and gravel: deposits have been identified by the BGS (British Geological Society). Development would lead to sterilization of this resource (SA Objective 7).
- 2.16.8 The site includes areas of Grade 2 and 3a Agricultural land, which is considered best and most versatile (SA Objectives 7 and 12).
- 2.16.9 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).
- 2.16.10 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).

- 2.16.11 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).
- 2.16.12 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).
- 2.16.13 A mix of uses will be accommodated within the development proposal. The developments 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).
- 2.16.14 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: 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

3.1 SA Objective 1: Cultural heritage

3.1.1 The site performs negatively against this SA objective.

3.1.2 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).

3.1.3 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.

3.2 SA Objective 2: Landscape

3.2.1 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.

3.3 SA Objective 3: Biodiversity

3.3.1 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.

3.3.2 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.

3.4 SA Objective 4: Water resources

3.4.1 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.

3.5 SA Objective 5: Climate change mitigation

3.5.1 Climate change impacts depend on various factors including car use. To better inform carbon emissions assessments it is recommended that a carbon footprint baseline with trend data be prepared for the district. Information concerning renewable energy production at the dwelling scale is not available. It is anticipated that development at this site will benefit from location in proximity to Alcester that is made more accessible via good public transport networks.

3.6 SA Objective 6: Climate change adaptation

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

3.7 SA Objective 7: Protect and conserve natural resources

3.7.1 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.

3.8 SA Objective 8: Reduce air, soil and water pollution

3.8.1 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.

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

3.9 SA Objective 9: Reduce waste

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

3.10 SA Objective 10: Transport networks

3.10.1 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.

3.11 SA Objective 11: Rural barriers

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

3.12 SA Objective 12: Countryside

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

3.13 SA Objective 13: Affordable housing

3.13.1 This site performs well against SA Objective 13.

3.14 SA Objective 14: Health and well-being

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

3.15 SA Objective 15: Knowledge based economy

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

4

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

4.1 SA Objective 1: Cultural heritage

- 4.1.1 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.
- 4.1.2 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.
- 4.1.3 The implications of development associated with these sites remains uncertain until detailed archaeological excavations confirms or rules out the presence of features or deposits.

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

- 4.1.4 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.

4.2 SA Objective 2: Landscape

- 4.2.1 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.

- 4.2.2 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.

4.3 SA Objective 3: Biodiversity

- 4.3.1 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.

4.4 SA Objective 4: Water resources

- 4.4.1 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.

4.5 SA Objective 5: Climate change mitigation

- 4.5.1 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. Climate change mitigation effects might be positive for location Bidford SE and NE due to size (300 and 350 dwellings respectively) and location. Bidford NW is larger (700 dwellings) and for this reason is considered as uncertain. To better inform carbon emissions assessments it is recommended that a carbon footprint baseline with trend data be prepared for the district. Information concerning renewable energy production at the dwelling scale is not available.

4.6 SA Objective 6: Climate change adaptation

- 4.6.1 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.

4.7 SA Objective 7: Protect and conserve natural resources

- 4.7.1 All sites have the potential to lead to adverse impacts in relation to this SA objective.
- 4.7.2 All sites are within Mineral Safeguarding Areas for Sand and Gravel (Warwickshire County Council, 2010). Development at these locations could adversely effect the potential utilisation of sand and gravel resources.
- 4.7.3 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.

4.8 SA Objective 8: Reduce air, soil and water pollution

- 4.8.1 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.

4.9 SA Objective 9: Reduce waste

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

4.10 SA Objective 10: Transport networks

- 4.10.1 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.

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

4.11 SA Objective 11: Rural barriers

- 4.11.1 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.
- 4.11.2 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.

4.12 SA Objective 12: Countryside

- 4.12.1 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.

4.13 SA Objective 13: Affordable housing

- 4.13.1 All sites perform well against SA Objective 13.

4.14 SA Objective 14: Health and well-being

- 4.14.1 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.

4.15 SA Objective 15: Knowledge based economy

- 4.15.1 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

5

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 Learninggt 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

5.1 SA Objective 1: Cultural heritage

5.1.1 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).

5.1.2 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).

5.2 SA Objective 2: Landscape

5.2.1 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.

5.2.2 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.

5.2.3 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.

5.3 SA Objective 3: Biodiversity

- 5.3.1 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.
- 5.3.2 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.

5.4 SA Objective 4: Water resources

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

5.5 SA Objective 5: Climate change mitigation

- 5.5.1 It is not known if any of the proposed developments would include renewable energy provision or energy efficiency measures.
- 5.5.2 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.

5.6 SA Objective 6: Climate change adaptation

- 5.6.1 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.

5.7 SA Objective 7: Protect and conserve natural resources

- 5.7.1 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.
- 5.7.2 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.

5.8 SA Objective 8: Reduce air, soil and water pollution

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

5.9 SA Objective 9: Reduce waste

- 5.9.1 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).

5.10 SA Objective 10: Transport networks

- 5.10.1 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.

- 5.10.2 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.

5.11 SA Objective 11: Rural barriers

- 5.11.1 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.

5.12 SA Objective 12: Countryside

- 5.12.1 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.

- 5.12.2 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.

- 5.12.3 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.
- 5.12.4 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.

5.13 SA Objective 13: Affordable housing

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

5.14 SA Objective 14: Health and well-being

- 5.14.1 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.
- 5.14.2 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.
- 5.14.3 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.

5.15 SA Objective 15: Knowledge based economy

- 5.15.1 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.

6

Appraisal Findings: Around Stratford-upon-Avon

6.1.1 Site SUA NW has been assessed under Bishoppton Lane Strategic Option and thus is not included in the assessments below. It should also be noted that strictly speaking, Stratford-upon-Avon is not a rural settlement and is instead the main district town.

	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)	O	-	O	+	+	+	-	O	O	+	O	+	+	+	O
Off Loxley Road (E)	O	+/-	O	+	+	+	--	O	O	+	O	-	+	+	O
North of Banbury Road (SE)	-	+/-	-	+	-	+	--	O	O	-	O	-	+	+	O
South of Trinity Way (S)	O	+/-	O	+	+	+	--	O	O	+	O	+	+	+	O
North of Evesham Road (SW)	O	--	-	+	+	+	-	O	O	+	O	+	+	+	O
South of Alcester Road (W)	-	-	O	+	-	+	-	O	O	-	O	+	+	+	O

6.2 SA Objective 1: Cultural heritage

6.2.1 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 present of archaeological remains and ridge and furrow respectively. Loss of ridge and furrow would be permanent.

6.3 SA Objective 2: Landscape

6.3.1 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.

6.3.2 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.

6.4 SA Objective 3: Biodiversity

6.4.1 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.

6.5 SA Objective 4: Water resources

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

6.6 SA Objective 5: Climate change mitigation

6.6.1 Climate change impacts depend on various factors including car use. To better inform carbon emissions assessments it is recommended that a carbon footprint baseline with trend data be prepared for the district. 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. Sites SUA SE and W have poor public transport links and thus are more likely to rely on personal car use and increase the carbon footprint of the district.

6.7 SA Objective 6: Climate change adaptation

6.7.1 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.

6.8 SA Objective 7: Protect and conserve natural resources

6.8.1 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.

6.9 SA Objective 8: Reduce air, soil and water pollution

6.9.1 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.

- 6.10 SA Objective 9: Reduce waste**
- 6.10.1 All housing sites have been assessed as having a neutral impact in relation to SA objective 9.
- 6.11 SA Objective 10: Transport networks**
- 6.11.1 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.
- 6.12 SA Objective 11: Rural barriers**
- 6.12.1 This site has been assessed as having a neutral impact in relation to SA objective 11.
- 6.13 SA Objective 12: Countryside**
- 6.13.1 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.
- 6.14 SA Objective 13: Affordable housing**
- 6.14.1 All sites perform positively against SA Objective 13.
- 6.15 SA Objective 14: Health and well-being**
- 6.15.1 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.
- 6.16 SA Objective 15: Knowledge based economy**
- 6.16.1 All sites have neutral effects against SA Objective 15 as they are proposed for residential development only.

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)	-	-	O	-	-	+	-	O	O	-	+	-	+	+	O
East of Warwick Road (NE)	O	-	O	--	+	+	-	O	O	+	+	-	+	+	O
West of Ettington Road (SW)	O	-	+/-	+	+	+	-	O	O	+	+	-	+	+	O
East of Ettington Road (SE)	O	+	O	+	-	+	-	O	O	-	+	-	+	+	O

7.1 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.

7.2 SA Objective 2: Landscape

7.2.1 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).

7.3 SA Objective 3: Biodiversity

- 7.3.1 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.

7.4 SA Objective 4: Water resources

- 7.4.1 Wellesbourne NW and NE perform negatively against SA Objective 4 as they lie in Flood Zone 2 and 3 respectively (Environment Agency, 2014). Wellesbourne SW and SE lie within Flood Zone 1 and so are assessed as positive against this objective.

7.5 SA Objective 5: Climate change mitigation

- 7.5.1 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 are assessed as having negative impacts on mitigating climate change.

7.6 SA Objective 6: Climate change adaptation

- 7.6.1 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.

7.7 SA Objective 7: Protect and conserve natural resources

- 7.7.1 All sites have the potential to lead to adverse impacts in relation to this SA objective.
- 7.7.2 All sites are within Mineral Safeguarding Areas for Sand and Gravel (Warwickshire County Council, 2010). Development at these locations could adversely effect the potential utilisation of sand and gravel resources.
- 7.7.3 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.

7.8 SA Objective 8: Reduce air, soil and water pollution

- 7.8.1 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.

7.9 SA Objective 9: Reduce waste

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

7.10 SA Objective 10: Transport networks

- 7.10.1 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.

7.11 SA Objective 11: Rural barriers

- 7.11.1 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.

7.12 SA Objective 12: Countryside

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

7.13 SA Objective 13: Affordable housing

- 7.13.1 All sites perform well against SA Objective 13.

7.14 SA Objective 14: Health and well-being

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

7.15

SA Objective 15: Knowledge based economy

7.15.1

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

8 Mitigation: Cultural Heritage (SA Objective 1)

8.1 Receptors

8.1.1 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

8.2 NPPF considerations

8.2.1 Para 131-133 concern impact significance.

8.2.2 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".

8.2.3 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.

- 8.2.4 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".

8.3 Core Strategy policy

- 8.3.1 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.

- 8.3.2 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.

- 8.3.3 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.

8.4 Types of impact and mitigation

Loss of feature

- 8.4.1 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.

Impact on setting

- 8.4.2 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 neutral⁹¹.

- 8.4.3 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.

⁹¹ Historic England (2015) The Setting of Heritage Assets. Historic Environment Good Practice Advice in Planning: 3

8.4.4 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.

8.5 Summary

8.5.1 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.

8.5.2 **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.

8.5.3 Those sites with further detail of this nature which demonstrates heritage mitigation and enhancement, have been scored with a double plus.

9

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

9.1 Receptors

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

- AONB
- Areas of restraint
- Sensitive Landscapes identified in the baseline⁹²
- Public viewpoints including from residential, work and transitory locations
- Grade I, II* and II listed buildings
- Integrity of the countryside
- Landscape character

9.2 NPPF considerations

9.2.1 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'.

9.2.2 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".

9.2.3 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".

9.2.4 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".

⁹² Stratford-on-Avon Landscape Sensitivity Study (2012) by White Consultants and the Stratford Urban Edge Study (2005) by Warwickshire County Council.

9.3 Core Strategy policy

- 9.3.1 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.
- 9.3.2 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.
- 9.3.3 Policy AS.11 sets out principles to ensure sensitive development of large brownfield sites in the countryside.

9.4 Types of impact and mitigation

Impact on character and appearance

- 9.4.1 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

- 9.4.2 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

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

9.5 Summary

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

- 9.5.2 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.
- 9.5.3 **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. The exact nature of impacts (including short, medium and long term effects) can be considered using Detailed Assessment Matrices; these will be available in the forthcoming SA Report to be published later in 2015.
- 9.5.4 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.
- 9.5.5 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.
- 9.5.6 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**).

10 Mitigation: Biodiversity (SA Objective 3)

10.1 Receptors

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

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

10.2 NPPF considerations

10.2.1 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.”

10.3 Core Strategy policy

10.3.1 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.

10.4 Types of impact and mitigation

Fragmentation

- 10.4.1 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

- 10.4.2 This impact occurs when habitat receptors are lost as a result of new development. The WCC Biodiversity Offsetting Scheme⁹³ 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

- 10.4.3 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.
- 10.4.4 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. The exact nature of impacts can be considered using Detailed Assessment Matrices; these will be available in the forthcoming SA Report to be published later in 2015.

10.5 Summary

- 10.5.1 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.

⁹³ The Environment Bank (2014) Guide to Warwickshire, Coventry and Solihull Biodiversity Offsetting Biodiversity Impact Assessment Calculator v18.

10.5.2

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.

11

Mitigation: Flood risk (SA Objective 4)

11.1 Receptors

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

- Houses
- SSSI
- People
- Businesses
- Drivers

11.2 NPPF considerations

11.2.1 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.

11.3 Core Strategy policy

11.3.1 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).

11.4 Types of impact and mitigation

Fluvial, surface and ground water flooding

11.4.1 Environment Agency flood zone maps provide an indication of likelihood of flooding in an area. In Flood 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.

11.4.2 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.

11.5 Summary

- 11.5.1 **Tables 16.2 & 16.4** show post-mitigation findings. All new developments are expected to deliver appropriate mitigation mechanisms to avoid flooding.

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

12.1 Receptors

- 12.1.1 Receptors for climate change include but are not limited to the following:
- All topics cited in Annex 1 (f) of the SEA Directive

12.2 NPPF considerations

- 12.2.1 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.
- 12.2.2 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.

12.3 Core Strategy policy

- 12.3.1 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.

12.4 Types of impact and mitigation

Increased carbon footprint

- 12.4.1 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

- 12.4.2 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.

12.5 Summary

- 12.5.1 **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.

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

13.1 Receptors

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

- Soil
- Water
- Minerals
- Air

13.2 NPPF considerations

13.2.1 See para 109 in section 6.2.9 which states why soil should be conserved.

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

13.3 Core Strategy policy

13.3.1 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.

13.3.2 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.

13.3.3 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.

13.4 Types of impact and mitigation

Loss of the best and most versatile agricultural land

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

Impact on the district's minerals resource

- 13.4.2 A number of the sites are located within mineral safeguarding areas for coal, cement raw materials and building stone. Development is likely to sterilise these resources.

Water pollution

- 13.4.3 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. Mitigation includes SuDS and water flood attenuation schemes.

Air pollution

- 13.4.4 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.

13.5 Summary

- 13.5.1 **Tables 16.2 & 16.4** show post-mitigation findings. Those policies associated with a minerals location and/or best and most versatile agricultural land are scored with a residual adverse impact.

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

14.1 Receptors

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

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

14.2 NPPF considerations

14.2.1 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.

14.2.2 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.

14.2.3 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. This could include reducing reliance on personal vehicles and supporting low carbon transport.

14.3 Core Strategy policy

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

- 14.3.2 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.
- 14.3.3 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.
- 14.3.4 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.
- 14.3.5 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.
- 14.3.6 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.

14.4 Types of impact and mitigation

Increased carbon footprint

- 14.4.1 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

- 14.4.2 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, is considered sufficient to mitigate potential impacts.

14.5 Summary

- 14.5.1 **Tables 16.2 & 16.4** show post-mitigation findings. Core Strategy policies are considered sufficient to mitigate all potential negative effects with regards to transport.

15 Mitigation: Health and Wellbeing (SA Objectives 14)

15.1 Receptors

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

- People
- Health services
- Leisure facilities

15.2 NPPF considerations

15.2.1 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.

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

15.2.3 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.

15.2.4 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.

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

15.3 Core Strategy policy

15.3.1 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.

15.3.2 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 enhances 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.

15.4 Types of impact and mitigation

Vibration

15.4.1 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

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

Limited accessibility to health and recreation facilities

15.4.3 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

15.4.4 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.

15.5 Summary

15.5.1 **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.

16

Assessment results post-mitigation

- 16.1.1 This chapter presents assessment findings for all of the strategic development sites. For Tables 16.1. and 16.3 present pre-mitigation assessment findings. Tables 16.2 and 16.4 present post-mitigation findings.
- 16.1.2 This information will assist the Council in exploring alternatives for 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.

16.2

Overview of Results

- 16.2.1 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 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.
- 16.2.2 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.
- 16.2.3 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 later this year.

Table 16.1: Assessment results pre-mitigation for strategic development sites outside of MRCs

	History, Cultural Heritage	Landscp	Biodivers	Flood Risk	Climate Change Mit.	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
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	+	+	-	++	+/-	+
Shipston	-	-	-	+/-	-	-	--	O	O	-	+/-	-	++	+/-	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 MRCs

	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
Atherstone	+	+	+	+	+	+	--	+	O	+	O	--	O	+	+
Bishopton Lane	-	+	+	++	+	+	-	+	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	+	+	+	++	+	+
Shipston	-	+	+	+/-	+	+	--	+	O	+	+	-	++	+	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 in and around MRCs

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	-	+	-	--	+	-	-	O	O	+	O	-	+	+	O
Bidford on Avon NW	+/-	+	O	+	+/-	+	--	O	O	+	+	-	+	+	O
Bidford on Avon NE	+/-	+/-	O	+	+	+	--	O	O	+	+	-	+	+	O
Bidford on Avon SE	+/-	-	O	+	+	+	--	O	O	+	+	-	+	+	O
Southam W	+/-	--	+/-	+	+/-	+	-	O	O	+	+	--	++	+	O
Southam SE	O	+/-	O	+	+/-	+	-	O	O	-	+	+/-	++	+	O
Southam E	-	+/-	O	+	+/-	+	-	O	O	-	+	+/-	++	+/-	O
Southam NE	O	--	-	+	+/-	+	-	O	O	-	+	-	++	-	O
Stratford N	O	-	O	+	+	+	-	O	O	+	O	+	+	+	O
Stratford E	O	+/-	O	+	+	+	--	O	O	+	O	-	+	+	O
Stratford SE	-	+/-	-	+	-	+	--	O	O	-	O	-	+	+	O
Stratford S	O	+/-	O	+	+	+	--	O	O	+	O	+	+	+	O
Stratford SW	O	--	-	+	+	+	-	O	O	+	O	+	+	+	O
Stratford W	-	-	O	+	-	+	-	O	O	-	O	+	+	+	O
Wellesbourne NW	-	-	O	-	-	+	-	O	O	-	+	-	+	+	O
Wellesbourne NE	O	-	O	--	+	+	-	O	O	+	+	-	+	+	O
Wellesbourne SW	O	-	+/-	+	+	+	-	O	O	+	+	-	+	+	O
Wellesbourne SE	O	+	O	+	-	+	-	O	O	-	+	-	+	+	O

Table 16.4: Assessment results post-mitigation for strategic development sites in and around MRCs

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	+	+	+	+	+	+	-	0	0	+	+	-	+	+	0
Bidford on Avon NW	+	+	+	+	+	+	--	0	0	+	+	-	+	+	0
Bidford on Avon NE	+	+	+	+	+	+	--	0	0	+	+	-	+	+	0
Bidford on Avon SE	+	+	+	+	+	+	--	0	0	+	+	-	+	+	0
Southam W	+	+	+	+	+	+	-	0	0	+	+	--	++	+	0
Southam SE	+	+	+	+	+	+	-	0	0	+	+	+	++	+	0
Southam E	+	+	+	+	+	+	-	0	0	+	+	+	++	+	0
Southam NE	+	+	+	+	+	+	-	0	0	+	+	-	++	+	0
Stratford N	+	+	+	+	+	+	-	0	0	+	+	+	+	+	0
Stratford E	+	+	+	+	+	+	--	0	0	+	+	-	+	+	0
Stratford SE	-	+	+	+	+	+	--	0	0	+	+	-	+	+	0
Stratford S	+	+	+	+	+	+	--	0	0	+	+	+	+	+	0
Stratford SW	+	+	+	+	+	+	-	0	0	+	+	+	+	+	0
Stratford W	-	+	+	+	+	+	-	0	0	+	+	+	+	+	0
Wellesbourne NW	+	+	+	+	+	+	-	0	0	+	+	-	+	+	0
Wellesbourne NE	+	+	+	+	+	+	-	0	0	+	+	-	+	+	0
Wellesbourne SW	+	+	+	+	+	+	-	0	0	+	+	-	+	+	0
Wellesbourne SE	+	+	+	+	+	+	-	0	0	+	+	-	+	+	0

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 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 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.

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. 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.

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	+

Synergistic effects

18.2.2

No synergistic effects have been identified.

Cumulative effects

- 18.2.3 Residual negative impacts remain regarding the historic environment as development at LMA may lead to loss of ridge and furrow (SA Objective 1).
- 18.2.4 The route of the south western relief road includes areas of Grade 2 and 3a agricultural land, which is considered best and most versatile (SA Objectives 7 and 12).
- 18.2.5 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).
- 18.2.6 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

- 18.2.7 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 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	-	++	+	++

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 primarily required to accommodate businesses moving from SUA1. If business uses were retained at SUA2, employment could be allocated to smaller sites around Stratford.
- 18.3.3 Residual negative impacts remain regarding the historic environment, as development at SUA2 will lead to a loss of ridge and furrow (SA Objective 1).

- 18.3.4 Development at SUA2 would lead to loss of best and most versatile agricultural land and sterilization of coal deposits within a Minerals Safeguarding Area (SA Objectives 7 and 12).
- 18.3.5 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).
- 18.3.6 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).
- 18.3.7 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

- 18.3.8 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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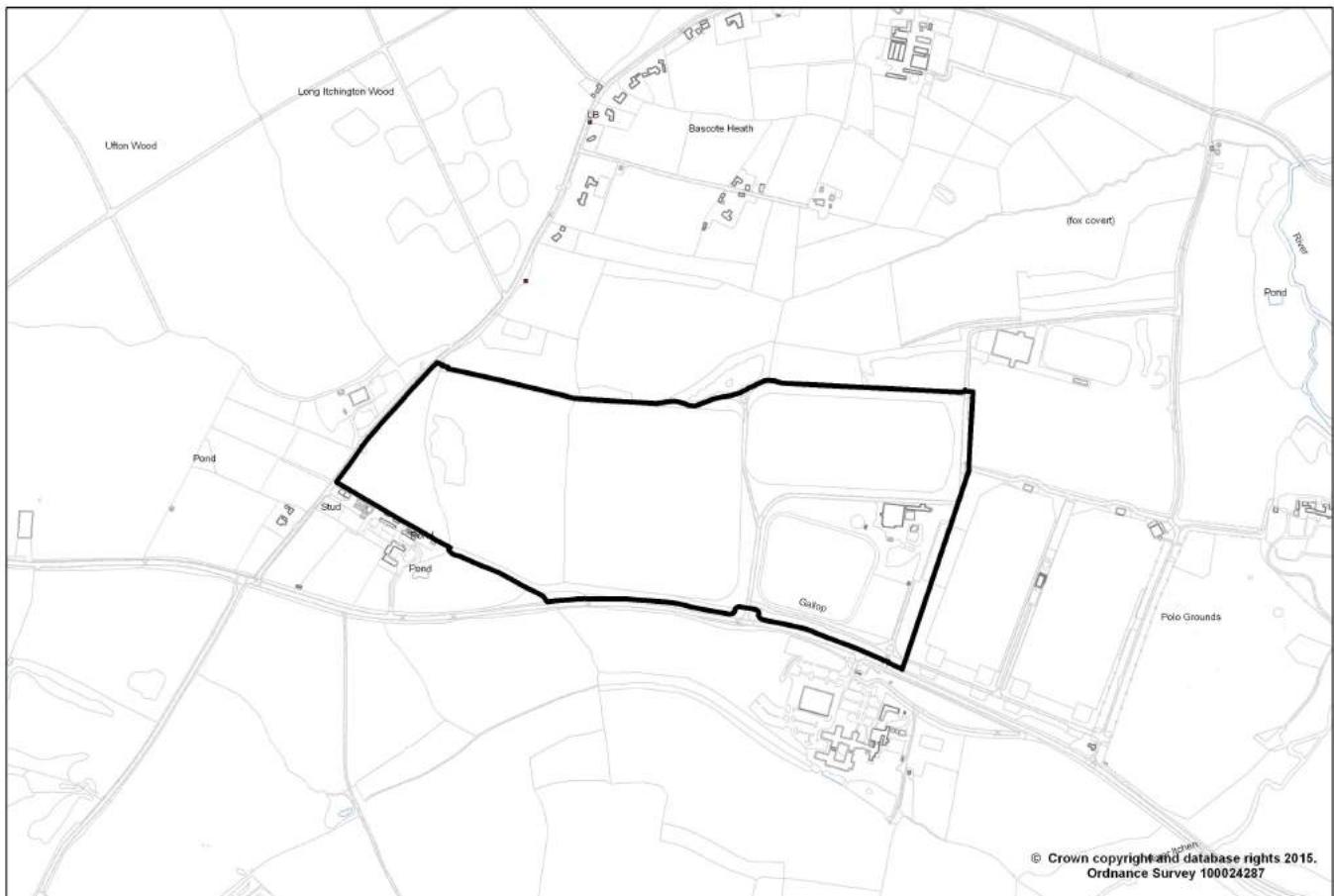
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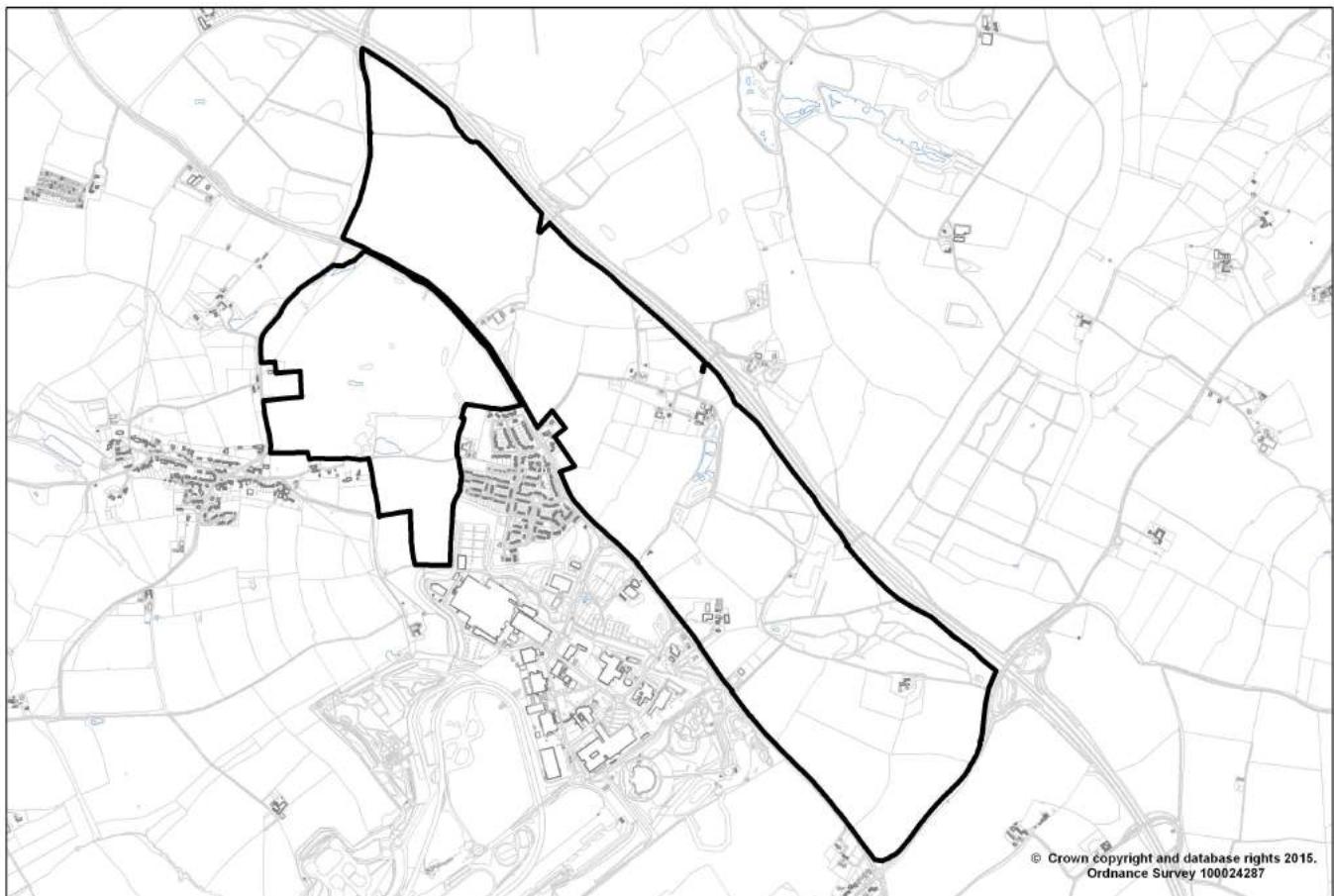
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Appendix A

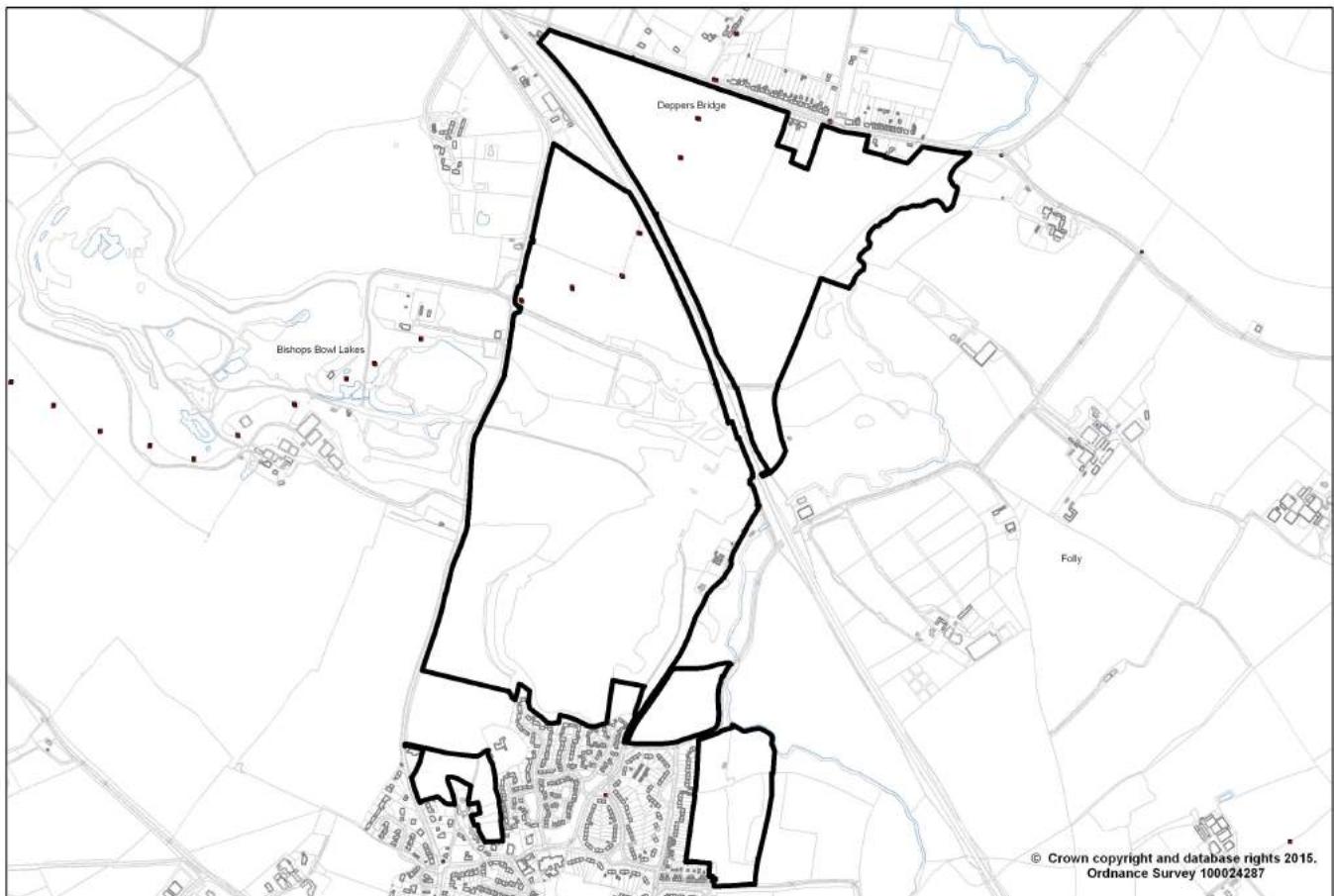
Strategic development sites mostly outside of MRCs (excluding SUA1, SUA2 and SE Stratford)



Stratford-on-Avon Core Strategy July 2015

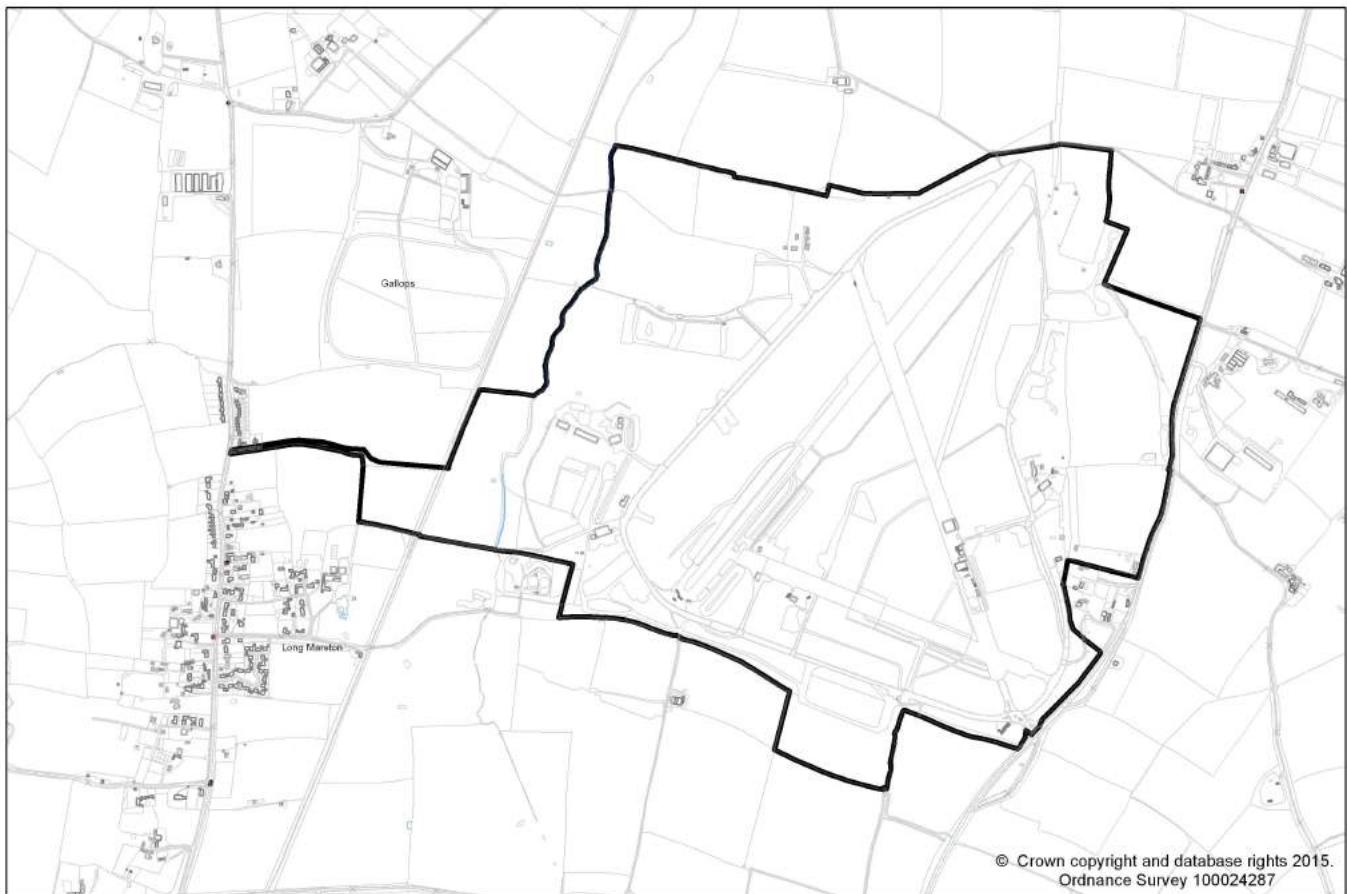


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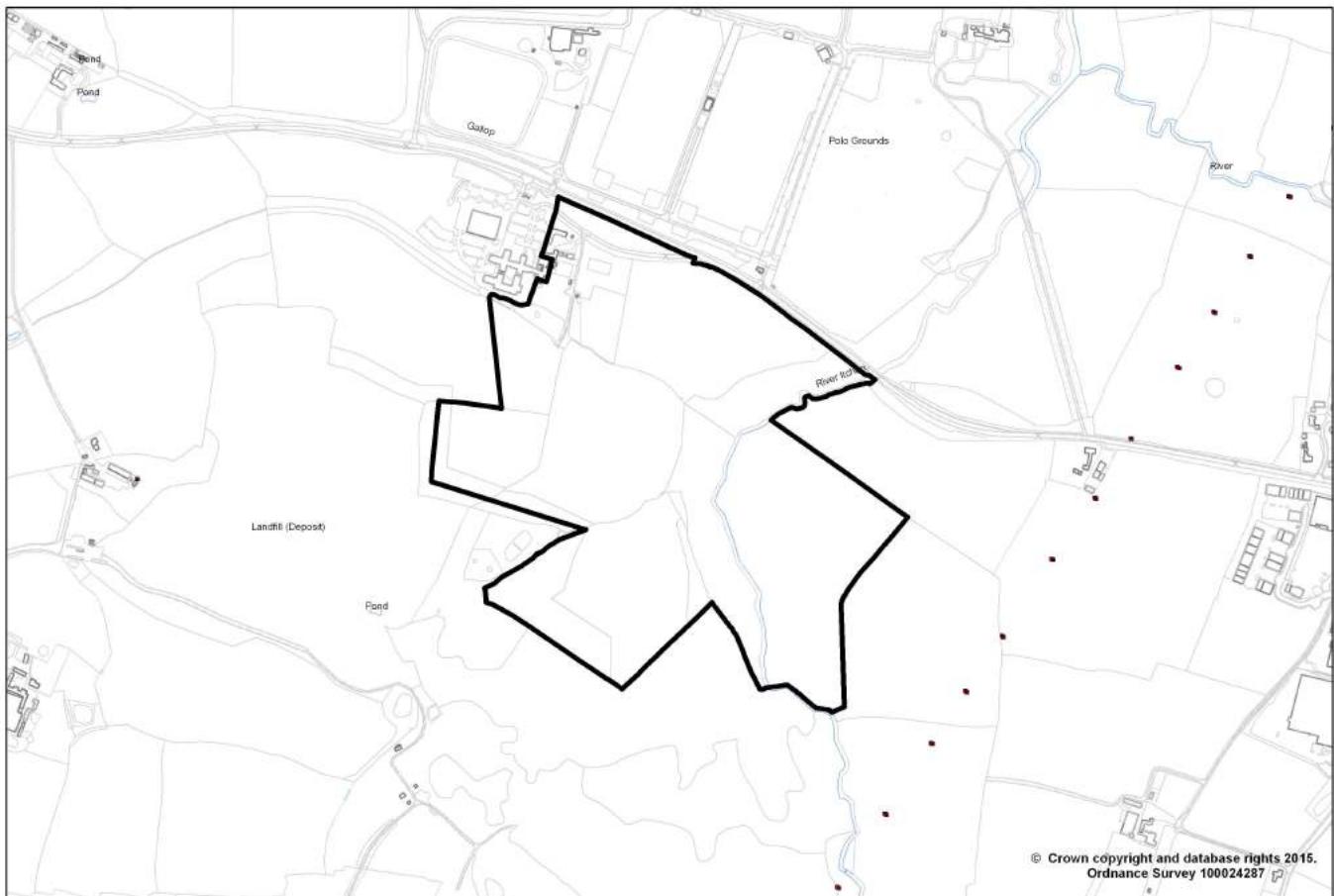
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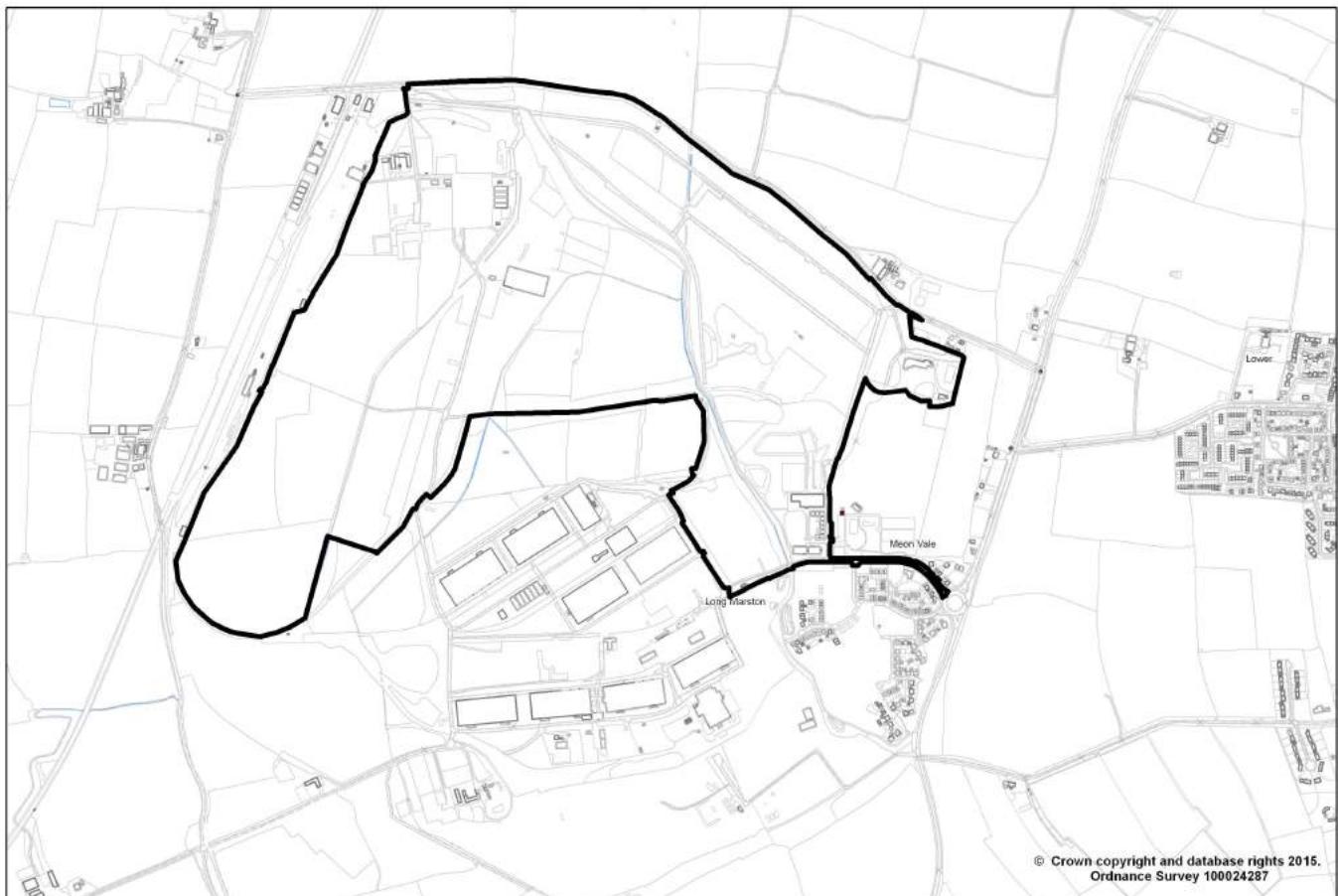


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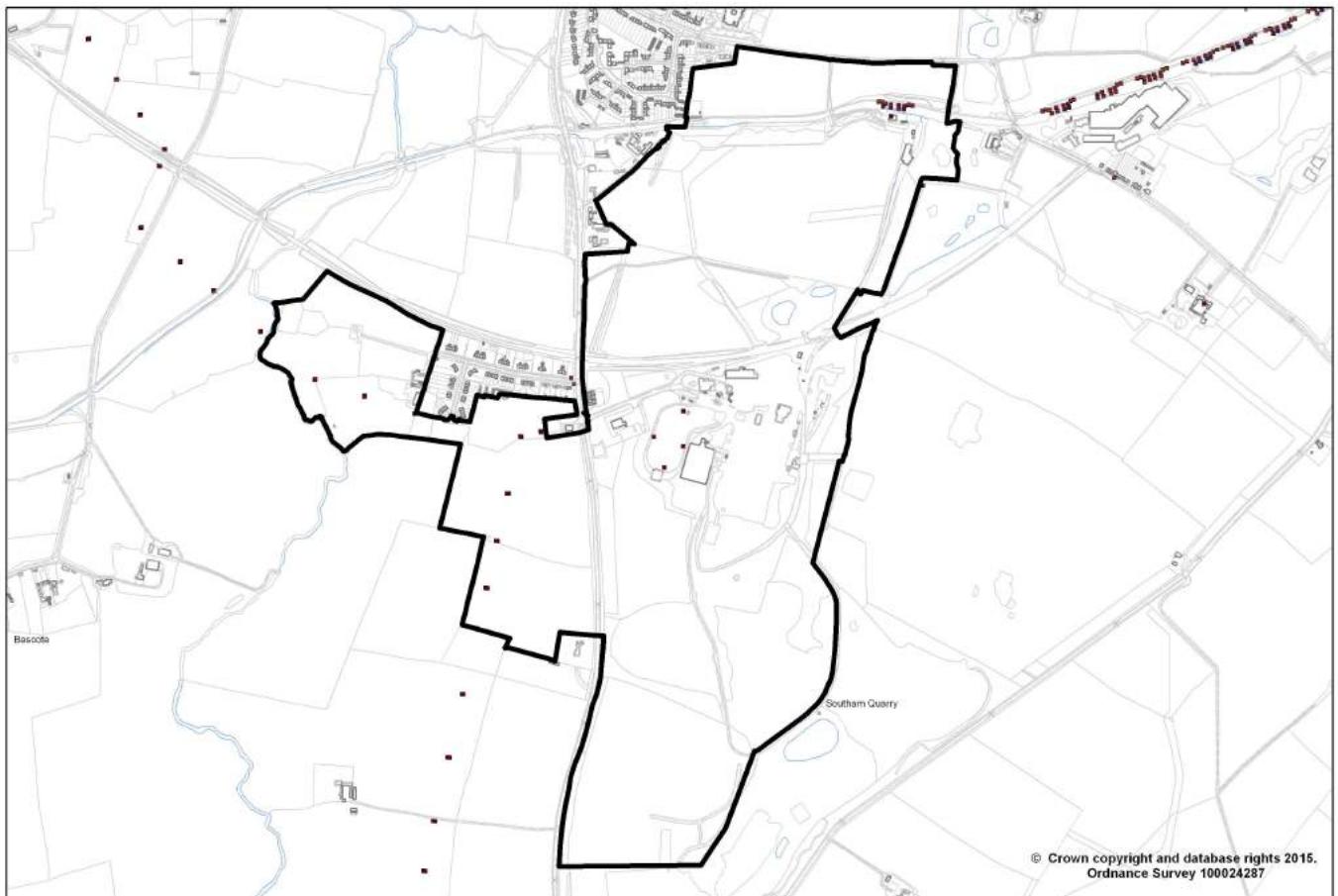


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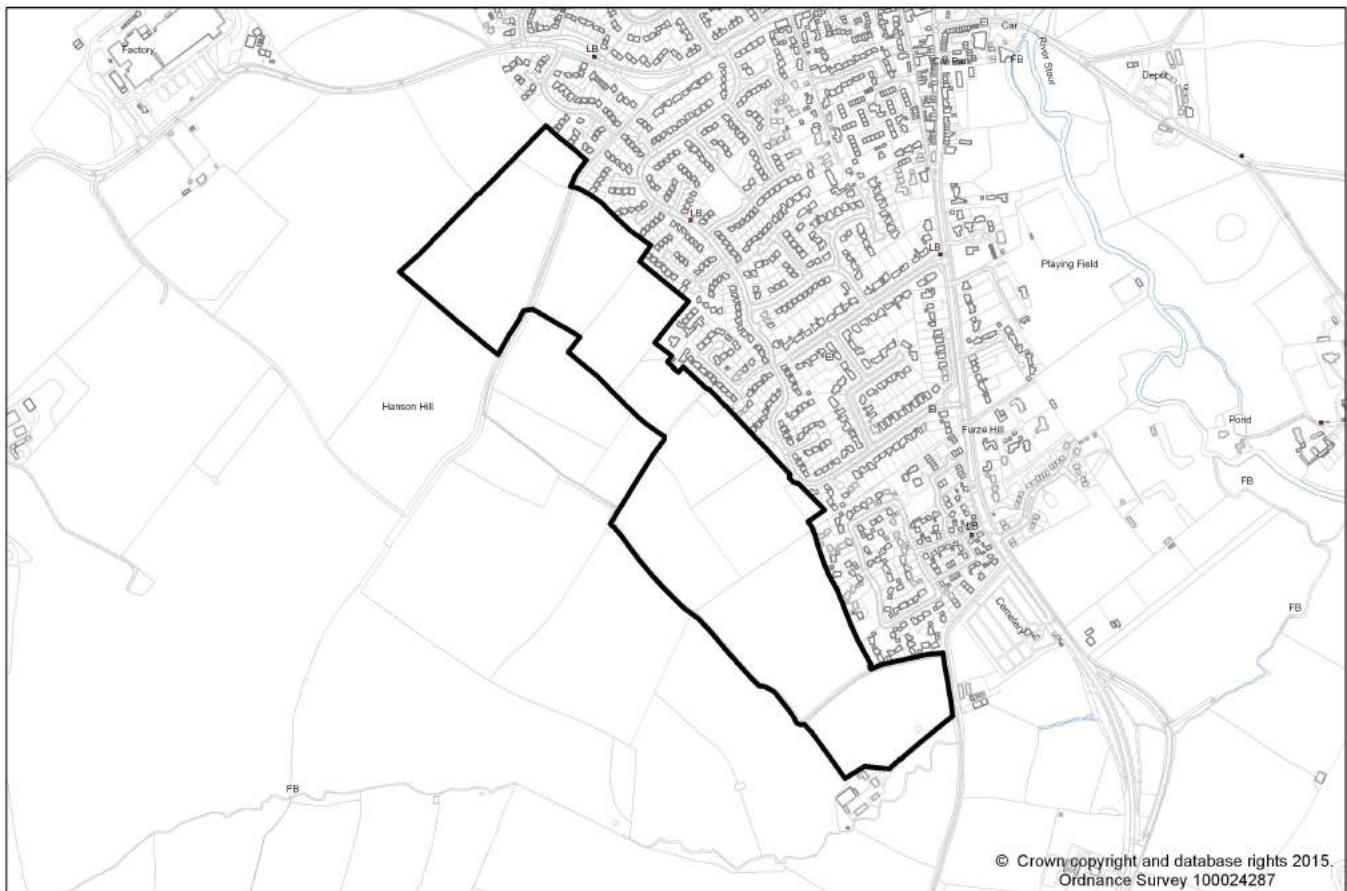


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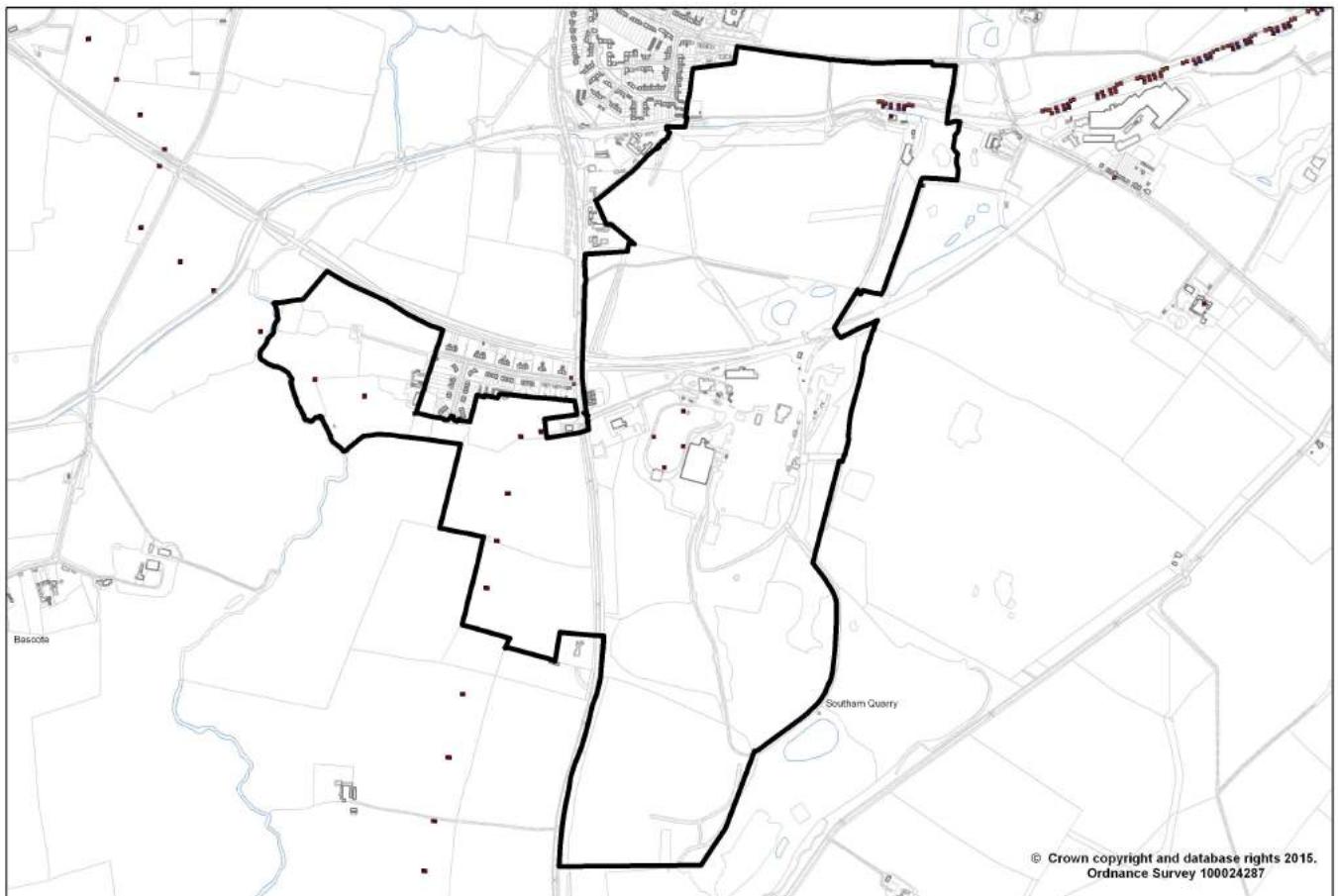
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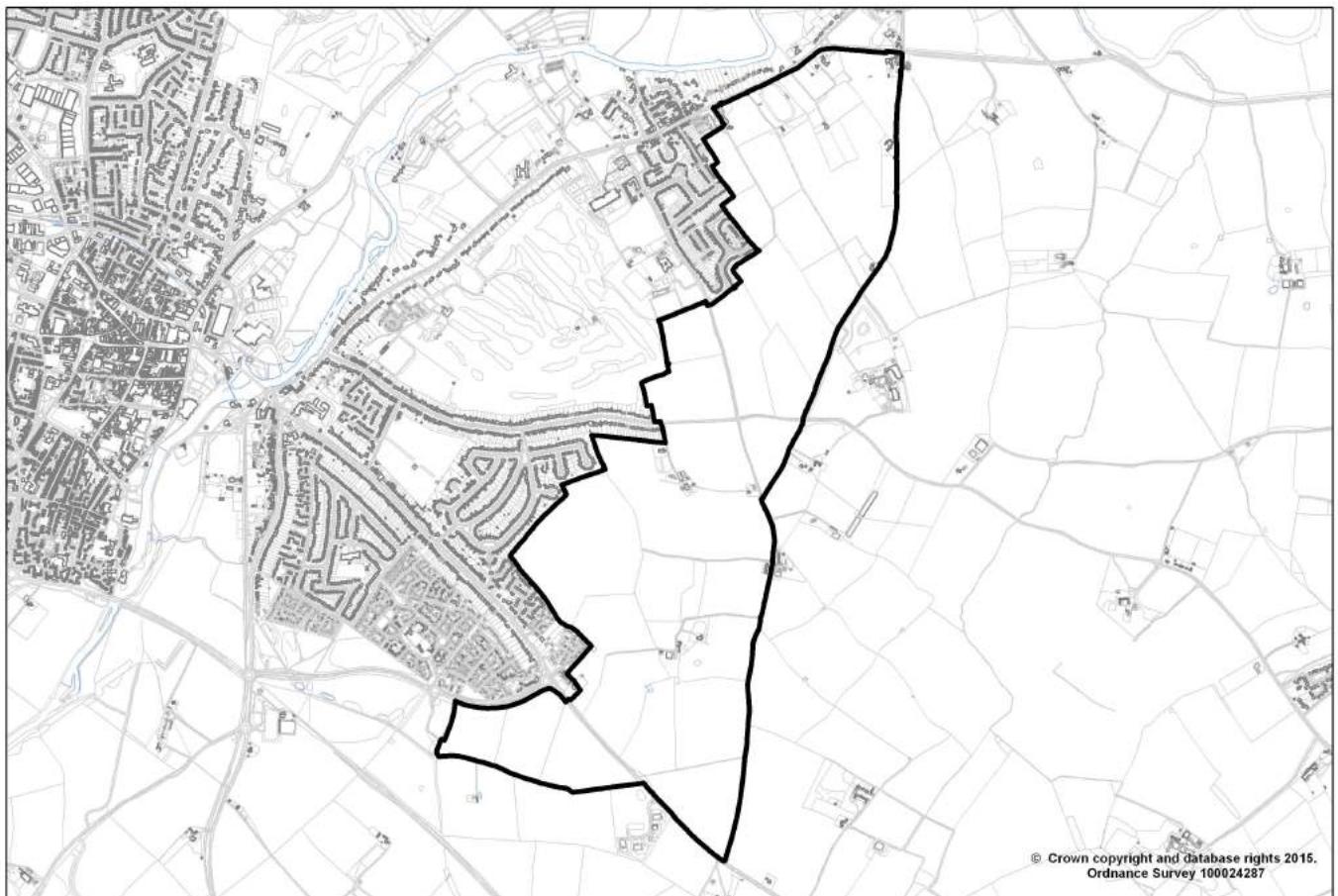
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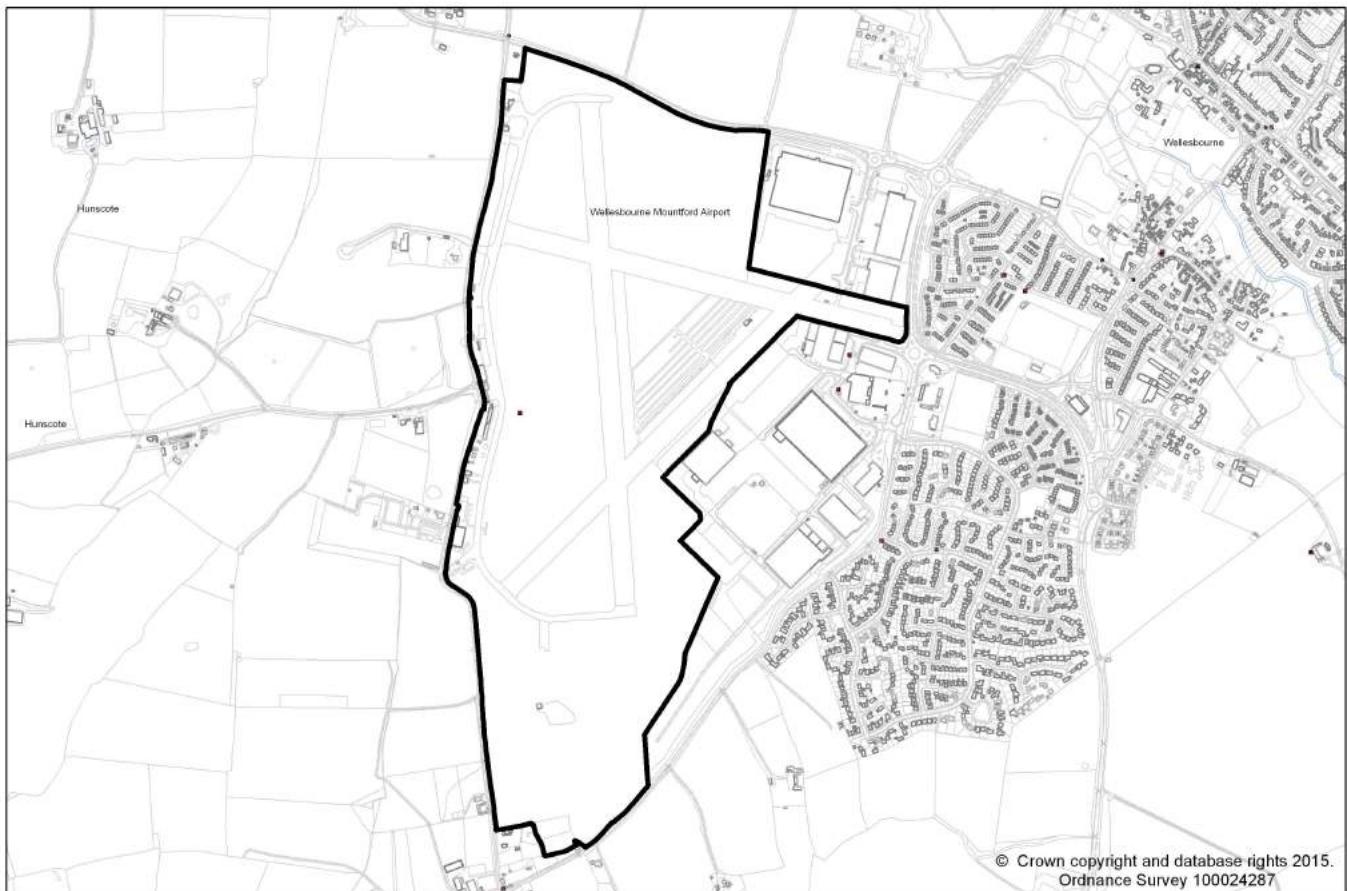


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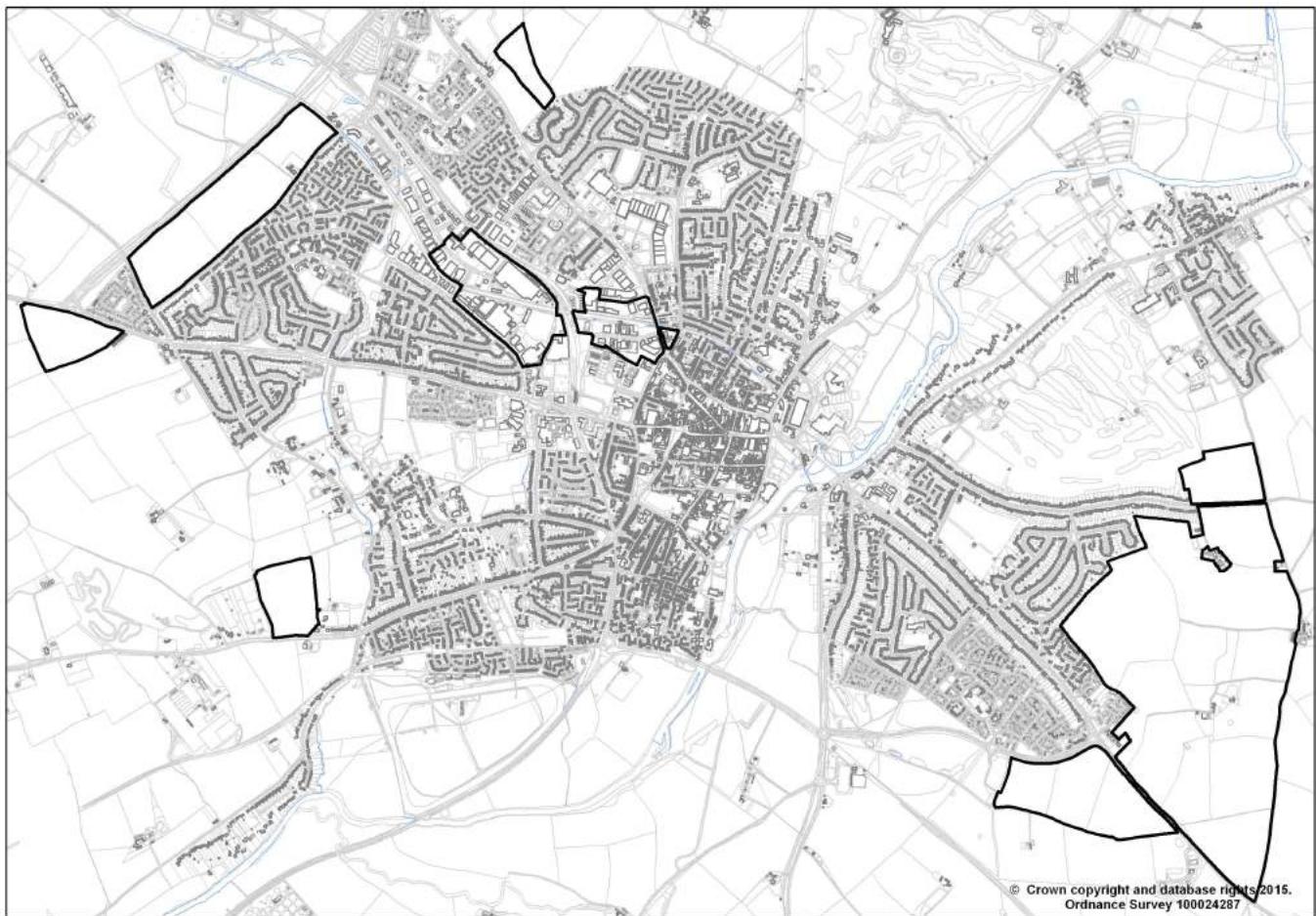
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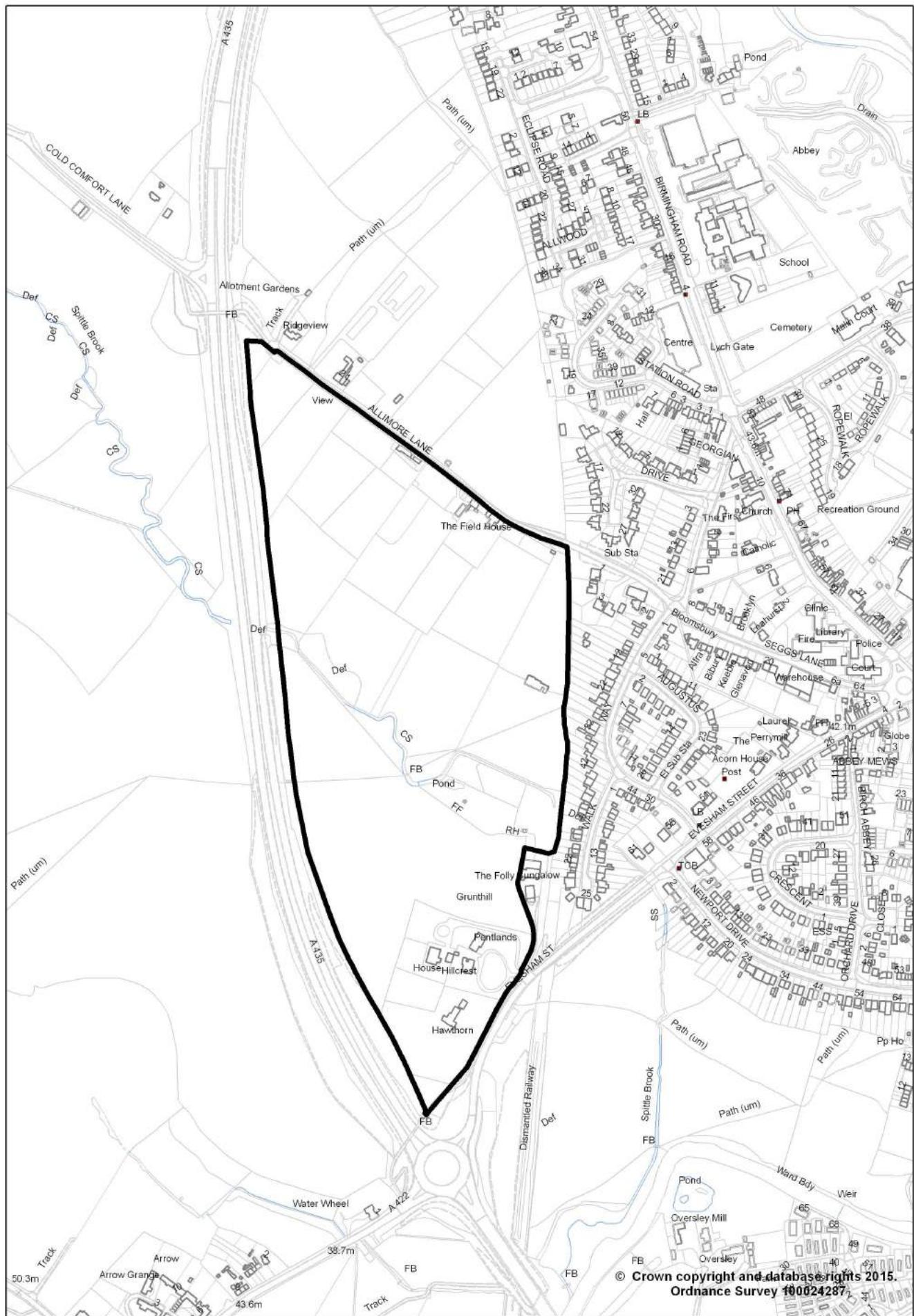
Stratford-on-Avon Core Strategy July 2015

Appendix B

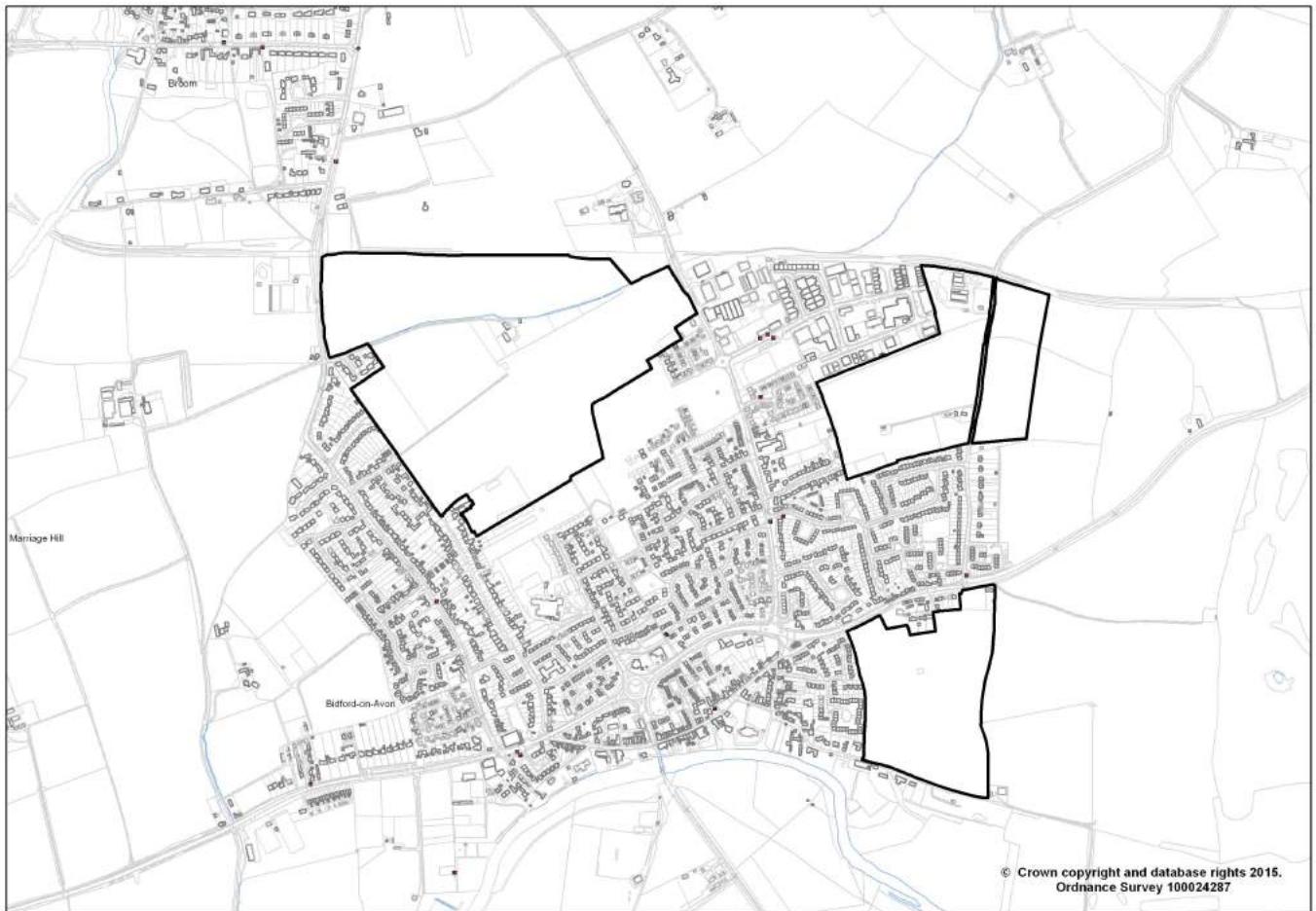
Strategic development sites in and around MRCs

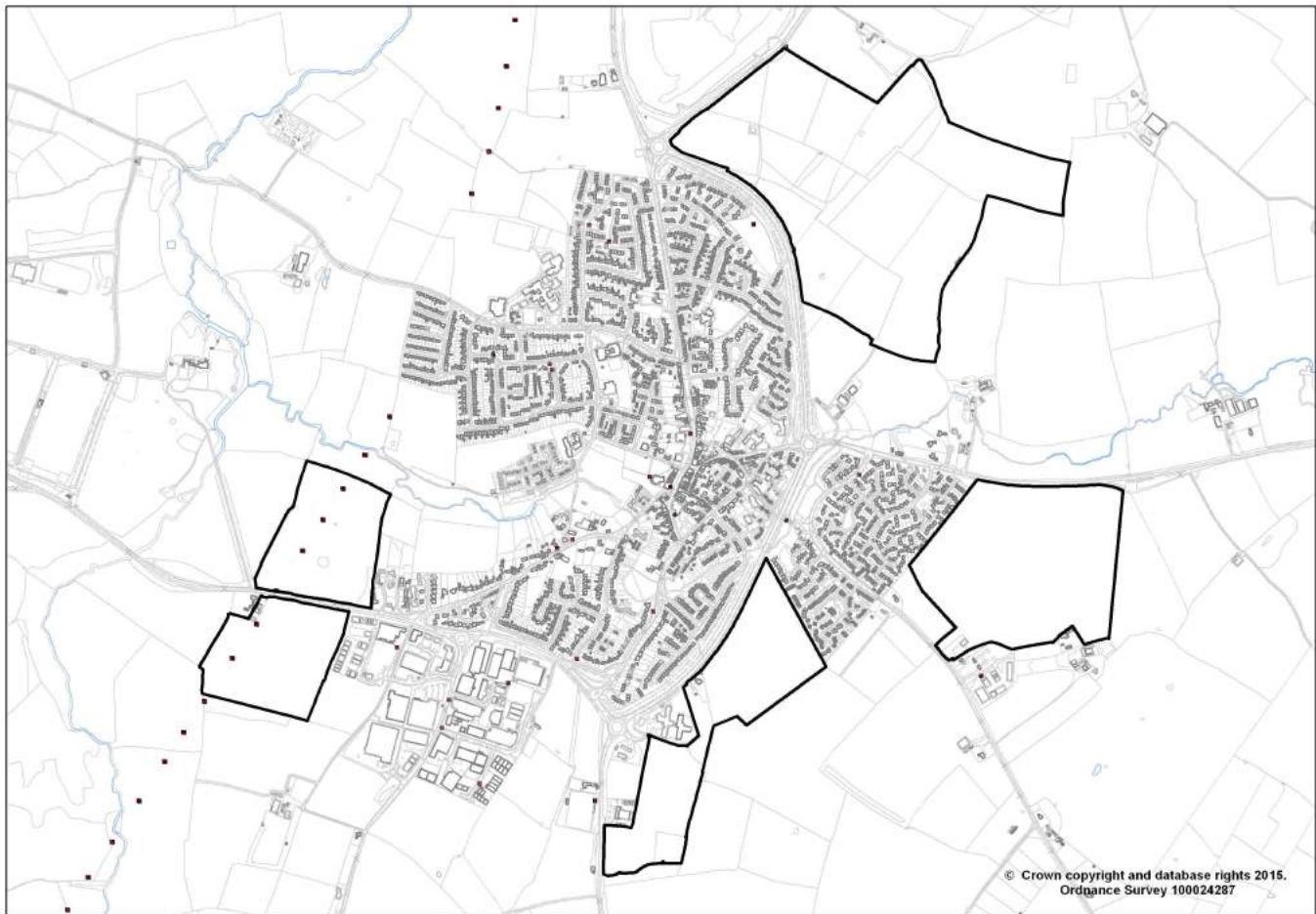


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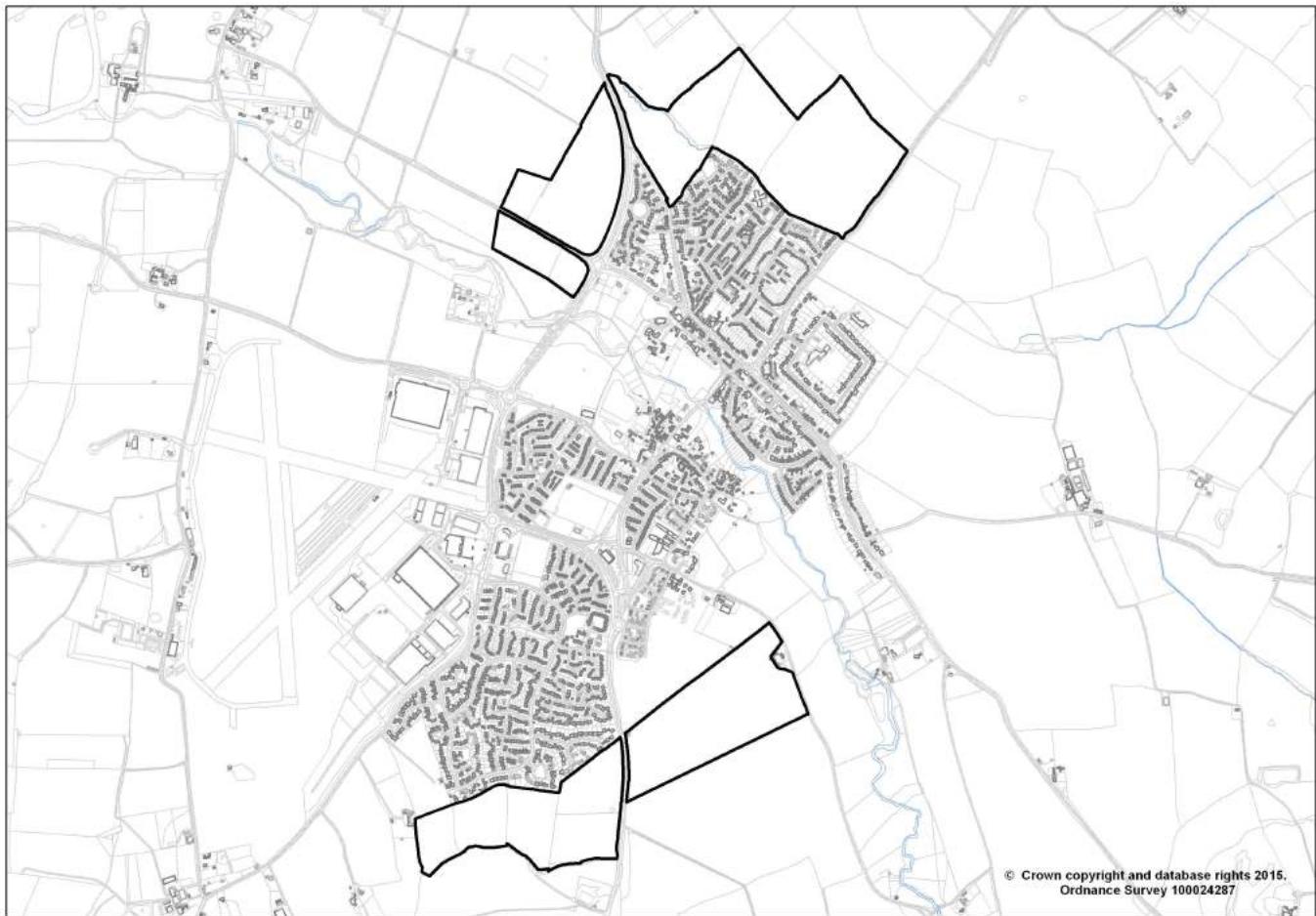


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Appendix C

Assessment of modifications to the Core Strategy

DRAFT: SA and HRA of Further Proposed Modifications

Modifications

This document 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.

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

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

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 sustainable flood management schemes.</i>	N	N
Strategic Objectives	N/A	18	New Strategic Objective: <i>Previously developed sites in sustainable locations will have been re-used for purposes that are of an appropriate type and scale, while retaining their important natural, historic and other features.</i>	N	N
Strategic Objectives	N/A	18	Strategic Objective 12: A sustainable balance between employment growth and housing provision will be maintained as a result of the implementation of at least 35 hectares of additional land for general business uses, thereby helping to meet the needs of new and existing businesses wishing to locate or expand in the District.	N	N
Strategic Objectives	N/A	18	Strategic Objective 14: An additional 11,320 dwellings (an average of 566 per annum) will have been granted planning permission and built across the District on brownfield and greenfield sites, reflecting the dispersed settlement pattern of the District. Where justified by the available evidence, the District Council will have worked with neighbouring councils to help meet any unmet housing needs arising outside the District. In addition, the needs of Gypsies and Travellers will have been met through the provision of 41 additional pitches by 2019 and an additional 30 pitches thereafter, a total of 71 pitches by 2031.	N	N
Strategic Objectives	N/A	18	Strategic Objective 15: A mix of sizes, types and tenures of housing will have been built by a range of developers, housing associations and other providers. To improve the affordability of housing across the District, 35% of dwellings on eligible sites will have been provided as affordable homes.	N	N
2.2.2	CS.1	24	Planning for places (an environmental role) - use the planning	N	N

	Sustainable Development		<i>System to both protect and enhance our natural, built and historic environment, to use natural resources prudently, ensuring the effective use of land through reusing previously developed land and promoting mixed use developments, and to mitigate and adapt to climate change, including moving to a low-carbon economy.</i>	
Main policy text	CS.2 Climate Change and Sustainable Construction	28	<i>Reduce energy demand through energy efficiency measures; and Extensions and the Re-Use of Buildings</i>	N N
3.1.4	CS.2 Climate Change and Sustainable Construction	29	<i>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.</i>	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.
3.1.8	CS.2 Climate Change and Sustainable Construction	29	<i>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 BREEM to demonstrate the energy and water performance.</i>	Y - new content supports previous SA findings.
Main policy text	CS.3 Sustainable	31	<i>The Council is commissioning a study to identify "district heating priority areas". All new developments in district heating priority</i>	Y - new content supports previous

Energy			<p>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 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.</p>	SA findings.

			<p>reinstated and that appropriate habitats buffers are established.</p> <p><i>Physical and visual access to watercourses will be promoted where it respects the natural function of the watercourse and sensitive nature of the river corridor as a whole.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>In respect of the proposal for land at Gaydon/Lighthorne Heath (Policy GLH) and the growth of existing employment at Gaydon (Policy AS11), 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.</i></p> <p><i>Such improvements are necessary to support the delivery of the overall strategy for the District and will be supported accordingly.</i></p>	
3.3.11	CS.4 Water	40	<p><i>The greatest benefits are gained when sustainable urban drainage systems are designed as a multifunctional resource, capable of</i></p>	N

			<i>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 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	46	<i>Development proposals should seek to avoid impacts on SSSIs.</i>	Y – new content	N

	Natural Environment	<p>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.</p>	
3.5.10 & 3.5.11	CS.6 Natural Environment	<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>	<p>Y - new content supports previous SA findings.</p>
3.6.1	CS.7 Green Infrastructure	<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>	<p>N</p>
Main policy text	CS.8 Historic	<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>	<p>N</p>

Environment		<p>of the asset using a proportionate level of detail relating to the likely impact the proposal will have on the asset's historic interest.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>			
Development Management Considerations	CS.8 Historic Environment	56	<p>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.</p>	N	N
Main policy text	CS.9 Design and Distinctiveness	59	<p>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.</p>	Y - new content supports previous SA findings.	N
Development Management	CS.9 Design and	60	<p>The District Council supports the implementation of Building for Life. It provides applicants with a useful checklist for ensuring high quality</p>	N	N

Considerations	Distinctiveness		<i>design and meeting the requirements of the criteria set out in Part B.</i>		
Main policy text	CS.10 Green Belt	65	<i>Limited infilling in Local Service Villages identified in accordance with Policy CS.16.</i> <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>	Y – Proposed limited infilling is 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.	N
4.1.7	CS.10 Green Belt	68	<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>	Y – new content supports previous SA findings.	N

Main policy text	CS.12 Special Landscape Areas	72	<i>The cumulative impact of development proposals on the quality of the landscape will be taken into account.</i>	Y - new content supports previous SA findings.	N
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: To encourage the effective use of previously developed land, development will take place on Large Rural Brownfield Sites in accordance with Policy AS.11.	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
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	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 flatbed 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	CS.17 Affordable	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</i>	N	N

Considerations	Housing		<i>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 exceeds 1,000sqm, the national threshold does not apply and the Council will seek affordable housing on schemes of 6 or more homes. It should be noted that the floorspace threshold does not apply to the lower threshold.</i>	
Main policy text	CS.18 Housing Mix and Type	103	<i>The following table sets out the preferred type and size mix of homes that will apply, in accordance with the tenure mix set out in Policy CS.17 Affordable Housing. The final mix achieved on any site will be informed by the up-to-date position set out in the Development Requirements SPD, taking account of any relevant site specific issues and evidence of local market circumstances.</i>	N
5.4.2 & 5.4.3 & 5.4.4 & Development Management Considerations	CS.18 Housing Mix and Type	104	Clarification text.	N
Main policy text	Policy CS.20 Gypsies and Travellers and Travelling Showpeople	110	<i>Proposals for the provision of permanent, temporary and transit Gypsy and Traveller pitches and Travelling Showpeople plots will be considered against the following criteria:</i> <ul style="list-style-type: none"> • <i>the site should avoid areas prone to fluvial, pluvial or surface water flooding and exclude areas with a 1 in 100 or greater annual probability of flooding;</i> 	Y - new content supports previous SA findings.
Explanation	Policy CS.20 Gypsies and Travellers and Travelling	111	<i>New traveller sites.</i>	N/A – These will be explored through the Gypsy and Traveller DPD.

	Showpeople				
Main policy text	CS-22 Retail Development and Main Centres	118	<i>Evidence regarding impact will be sought in relation to such schemes where there is concern about their potential effect on existing centres.</i>	N	N
Main policy text	CS-23 Tourism and Leisure Development	122	<i>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.</i>	Y – new content supports previous SA findings.	N
Main policy text & supporting text	Area Strategies chapter	127-184	Clarification text and minor changes mostly in relation to improved environmental protection and enhancement.	Y – new content supports previous SA findings.	N 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.	
Main policy text	CS.24 Healthy Communities	188	Where appropriate, improvements to the quality and/or accessibility of existing provision will be sought.	N	N
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



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