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Planning. Design. Economics.

Long Marston Airfield

**Strategic Site Options - Housing &
Employment Alignment**

Technical Paper

ED.15.3.4

CALA Homes (Midlands) Ltd

11 June 2015

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Executive Summary

National policy in the NPPF seeks for planning policies to “*aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.*” (para 37)

This Technical Paper maps existing and proposed housing and employment in Stratford-on-Avon District to explore the degree of alignment between each of three potential strategic sites considered through the Core Strategy process (Gaydon Lighthorne Heath, Long Marston Airfield and South East Stratford) and access to local employment measured in terms of a local fifteen minute drive time. This is in the context of the Inspector’s Interim Conclusions confirming that new housing requirement for the District should respond to the local 12,100 job growth that is estimated over the Plan period.

The key findings are summarised in Table ES1

Table ES1 Comparative 15 Minute Drive Time Employment Catchment Area

Strategic Option	Existing Employment Catchment ¹	Employment Growth Catchment ¹	Total ¹
Gaydon Lighthorne Heath	11,100	900 ²	12,000
Long Marston Airfield³	22,200	6,700	28,900
South East Stratford	26,100	3,500	29,600

Source: BRES 2013 ward level data/ NLP analysis (figures rounded to the nearest 100)

The analysis shows that for both existing and proposed employment, the main economic focus of district remains Stratford-upon-Avon; journey length to which is longer from Gaydon Lighthorne Heath. The latter clearly benefits from good access to Jaguar Land Rover, Aston Margin Lagonda, and longer distant links to employment outside the District, but neither of these is part of the 12,100 job growth that the Inspector identifies as important for housing provision.

Long Marston Airfield, is best placed to provide the synergy between planned employment growth in the District and housing within a new settlement option. Even without accounting for the Western Relief Road or public transport connectivity, it has the greatest proportion (55%) of the proposed job growth within a 15 minute drive-time, compared with 29% within the catchment of South East Stratford, which has other significant planning obstacles.

Of the three alternatives, Long Marston Airfield would best deliver the benefits of providing synergies between housing and employment growth – a key factor identified within Table A7 of the previous SA Addendum [ED3.6a] in justifying a strategic new settlement option. Long Marston Airfield has a strongly positive fit with the current spatial strategy for the District as proposed by the Council.

¹ Within Stratford-on-Avon District

² Excludes possible employment growth of 16,875 at JLR and AML

³ Drive time does not account for impact of Western Relief Road proposed as part of the LMA proposals

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1.0 Introduction

- 1.1 This technical paper has been prepared by Nathaniel Lichfield & Partners (NLP) on behalf of CALA Homes (CALA) in response to the Inspector's Interim Conclusions on the Stratford-on-Avon Core Strategy. CALA is currently promoting the development of a new settlement at Long Marston Airfield comprising of 3,500 dwellings, supporting employment, local centre, education and community facilities as well as open space.

Context and Purpose of the Report

- 1.2 The Stratford-on-Avon Core Strategy, Proposed Submission Version, June 2014 [ED1.1], (referred to herewith as CS) was submitted for examination in September 2014. Examination hearings took place in January 2015 and the Inspector published his Interim Conclusions in March 2015.
- 1.3 The Inspector's Interim Conclusions⁴ set out conclusions on key matters including Duty to Co-operate, Objective Assessment of Housing Need (OAHN), Sustainability Assessment (SA) and employment land supply.
- 1.4 Among other criticisms of the SA, the Inspector identified errors with regard to Long Marston Airfield (pg. 22-24, para. 75-79). Initially, Gaydon Lighthorne Heath (Option B), Long Marston Airfield (Option C) and South East Stratford (Option D), performed at a similar level of sustainability⁵. In the SA [ED.3.6], it is incorrectly inferred that the proposed route of the relief road would bisect Racecourse Meadow SSSI and as such meant that Long Marston Airfield (Option C) is assessed as being less sustainable than Options B and D. At para. 77 of the Interim Conclusions the Inspector states:
- "In my view the admitted error was a material determining factor. It does comprise a major flaw because there can be nothing of greater significance than reasoning that distinguishes between 2 reasonable alternative strategic options. I find it impossible to conclude that Option C would have been rejected if that error had not existed because it is the sole reason given in ED.3.6 for discounting it... Because it is the only reason in the SA for discounting Option C it is fundamental"*
- 1.5 As such, the Inspector states the need for:
- "further Sustainability Appraisal work to address identified defects in the SA process and as part of that exercise other strategic sites that have emerged at a late stage need to be considered and robust reasons given for selecting the preferred option and rejecting the alternative options"*⁶
- 1.6 Table A7 of the SA Addendum [ED3.6a] summarised the consideration of alternative strategic options at that stage of the process. The factors which were stated by the Addendum to have impacted on the Council's decision to

⁴ Inspector's Interim Conclusions on the Stratford-on-Avon Core Strategy (March 2015)

⁵ ED.3.7 para.5.2.6/ ED.3.6 para.3.7.16 as referenced in the Inspector's Interim Conclusions

⁶ Inspector's Interim Conclusions on the Stratford-on-Avon Core Strategy, (March 2015) para.1.ii, page 2

arrive at a preferred option are set out in this document. Among these was the following factor:

“The synergies between housing provision and economic growth suggest that the preferred option should complement the envisaged pattern of employment opportunity, both locally and across the wider sub-region”

- 1.7 Assuming this may be considered to be a factor that will be considered again by the Council, and recognising that the assessment of the proposed strategic sites in the SA needs to be revisited, the purpose of this report is to identify the relative performance of the proposed new settlement at Long Marston Airfield in terms of how a new settlement at this location would provide this synergy between housing provision and economic growth and fit within the wider spatial strategy for the District as currently proposed. It also draws comparisons between Long Marston Airfield and the two other potential alternative strategic allocations (Gaydon Lighthorne Heath and South East Stratford).

Report Structure

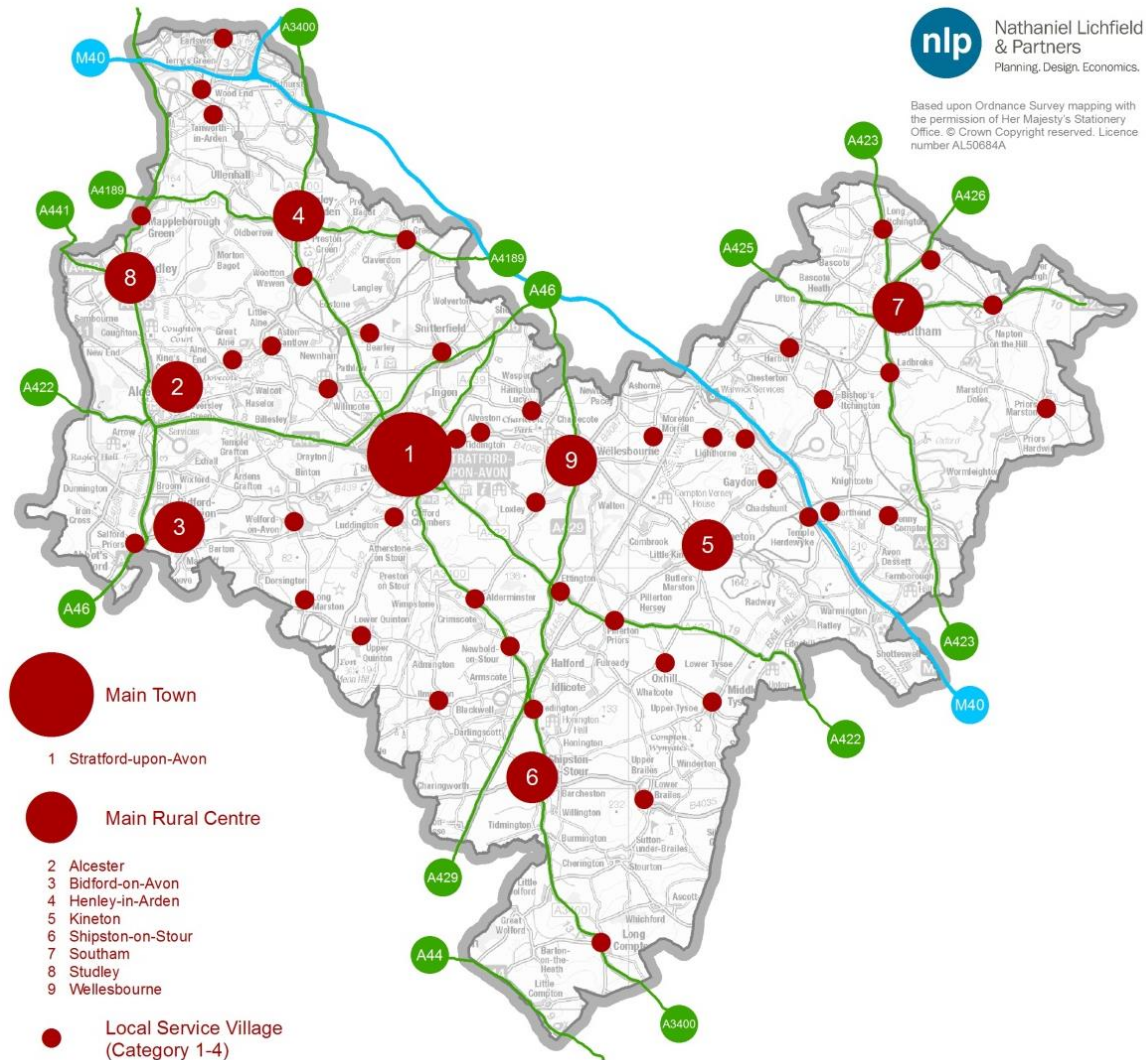
- 1.8 This report is structured as follows:
- **Section 2** reviews the existing spatial distribution of employment within Stratford-on-Avon District and examines the proposed distribution of housing and employment as proposed by the CS;
 - **Section 3** considers the relative sustainability of each of the proposed strategic allocation with respect to housing and employment alignment;
 - **Section 4** draws together overall conclusions.

2.0 **Housing and Employment in Stratford-on-Avon**

District Overview

- 2.1 According to Census 2011, the population of the District amounts to 120,500 people, of which over one fifth (27,000) live within the town of Stratford-upon-Avon. Stratford-on-Avon District Council covers a large rural area and comprises almost 1,000km², the area to the north of Stratford-upon-Avon town lies within the West Midlands Green Belt while parts of the south of the District fall within the Cotswolds Area of Outstanding Natural Beauty. The District is divided into 31 wards of varying size.
- 2.2 Stratford-on-Avon is well connected, with the M40 - which runs along the eastern side of the District - providing strategic linkages to Solihull and Birmingham to the north and Oxford and London to the south. There are also a number of 'A' Roads including the A46, A429 and A435 that run through the District. The Chiltern railway which runs between Birmingham and London Marylebone passed through Stratford-on-Avon but there are no stations within the District. There is a loop line that connects Stratford-upon-Avon town and Parkway stations to the mainline.
- 2.3 Stratford-upon-Avon is the largest town in the District and is the main service centre; there are also a number of important rural centres including Alcester, Bidford-on-Avon, Henley-in-Arden, Kineton, Shipston-on-Stour, Southam, Studley and Wellesbourne. The combined population of these towns is 40,000 residents, which represents one third of the population of the District. The remaining 45% of the District's residents live in the rural area. Figure 2.1 shows the location of each of these settlements and the other local service villages across the District.

Figure 2.1 Stratford-on-Avon Context Map and Settlement Hierarchy



Source: NLP analysis

Local Employment

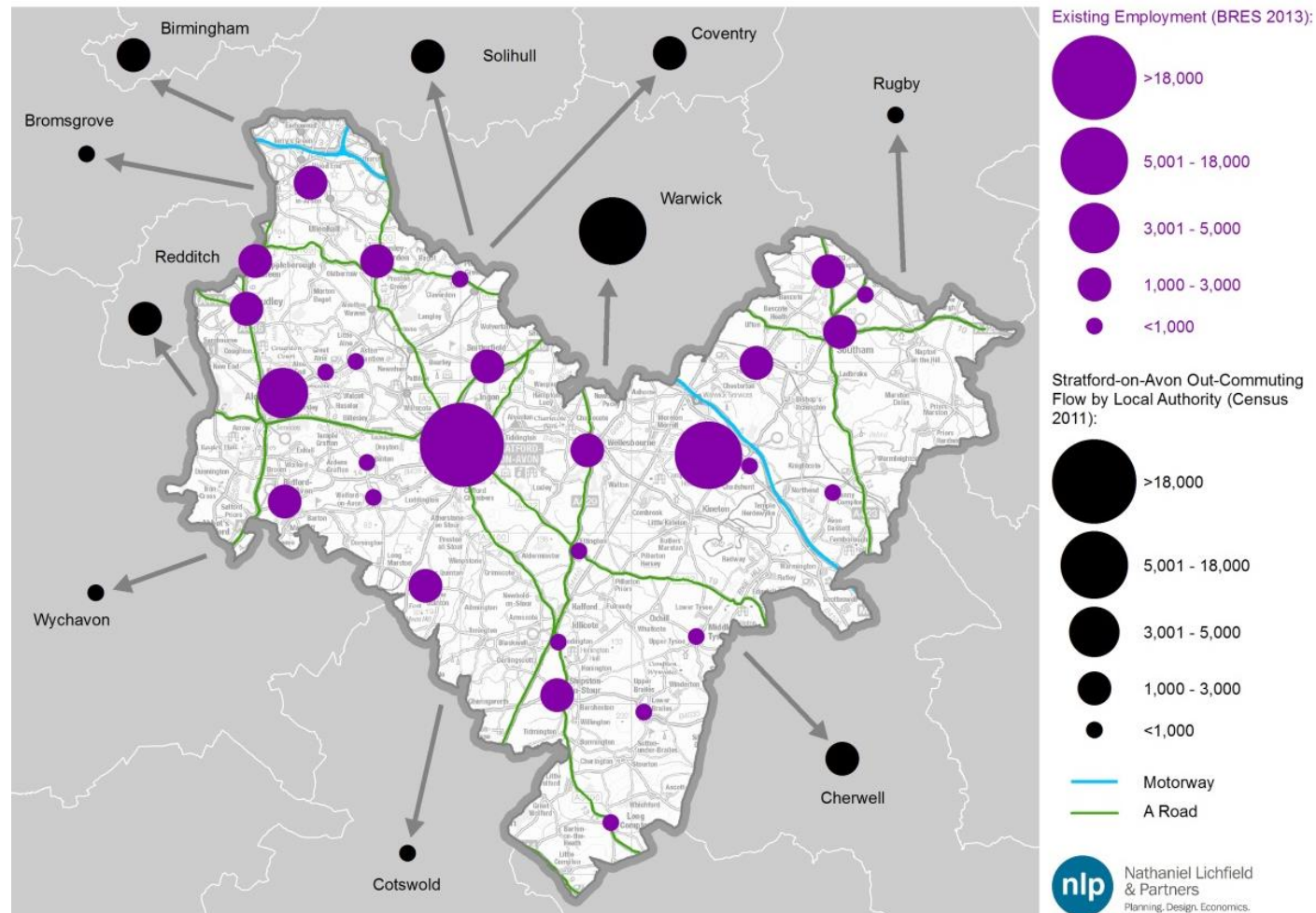
- 2.4 Total employment across Stratford-on-Avon District amounts to approximately 59,200⁷. Stratford-upon-Avon, as the main settlement is also the main employment centre and accommodates in the region of 19,300 jobs⁸, equivalent to one third of the total.
- 2.5 Kineton and Alcester are also significant employment centres. Despite the rural nature of the area, employment in Kineton recorded by BRES amounted to 6,700 (equivalent to 11% of the District total), the majority of this can be attributed to Jaguar Land Rover and Aston Martin at Gaydon. Employment in Alcester amounted to almost 4,000 (equivalent to 7% of the District total). Southam is the main employment centre within the north eastern part of the District supporting 2,900 jobs. There is limited employment located within the southern part of the District with the exception of Shipston, employment here equates to 1,500, this is equivalent to just 3% of the District total.
- 2.6 Employment activity is spread across a range of sectors. Wholesale and retail (18%)⁹, professional, scientific and technical activities (14%), manufacturing (10%) and accommodation and food service activities (10%) constitute the largest sectors in terms of employment.
- 2.7 The spatial distribution of existing employment across Stratford-on Avon is presented in Figure 2.2.

⁷ ONS, Business Register Employment Survey (BRES) 2013 Note: figures in the section have been rounded for non-disclosure purposes

⁸ Assumes Stratford-upon-Avon comprises of the following wards: Stratford Avenue and New Town, Stratford Guild and Hathaway, Stratford Mount Pleasant and Stratford Alveston.

⁹ Figures in brackets represent the proportion of total employment that this sector comprises

Figure 2.2 Indicative distribution of Employment by Ward in Stratford-on-Avon and Levels of Out-Commuting to Nearby Local Authorities



Source: BRES 2013/ Census 2011/ NLP analysis

Note: Employment levels are based on ward level data which has been presented to reflect the settlement hierarchy, therefore the distribution is only intended to be indicative

- 2.8 Figure 2.2 also shows (via the scaled roundels coloured black) the number of Stratford-on-Avon residents who commute out of the District for employment in the surrounding local authorities based on Census 2011 origin-destination data. The largest out-commuting flows are to Warwick (5,890 people), Birmingham (2,355 people) and Coventry (1,855 people).

Planned Economic Development

Employment Growth

- 2.9 The Consolidated Review of Housing Need and Requirement in Stratford-on-Avon District (December 2014)¹⁰ estimated an “*aggregate jobs growth figure of some 12,100 for the 2011-2031 period*” (ERM Indicative Employment Forecast). This equates to net job growth in the region of 605 jobs per annum over the course of the CS plan period.
- 2.10 To arrive at the ERM Indicative Employment Forecast, adjustments were made to econometric forecasts to reflect qualitative local level information. The employment forecast includes an allowance for ‘recession bounce-back’ between 2011 and 2012. The methodology uses Experian forecasts as a proxy for growth between 2026 and 2031¹¹.
- 2.11 The Inspector’s Interim Conclusions viewed this job growth figure as a “*reasonable estimate*”¹² and stated it “*does not appear to be fundamentally at odds with what is inevitable an aspirational figure contained in the [Coventry and Warwickshire] SEP*”¹³.
- 2.12 This assumed level of employment growth does not include job growth that might emerge at Jaguar Land Rover (JLR) or Aston Martin Lagona as a result of its proposed allocation. Were these proposals to come forward (the Inspector noted the JLR have no “*firm plans*” and described the jobs figures as “*largely aspirational*”), this would represent employment growth over and above 12,100 additional jobs in the rest of the economy.

Proposed Employment Land Supply

- 2.13 Policy CS.21 of the CS outlines that an additional 35 hectares of employment land will be provided over the plan period 2011-2031 to provide opportunities for business uses falling within B class uses. The plan also proposes to allocate a number of employment sites.
- 2.14 The Inspector’s Interim Conclusions considered that:
- “the Core Strategy is based on a clear economic vision and strategy, at least in terms of quantum”* (para 184, page 52).

¹⁰ ED.4.3.2b para.4.1.67 page 40

¹¹ The methodology is explained in further detail in Section 4 ED.4.3.2b

¹² Inspector’s Interim Conclusions on the Stratford-on-Avon Core Strategy, (March 2015) para.29, page 10

¹³ Inspector’s Interim Conclusions on the Stratford-on-Avon Core Strategy, (March 2015) para.31, page 11

2.15 It was also concluded:

“the employment allocations in the CS are, in the main, justified by the evidence” (para.186, page 52).

2.16 Table 2.1 sets out the size and estimated job growth associated with the main employment allocations that the Inspector considered to be justified.

Table 2.1 Justified Proposed Employment Allocations

Proposed Allocation	Area (hectares)	Employment Growth
Jaguar Land Rover (JLR), Gaydon	100	7,000-15,000
Aston Martin Lagonda (AML) ¹⁴	4.5	1,875 ¹⁵
ALC.3	11	1,635 ¹⁶
SUA.2	10 ¹⁷	3,506
REDD1 & REED2	19	N/A
SOU.1	2	196
Total	146.5	14,212 - 22,212

Source: SoADC Core Strategy/ Inspector's Interim Conclusion/ NLP analysis

2.17 In total these justified allocations amount to 146.5 hectares, though only a portion of this space is intended to meet the wider business needs of Stratford-on-Avon District over the plan period to 2031. It is estimated that this quantum of space will accommodate in the range of 14,200 and 22,200 jobs a significant proportion (62%-76%) of which is attributable to Jaguar Land Rover (JLR) and Aston Martin Lagonda (AML).

2.18 The allocation of 100 hectares at Gaydon is intended to enable the expansion JLR and to meet their specific business needs¹⁸, and therefore will not constitute available supply. Though it is not yet know what scale and mix of uses will be promoted at this site or the extent to which they will constitute new uses and employment to the area; it is indicated that the site has the potential to accommodate between 7,000 and 15,000 new jobs. These jobs, were they to arise, would be over and above the 12,100 extra job growth estimated in the Plan, and thus Gaydon would not contribute to meeting that job growth estimate.

2.19 Similarly, AML requires the allocation of 4.5 hectares at Gaydon to meet the company's operational requirements. The scale and mix of uses is not known and no indication of the scale of job growth associated with the proposals has been provided. For the purposes of this assessment it is assumed that uses will include B1b type uses such as research, design, testing and development of motor cars; the Council assumes [HD13] that B1b uses support 417 jobs per hectare. On this basis, this proposed allocation could support 1,875 jobs.

¹⁴ This proposed allocation is likely to be acceptable but has yet to be subject to public consultation due to its emergence at a late stage in the plan making process (Inspector's Interim Conclusions para. 132 page 38)

¹⁵ No indication of jobs numbers is available therefore the employment density of 417 jobs per hectare, set out in HD13 for B1b has been applied

¹⁶ HD13 Employment provision on allocated sites

¹⁷ This allocation also includes 10ha for the relocation of uses displaced from the Canal Quarter proposals

¹⁸ ED1.1 Proposed Submission Core Strategy - June 2014 para. 6.10.14 page 162

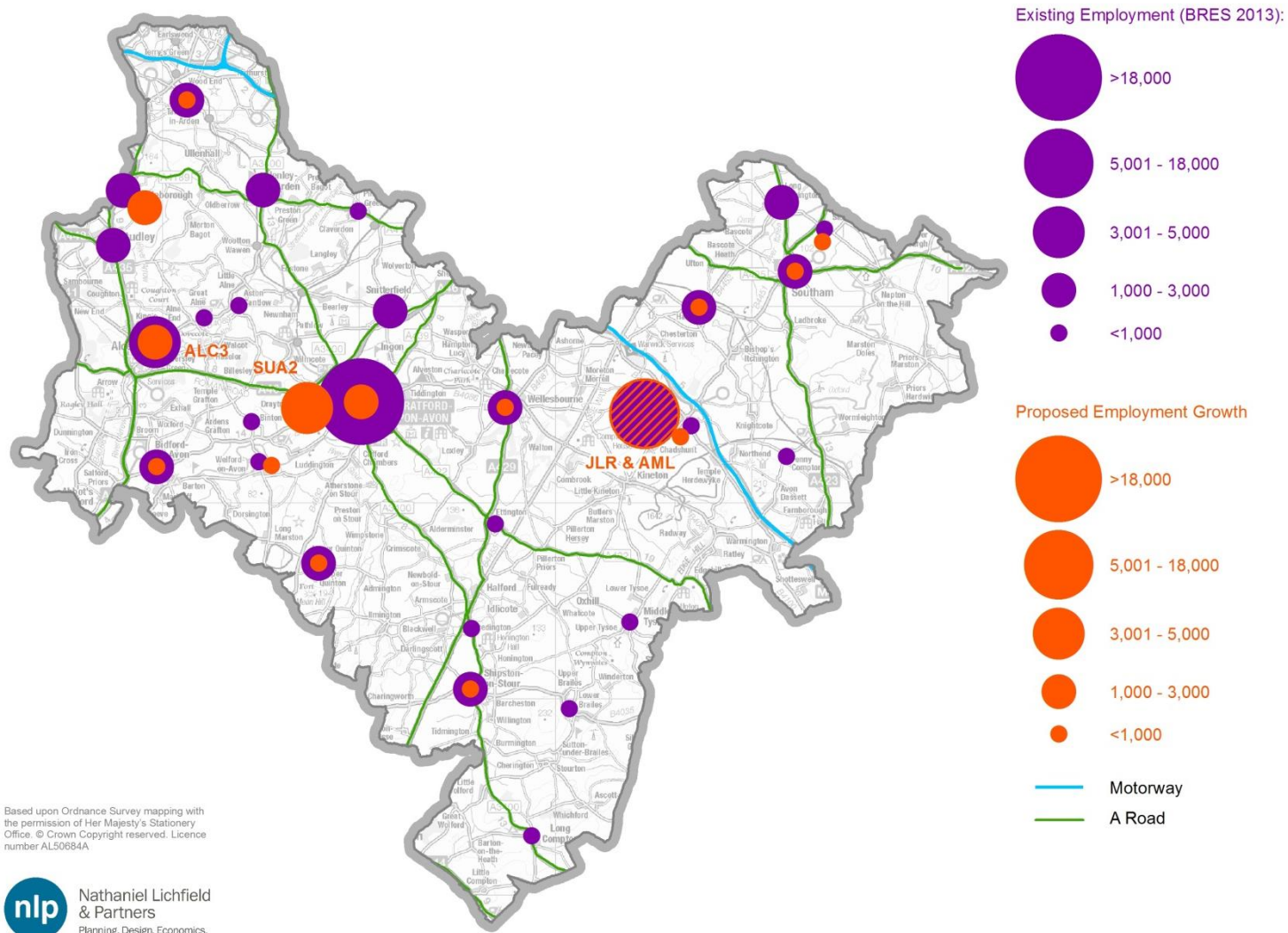
- 2.20 Allocations REDD1 and REED2 have been agreed via the DtC in order to meet the needs of Redditch due to capacity constraints within the Borough and for part of a larger strategic employment site which includes land in Bromsgrove District called the Redditch Eastern Gateway. On this basis, this allocation is not intended to meet Stratford-on-Avon's employment needs.
- 2.21 This suggests that the outstanding allocations; ALC.3, SUA.2 and SOU.1, collectively provide 23 hectares of employment land to meet the District's B-class business needs over the plan period 2011-2031. Planning permission has been granted at SOU1. In HD13, the Council outlined that these sites will accommodate 5,337 jobs.
- 2.22 The supply of employment space also includes existing and future planning permissions for B class uses. The Council has identified the land available for B class development which it considers is likely to be implemented¹⁹. The Council estimates that if this land is fully developed and occupied over the course of the plan period, it will provide capacity for around 3,000 jobs²⁰.
- 2.23 Combined, this suggests that identified employment land supply has capacity to accommodate in the region of 8,300 jobs.
- 2.24 To this point, the analysis has focused on B-class business needs; however, as indicated previously, employment in Stratford-on-Avon is spread across a range of sectors including 'non-B' sectors. The Council's evidence base²¹ suggests that alongside growth in what can be classified as B-class sectors there will also be employment growth in non-B sectors such as accommodation and food service activities and arts, entertainment and recreation.
- 2.25 For the purposes of this assessment it is estimated that non-B sector employment will increase by 3,800 (i.e aggregate job growth figure excluding B-sector growth) and will be distributed across the District in centres where employment in these sectors are currently located, primarily Stratford-upon-Avon and Alcester. It should be noted that this should be taken to be indicative and is based on the data and information that is available.
- 2.26 Based on the analysis set out in this section, Figure 2.3 provides an indication of the distribution of existing employment and new employment space supply. As is evident from the map, aside from the proposals at JLR and AML the majority of existing and proposed employment locations are focused in the western half of the District.

¹⁹ As per RD.03 HS-01 Matter D Appendix 1 Provision of Employment Land in Stratford-on-Avon District 2011-2031 (as at 1 April 2014)

²⁰ RD.03 HS-01 Matter D para 4.2

²¹ ED.4.3.2b Consolidated Review of Housing Need and Requirement in Stratford-on-Avon District (10 December 2014)

Figure 2.3 Indicative Distribution of Existing and Proposed Employment in Stratford-on-Avon



Source: BRES 2013/ ED.1.1/ RD.03 HS-01 Matter D Appendix 1

Planned Housing Development

2.27 Policy CS.15 of the CS²² indicates that the distribution of development across Stratford-on-Avon District over the period to 2031 will be based on a pattern of balanced distribution. Policy CS.16 makes provision for around 10,800 additional homes; in the Interim Conclusions, the Inspector requested the Council to revisit its estimate of OAHN²³ though he does accept the Council’s demographic projection of 11,320.

2.28 The Housing Implementation Strategy²⁴, published in January 2015 provides the latest housing trajectory with the exception of the Local Service Village (LSV) requirement which has increased to 2,000 dwellings. As such, the total number of dwellings has increased to 11,405²⁵. The proposed distribution of this development is presented in Table 2.2.

Table 2.2 Proposed Distribution of Development by Sustainable Location Type

Sustainable Locations	Settlement	Number of Dwellings ²⁶	Proportion of Total
Main Town	Stratford-upon-Avon	2,684	23.5%
Main Rural Centres	Alcester, Bidford-on-Avon, Henley-in-Arden, Kineton, Shipston-on-Stour, Southam, Studley, Wellesbourne	2,910	25.5%
New Settlement	Gaydon Lighthorne Heath	2,500	22%
Local Service Village	See para. 5.1.1, ED1.1	2,000 in total	17.5%
Other Rural Locations	Large Rural Brownfield Sites and Rural Elsewhere	1,311 homes	11.5%
Total		11,405	100%

Source: Housing Implementation Strategy (January 2015)/ NLP analysis

2.29 Table 2.2 also shows that almost half of all housing growth will be focused around Stratford-upon-Avon and the Main Rural Centres, 22% within a new settlement, a further 17.5% will be centred on the Local Service Villages and the remaining 11.5% distributed across Other Rural Locations.

2.30 The Inspector found *“the overall strategy in the CS... to be justified. However, there is still a clear need for a further strategic allocation in addition to these categories [main towns, sustainable villages, large rural brownfield sites and other rural locations]...”* (para. 216 page 61²⁷)

²² ED1.1 page 81

²³ Inspector’s Interim Conclusions on the Stratford-on-Avon Core Strategy, (March 2015) para.1.ii, page 2

²⁴ Figure 2c, page 7 HD.09

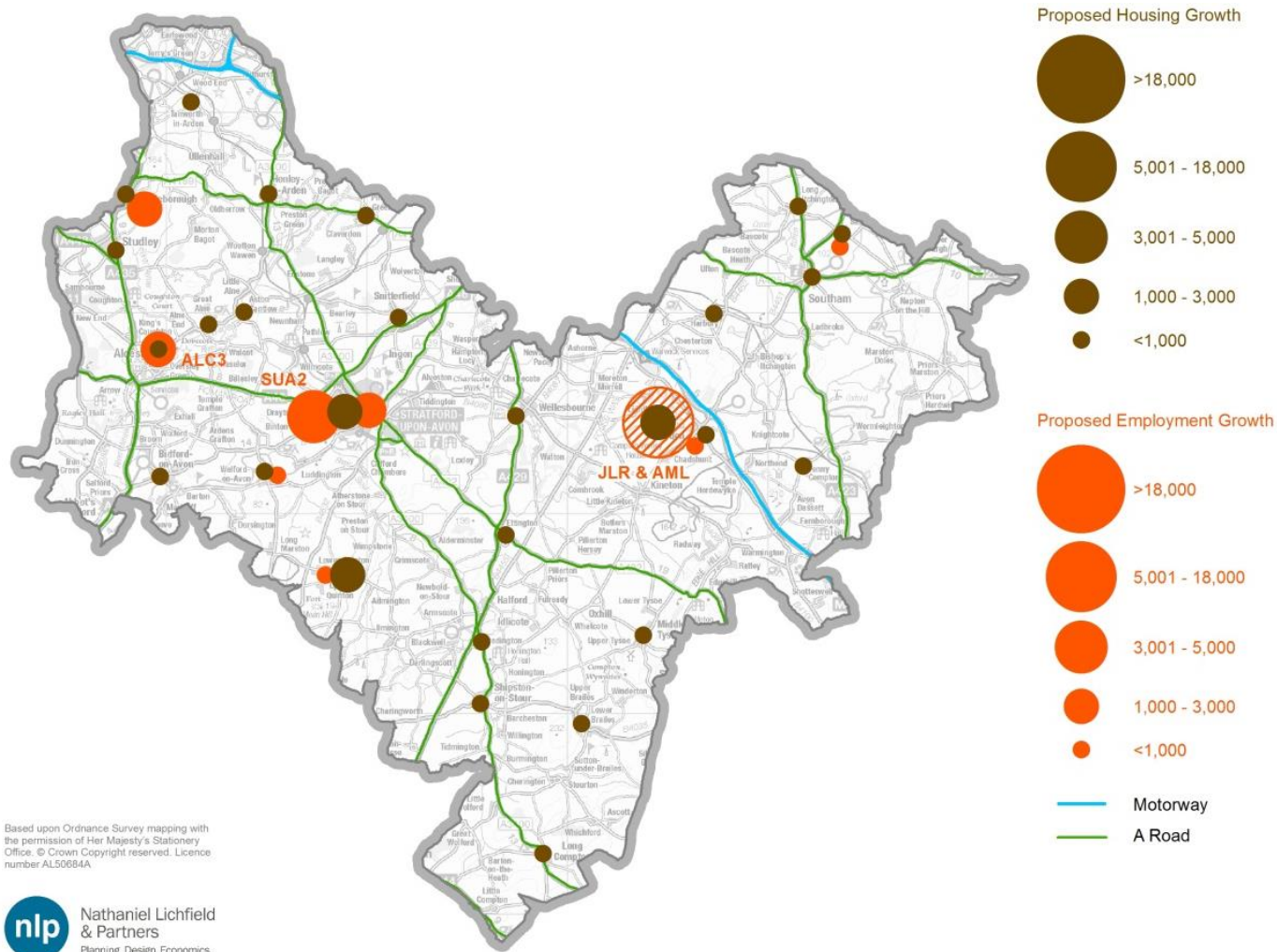
²⁵ Inspector’s Interim Conclusions on the Stratford-on-Avon Core Strategy, (March 2015) para.191, page 53-54

²⁶ Figures in this column are based on HD.09 Housing Implementation Strategy, Figure 2c: Housing Trajectory Table by Location, page 7 with the exception of the number of homes per village figures which have been taken from Policy CS.16 as they provide an indication of the scale of growth that is appropriate in these settlements

²⁷ Inspector’s Interim Conclusions on the Stratford-on-Avon Core Strategy, (March 2015) para.216, page 61.

- 2.31 The Inspector also outlined that “*depending on the scale of the housing requirement, there might be other options [for meeting housing growth], possibly including a second new settlement*” (para. 206, page 58).
- 2.32 Figure 2.4 gives an indication of the spatial distribution of proposed housing growth presented alongside proposed employment growth locations. It shows that housing growth is dispersed while employment is focused in a smaller number of key locations.

Figure 2.4 Proposed Housing Growth and Employment Growth in Stratford-on-Avon



Source: Housing Implementation Strategy Figure 2c/ ED.1.1/ RD.03 HS-01 Matter D Appendix 1/NLP Analysis. Note: this figure also includes a number of larger planning applications including Harbury Cement Works (200 dwellings) and Former Engineer Resources Depot, Long Marston (1,050 dwellings). JLR/AML shown hatched as not included in 12,100 job growth estimated for plan period.

Housing – Employment Alignment

- 2.33 The Council agreed that at the point where the CS was submitted for examination that there was an imbalance between the housing and employment strategies. The housing strategy was based on employment growth of 1,300 jobs over the plan period 2011-2031, equivalent to 65 jobs per annum²⁸ though as discussed previously aggregate employment growth is forecast to amount to 12,100 additional jobs over the plan period.
- 2.34 Within this context it is useful to reference Paragraph 158 of the National Planning Policy Framework (NPPF), which states:
“... Local planning authorities should ensure that their assessment of and strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals.”
- 2.35 As set out in Section 1, one of the key factors reported in the assessment of alternatives within the SA was the synergies between housing provision and economic growth to suggest that the preferred option should complement the envisaged pattern of employment opportunity, both locally and across the wider sub-region.
- 2.36 The remainder of this assessment concentrates on the spatial alignment within Stratford-on-Avon District, as the focus of the CS is to now achieve a better balance between the number of homes and jobs in the District.

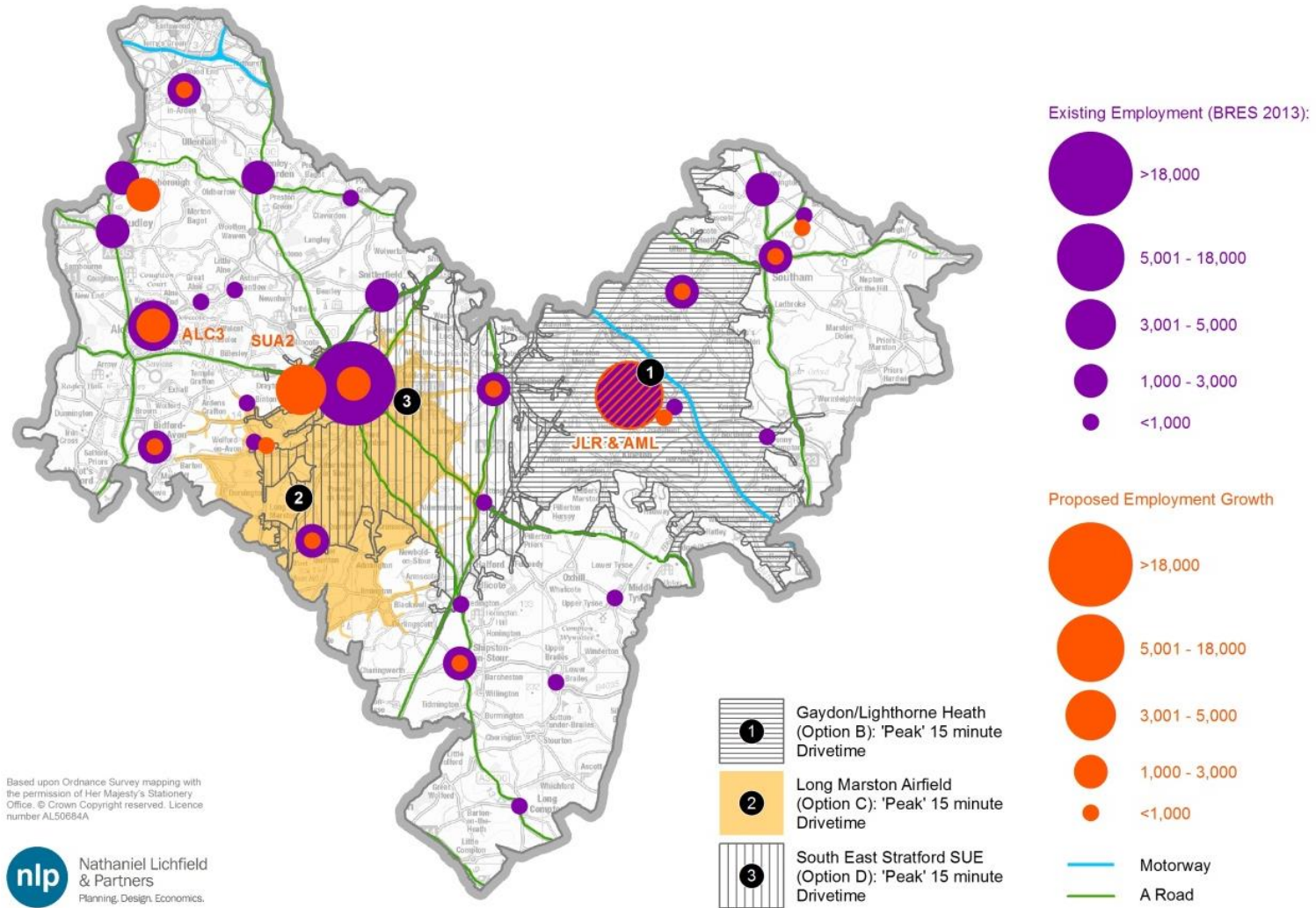
²⁸ Inspector’s Interim Conclusions on the Stratford-on-Avon Core Strategy, (March 2015) para.28 page 10. PROJ 1A rows in Tables 47 and 48, Document Ref. ED.4.3.3.

3.0 Implications

- 3.1 This section of the technical paper builds on the information set out in the preceding sections and considers the relative sustainability of Strategic Options B, C and D in the context of the 'synergies between housing provision and economic growth'.
- 3.2 Figure 3.1 provides an indication of existing and currently proposed employment growth in Stratford-on-Avon District. Options B (Gaydon Lighthorne Heath), C (Long Marston Airfield) and D (South East Stratford) were assessed in the SA²⁹ as having a similar level of sustainability and as such are included in this assessment.
- 3.3 Proximity of employment to housing development is a key feature associated with sustainable development patterns. Figure 3.1 maps the 15 minute peak drive times from each of the alternative strategic options. 15 minutes was taken to represent a commuting distance and time associated with living and working locally and in a more sustainable manner. Para 37 of the NPPF states:
"Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities"
- 3.4 Clearly, journeys to work will also incorporate travel by public transport and active travel modes, so this analysis is not intended to be used as a transport assessment. However, a fifteen minute drive time around each is considered a reasonable proxy measure for strategic fit in terms of access to employment within the District.

²⁹ ED3.7 para.5.2.6

Figure 3.1 Alternative Strategic Options B, C and D within the Context of Existing and Proposed Employment within Stratford-on-Avon



Source: NLP analysis

3.5 Table 3.1 provides a broad indication of the quantum of employment that is accessible within a 15 minute drive time of each of the strategic options. The analysis shows the site at South East Stratford has a slightly greater employment catchment than Long Marston Airfield (just 700 jobs) however, the majority of these jobs relate to existing employment. In terms of proposed employment, the catchment of Long Marston Airfield is almost twice as high as South East Stratford. Excluding the possible jobs, at JLR and AML (which are not based on “firm plans” and would be over and/or above the 12,100 for which the Plan needs to respond) the two locations closest to Stratford outperform Gaydon Lighthorne Heath. Comparative analysis is considered in further detail below.

Table 3.1 Comparative 15 Minute Drive Time Employment Catchment Area

Strategic Option	Existing Employment Catchment ³⁰	Proposed Employment Catchment ³⁰	Total ³⁰
Gaydon Lighthorne Heath	11,100	900 ³¹	12,000
Long Marston Airfield³²	22,200	6,700	28,900
South East Stratford	26,100	3,500	29,600

Source: BRES 2013 ward level data/ NLP analysis (figures rounded to the nearest 100)

3.6 **Gaydon Lighthorne Heath (GLH)** is located close to the M40 which means a significant area can be reached within a 15 minute drive time. However, given its location in the eastern half of the District access to existing and proposed employment is limited with the exception of small clusters of employment at Southam, Long Itchington and Harbury. Each of these locations support approximately 1,000-3,000 jobs. As shown in Table 3.1, in terms of existing employment the total local catchment of GLH is approximately 11,100 jobs. As discussed in detail in Section 2.0, JLR and AML have indicated that they intend to expand their operations at Gaydon over the course of the plan period and employment growth is understood to be in the region of 8,875 and 16,875, but the Inspector describes there being no firm plans for JLR, so there is no guarantee as to when these jobs will come forward. There is little prospect of JLR coming forward in tandem with the first phase of housing (700 units) at Lighthorne Heath, which was stated to come forward between 2016 and 2021³³. Aside from these proposed employment sites, only 900 of the proposed additional jobs in the District are located within 15 minute drive time of GLH. Thus, this strategic option may be concluded to not represent a housing growth location that achieves the optimum balance with employment provision within the District, particularly in the short to medium term. It may support longer distance commuting related to employment locations outside the District (and of course it will be well related to JLR and AML proposals as and when they arise), but this does not relate as well as alternatives to

³⁰ Within Stratford-on-Avon District

³¹ Excludes possible employment growth of 16,875 at JLR and AML

³² Drive time does not account for impact of Western Relief Road proposed as part of the LMA proposals

³³ Housing Implementation Strategy January 2015 Figure 2c Housing Trajectory Table

reducing journey lengths and access to employment within Stratford-upon-Avon itself, based on the current 12,100 job growth estimates.

3.7

Long Marston Airfield is located approximately 4.5km to the south-west of Stratford-upon-Avon. As is apparent from Figure 3.1, 15 minutes peak drive time allows access to the District's key employment centre, Stratford-upon-Avon which currently provides 19,300 jobs and employment is expected to grow further (almost 3,000 jobs) over the course of the plan period excluding new allocations. Further, there is good connectivity to SUA.2 which has capacity for 3,500 additional jobs and ALC3 which has capacity for 1,635 jobs. Alongside this major employment centre, LMA is well located for accessing rural centres to the south of the District and Bidford-on-Avon to the north-west. As shown in Table 3.1 the total 15 minute drive time employment catchment amounts to 28,900. LMA new settlement proposals include the provision of western relief road which would significantly improve access to Stratford-upon-Avon and centres in the north-west of the District including Alcester which would increase the amount of employment accessible within 15 minute drive time. On this basis, the figures presented in Table 3.1 provide a conservative estimate which could in fact be significantly higher. Based on this information, it can be concluded that LMA represents a sustainable strategic housing option and would assist the Council in achieving balance housing and employment growth within the District with relatively short journey lengths, in line with para 37 of the Framework.

3.8

In terms of **South East Stratford**, it is well positioned relative to Stratford-upon-Avon, Gaydon and Wellesbourne, As set out in Table 3.1, the site has a catchment of 26,100 jobs within a 15 minute drive time. It is, however, located on the opposite side of Stratford-upon-Avon to strategic employment allocations SUA2 and ALC3 where the majority of the District's employment growth is likely to be located, and would not benefit from an east/west relief road for Stratford were it to be allocated. This is reflected by the fact; the site only captures 3,500 jobs within a 15 minute drive time. On this basis, while South East Stratford could theoretically help to support access to employment growth in the eastern part of the District, because it is isolated from the locations of likely employment growth, it could have implications for movement through the town that mean it is not acceptable in transportation terms. In terms of access to jobs and housing and employment growth alignment, it would thus perform less well than Long Marston Airfield with the Western Relief Road. There are also other planning factors that militate against its allocation.

4.0 Conclusions

4.1 One of the key factors cited by the SA Addendum [ED3.6a] as justification for selecting Gaydon Lighthorne Heath over the other reasonable strategic alternatives within the Plan was that it was deemed to perform better on the synergies between housing provision and the economic growth and employment opportunities that the Plan sought to create. The Inspector’s Interim Conclusions found that the assessment of alternative Strategic Sites needed to be revisited in light of flaws in the SA process, so this and other aspects of the assessment need to be revisited.

4.2 This assessment has focused on mapping existing and proposed housing and employment to explore the degree of alignment between each of the three potential strategic sites considered through the Core Strategy process (Gaydon Lighthorne Heath, Long Marston Airfield and South East Stratford) and access to local employment measured in terms of a fifteen minute drive time. National policy in the NPPF seeks for planning policies to “*aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.*”

Table 4.1 Comparative 15 Minute Drive Time Employment Catchment Area

Strategic Option	Existing Employment Catchment ³⁴	Proposed Employment Catchment ³⁴	Total ³⁴
Gaydon Lighthorne Heath	11,100	900 ³⁵	12,000
Long Marston Airfield³⁶	22,200	6,700	28,900
South East Stratford	26,100	3,500	29,600

Source: BRES 2013 ward level data/ NLP analysis (figures rounded to the nearest 100)

4.3 The analysis in this report shows that in respect of both existing and proposed employment, the main economic focus within the district remains Stratford-upon-Avon; which is not particularly well located for accessibility from Gaydon Lighthorne Heath; the main component of the Council’s proposed housing growth in the submitted Core Strategy. A significant proportion of the 12,100 extra jobs in the District will be located in and around Stratford-upon-Avon, which lies beyond a fifteen minute local drive time from Gaydon Lighthorne Heath. Whilst Gaydon Lighthorne Heath is self-evidently well positioned for existing and potential new employment at JLR and AML, there is acknowledged uncertainty surrounding the new employment proposals related to these proposals (an element of employment growth that is not included within the 12,100 estimate in the Plan and which would trigger a revision to the housing requirement in any case, for example through release of reserve sites). Excluding JLR and AML’s proposals, Gaydon Lighthorne Heath has just 7.5% of Stratford upon Avon’s 12,100 additional jobs within fifteen minutes drive time.

³⁴ Within Stratford-on-Avon District

³⁵ Excludes possible employment growth of 16,875 at JLR and AML

³⁶ Drive time does not account for impact of Western Relief Road proposed as part of the LMA proposals

4.4















Long Marston Airfield, represents a location that is best placed to provide the synergy between planned employment growth in Stratford-upon-Avon and housing within a new settlement option. It has the greatest proportion (55%) of the proposed 12,100 job growth within a fifteen minute drive-time catchment, compared with 29% within the catchment of South East Stratford and therefore represents a location that would best reflect the SA Addendum reference to the benefits of providing synergies between housing and employment growth. As a sustainable new settlement option, Long Marston Airfield has a strongly positive fit with the current spatial strategy for the District as proposed by the Council.



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