

**STRATFORD-ON-AVON
DISTRICT COUNCIL**

**Long Marston Airfield Masterplan
Supplementary Planning Document**

**Strategic Environmental Assessment
Screening Report**

enfusion



Stratford-on-Avon District Council Local Plan Long Marston Airfield Masterplan (LMA) Supplementary Planning Document (SPD)

Strategic Environmental Assessment (SEA) Screening Report

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1.0 INTRODUCTION

Strategic Environmental Assessment (SEA) & Sustainability Appraisal (SA)

- 1.1 Strategic Environmental Assessment (SEA)^{1 2} is a systematic process used during the preparation of plans and policies and it aims to provide a high level of protection for the environment; it contributes to the integration of environmental considerations in plan preparation with a view to promoting sustainable development. Sustainability Appraisal (SA) is a process that similarly investigates plans and policies, including consideration of socio-economic factors in the same way as environmental factors and to the same level of detail. SA incorporating SEA is a mandatory requirement for Local Plans in accordance with planning legislation³ and paragraph 165 of the National Planning Policy Framework (2012). Government advises^{4 5} that an integrated approach should be taken so that the SA process incorporates the requirements for SEA – and to the same level of detail.
- 1.2 Supplementary Planning Documents (SPDs) are only prepared where necessary and they build upon policies in the Local Plan in order to provide more details or guidance. It is only in exceptional circumstances that an SEA may be required when producing a SPD – if it is likely to have significant environmental effects that have not already been assessed during the preparation of the Local Plan⁶.

The Stratford-on-Avon Local Planning Documents

- 1.3 Stratford-on-Avon District Council is preparing several local planning documents that will shape development and manage land in the Stratford District area. This includes the Core Strategy adopted in July 2016⁷, a Site Allocations Plan, and a Gypsy & Traveller Local Plan. Along with Neighbourhood Plans prepared by Town or Parish Councils, and the Minerals and Waste Local Plans prepared by Warwickshire County Council, these plans will comprise the statutory Development Plan for the Stratford-on-Avon District. Supplementary Planning Documents (SPDs) build upon and provide additional guidance to help in the interpretation of the Core Strategy Policies for specific sites and issues.
- 1.4 The overarching Development Plan Document for the Stratford-on-Avon District is the Core Strategy that establishes the spatial Vision for the District up

¹ EU Directive 2001/42/EC

² Environmental Assessment of Plans and Programmes Regulations, 2004

³ Section 19(5) of the 2004 Act and Regulation 22(a) of the Town and Country Planning (Local Planning) (England) Regulations 2012

⁴ DCLG - National Planning Practice Guidance' 2014, ODPM - 'A Practical Guide to the SEA Directive' 2005, Planning Advisory Service – 'The Principles of Plan Making Chapter 6 - The Role of Sustainability Appraisal' 2013

⁵ DCLG, 2012 National Planning Policy Framework

⁶ <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

⁷ <https://www.stratford.gov.uk/templates/server/document-relay.cfm?doc=173518&name=SDC%20CORE%20STRATEGY%202011%202031%20July%202016.pdf>

to 2031, containing the development strategy for the local area, planning policies to guide development, and the allocation of strategic sites for employment and housing. At least 14,600 homes will be required across the District, together with at least 35ha of employment land, as well as 19ha to help meet the needs of Redditch. There are 16 Strategic Objectives representing the key delivery outcomes that the Core Strategy should achieve by 2031. These address the need for development in the District whilst aiming to protect the historic and natural environment, and the character of the Stratford District. The Core Strategy was subject to examination, found sound, and adopted in July 2016.

- 1.5 SA/SEA is an iterative and ongoing process that informs the preparation of draft planning documents. Likely significant effects are identified and assessed for the emerging elements of the draft plan and judged against reasonable alternatives. Mitigation measures are suggested for any significant negative effects identified. SA/SEA aims to provide a high level of protection for the environment and to promote sustainable development for plan-making. The role of SA/SEA is to inform the Council as the planning authority; the SA/SEA findings do not form the sole basis for decision-making – this is informed also by other studies, feasibility and feedback comments from consultation.
- 1.6 There is a tiering of appraisal/assessment processes that aligns with the hierarchy of plans – from international, national and through to local. This tiering is acknowledged by the NPPF (2012) in paragraph 167 that states that *"Assessments should be proportionate and should not repeat policy assessment that has already been undertaken."* At each stage of plan preparation and consultation, the accompanying SA/SEA is also published; comments received are taken into account and considered at the next stage of plan-making and assessment. The stages of the Core Strategy preparation and accompanying SA/SEA reports, together with formal and public consultation periods, are summarised in the following table:

Table 1.1: Chronology of Core Strategy Preparation, Accompanying SA/SEA & Consultation

Core Strategy Document	SA Document
Draft Core Strategy 2012	Sustainability Appraisal of the Stratford-on-Avon Core Strategy Part 1 Options SA Reports October 2011
Intended Proposed Submission Core Strategy (2013)	Sustainability Appraisal of Potential Strategic Allocations to inform the Stratford-on-Avon Core Strategy June 2013
Proposed Submission Core Strategy (June 2014)	Sustainability Appraisal of the Stratford-on-Avon Alternative Strategic Options January 2014
Proposed Submission Core Strategy (June 2014)	Sustainability Appraisal of the Stratford-on-Avon Core Strategy: SA Report meeting the requirements of the SEA Directive May 2014

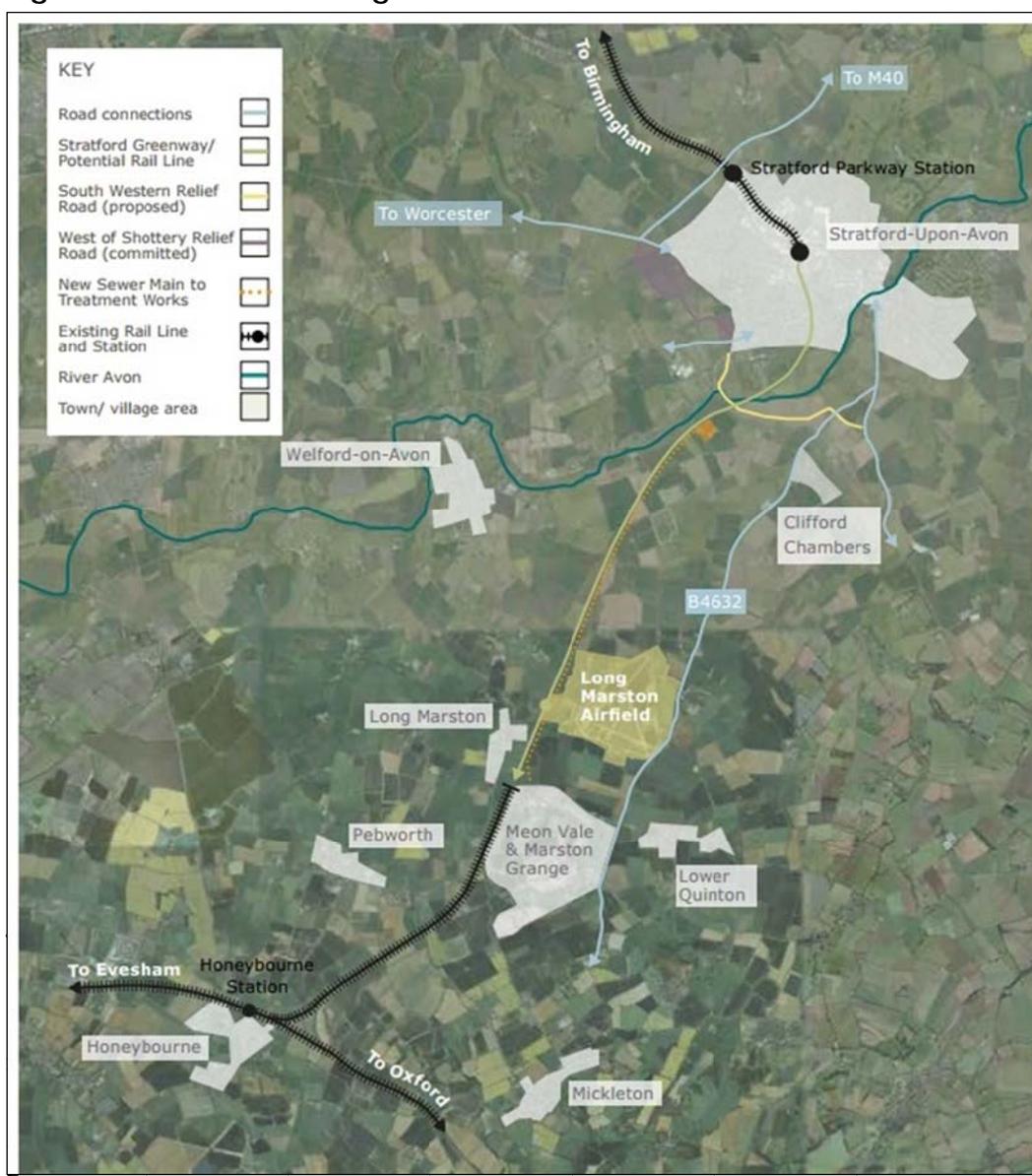
Core Strategy Proposed Modifications 2015	Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Post Inspector's Interim Conclusions Interim SA Report July 2015
Core Strategy Proposed Modifications 2015	Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Proposed Modifications SA Report August 2015

- 1.7 The Stratford on Avon District Core Strategy 2011-2031 includes Policy CS.16 Housing Development that makes provision for a strategic allocation for a new settlement at Long Marston Airfield (LMA) for 2,300 homes within the plan period to 2031, and approximately 3,500 homes in total. The site is situated to the west of the B4632 Campden Road approximately 5 kilometres (3 miles) south of Stratford-upon-Avon. The villages of Long Marston and Quinton are close by but physically separate from the proposed development. The entire area extends to about 205 acres and includes the airfield that was an RAF training station and now comprises a range of uses.
- 1.8 Section 6.11 of the Core Strategy sets out the Area Strategy with the LMA Proposal, including the Vision, and what is to be delivered as follows:
- A main village centre comprising a range of shops and services to include community and leisure facilities. A community hub, including a shop, police office and community facility, to be delivered within the defined first phase of development
 - Two primary schools, and a secondary school, all as identified within the Infrastructure Delivery Plan
 - A comprehensive Green Infrastructure strategy incorporating: structural landscaping and open space; a network of open spaces to include provision for children's play, formal sports, allotments and community woodland.
 - Employment – approximately 13 hectares in total (with no more than 8 hectares by 2031), of which no less than 10% should be in the form of small business workshops.
 - The phased delivery of highway and transport infrastructure as set out in the Infrastructure Delivery Plan, to include: a connection to the strategic highway network (A46) at Wildmoor through the construction of a south-western relief road between A3400 Shipston Road and B439 Evesham Road, together with a road between B439 and A46 Alcester Road to be provided by others; any specific schemes that may be identified as necessary to mitigate local traffic impacts, including in Stratford-upon-Avon and rural communities.
 - Walking and cycling network within the site, together with links to the surrounding countryside and to Long Marston village.
 - Frequent public transport services to Stratford-upon-Avon, including the station, and Honeybourne Station, potentially using the route of the former railway line between Stratford and Honeybourne.
 - Land safeguarded for the possible provision of a railway station adjacent to the former Stratford to Honeybourne line.
 - The phased delivery of utilities infrastructure to include: New primary substation; Upgrade work to the foul sewer infrastructure; Superfast fibre optic broadband
- 1.9 The LMA Proposal further specifies the production of a Framework Masterplan SPD to guide developers and the local planning authority in respect of

environmental, social, design and economic objectives as they seek to create a new community at Long Marston Airfield. The SPD will need to accord with the following specific requirements:

- All elements of the proposal will be considered comprehensively in order to promote an integrated approach to the overall development as far as this is practicable.
- Land uses within the site and beyond should integrate both physically through the provision of public routes and visually through urban design principles.
- Completion of a south-western relief road before more than 400 dwellings can be occupied, unless a transport assessment demonstrates a higher threshold is appropriate.

Figure 1.2: Location of Long Marston Airfield⁸



⁸ CALA Homes (2016) Long Marston Airfield Garden Village Expression of Interest

A Screening Report

- 1.10 This document provides a screening determination of the need to carry out an SEA of the Long Marston Airfield Supplementary Planning Guidance document. Stratford on Avon District Council, as the “Responsible Authority” under the SEA Regulations, is responsible for undertaking this screening process that will determine if the SPD is likely to have any significant environmental effects and therefore, whether an SEA is required. The local planning authority has commissioned independent SA/SEA specialists Enfusion Ltd to undertake the SEA screening on behalf of the Council.

2.0 LEGISLATIVE REQUIREMENTS & GUIDANCE; METHOD

SEA Requirements

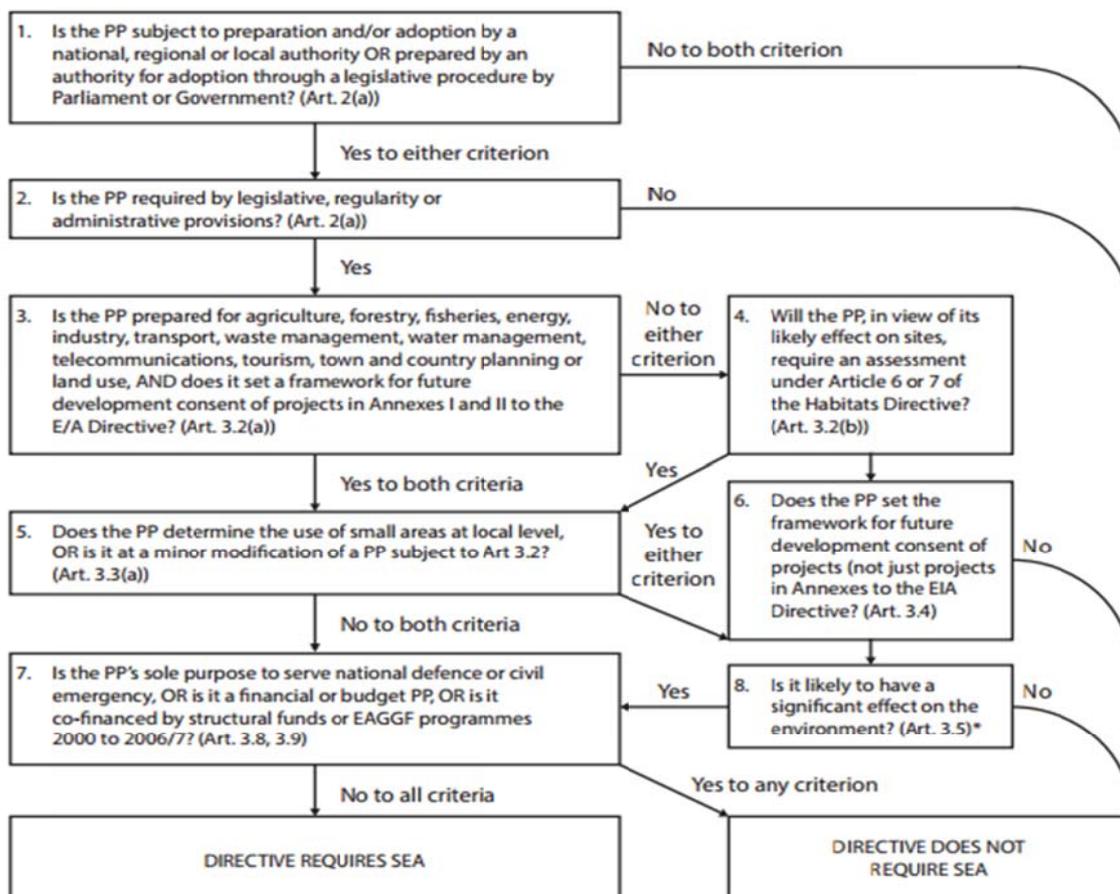
- 2.1 Regulation 5 of the SEA Regulations requires an environmental assessment of plans which:
1. *are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use (Regulation 5, para. (2)(a), and which set the framework for future development consent of projects listed in Annex I or II to Council Directive 85/337/EEC (EIA Directive) on the assessment of the effects of certain public and private projects on the environment (Regulation 5, para. (2)(b)*
 2. *in view of the likely effect on sites, have been determined to require an assessment pursuant to Article 6 or 7 of the Habitats Directive (92/43/EEC) (Regulation 5, para. (3)*
 3. *set the framework for future development consent of projects*⁹ (Regulation 5, para. (4)(b))
 4. *are determined to be likely to have significant environmental effects as determined under regulation 9(1) (Regulation 5, para. (4)(c)*
- 2.2 An environmental assessment need not be carried out for:
- a) *plans which determine the use of a small area*¹⁰ *at local level (Regulation 5, para. (6)(a); or*
 - b) *plans which are a minor modification*¹¹ *to a plan or programme (Regulation 5, para. (6)(b) unless it has been determined under regulation 9(1) that the plan is likely to have significant environmental effects.*
- 2.3 Extant UK Government guidance provides a flow diagram with questions/criteria for the SEA Directive and its application to the plan-making process as follows:

⁹ European Commission guidance states that plans and programmes which *set the framework for future development consent of projects* would normally contain 'criteria or conditions which guide the way a consenting authority decides an application for development consent'. *Development consent* is defined in the EIA Directive as "the decision of the competent authority or authorities which entitled the developer to proceed with the project" (Article 1(2) of the EIA Directive).

¹⁰ European Commission guidance suggests that *plans which determine the use of small areas at local level* might include "a building plan which, for a particular, limited area, outlines details of how buildings must be constructed, determining, for example, their height, width or design"

¹¹ '*Minor modifications*' should be considered in the context of the plan or programme which is being modified and of the likelihood of their having significant environmental effects. A modification may be of such small order that it is unlikely to have significant environmental effects.

Figure 2.1: Flow Diagram¹² for Determining is a Plan is likely to have Significant Environmental Effects



Note: The figure is intended as a guide to the criteria for application of the Directive to plans & programmes (PPs); it has not legal status. Where a plan is likely to have a significant effect on the environment, a strategic environmental assessment must be carried out and an Environmental Report (ER) prepared.

2.4 Planning Guidance (NPPG)¹³ advises that Supplementary Planning Documents do not require an SA " ...but may in exceptional circumstances require a SEA if they are likely to have significant environmental effects that have not already been assessed during the preparation of the Local Plan. A SEA is unlikely to be required where a SPD deals only with a small area at a local level (Regulation 5(6) of the SEA Regulations 2014), unless it is considered that there are likely to be significant environmental effects."

2.5 Government planning guidance further advises that before deciding whether significant environmental effects are likely, the local planning authority should take into account the criteria specified in Schedule 1¹⁴ to the SEA Regulations (2004) and consult the consultation bodies. Schedule 1 sets out the criteria for

¹² Based on DCLG - National Planning Practice Guidance' 2014, ODPM - 'A Practical Guide to the SEA Directive' 2005; see also - Planning Advisory Service – 'The Principles of Plan Making Chapter 6 - The Role of Sustainability Appraisal' 2013

¹³ <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

¹⁴ <http://www.legislation.gov.uk/uksi/2004/1633/schedule/1/made>

determining likely significant effects on the environment taking into account the characteristics of plans and the characteristics of the effects and the area likely to be affected. The SEA consultation bodies in England are the Environment Agency, Historic England and Natural England.

Method

- 2.6 In order to be able to decide whether an SEA will be required, the Council needs to consider whether the proposals in the Long Marston Airfield SPD are likely to have significant environmental effects that have not been already assessed through SA/SEA.
- 2.7 Available information from Defra MAGIC maps, Environment Agency flood risk maps, the Council's evidence base for the local planning documents and the evidence base for the draft LMA, together with professional judgment, was used to identify the sensitivity of the Long Marston Airfield area environment and whether significant effects are likely that have not been previously assessed through SA, such that an SEA would be required.

3.0 THE LONG MARSTON AIRFIELD MASTERPLAN (LMA) SUPPLEMENTARY PLANNING DOCUMENT (SPD)

- 3.1 The requirement for the SPD is set out in the Core Strategy Policy CS.16 Housing Development and proposal LMA 6.11 – as previously explained in Section 1 of this report. The SPD sets a masterplanning framework and design principles; it is not a design guide. It does not repeat policy already contained in the Core Strategy and is delivery-focussed. Its purpose is to guide developers and the local planning authority in respect of environmental, social, design and economic objectives as they seek to create a new community at Long Marston Airfield. The SPD will set out broad principles to show how the above policy requirements, together with other policy requirements in the Core Strategy, should be delivered on the site. It is being prepared by the developers' agents on behalf of, and in partnership with, Stratford-on-Avon District Council.
- 3.2 The proposed new settlement at Long Marston Airfield has been identified by Government as one of 14 new garden villages across England. Garden Village status recognises the potential of the new settlement to embed garden city principles in a locally-led vision for the site and the opportunity to develop a distinct new place that is high quality, attractive and well designed; such support also helps with timely delivery.
- 3.3 The draft SPD sets out the context for the masterplanning framework and design principles, including descriptions of the site constraints and opportunities. The framework provides a structure for integrating existing and proposed landscape and built form, and is based on masterplan principles that include swathes of green infrastructure that retain the existing landscape form, two gateways onto Campden Road, a range of homes – density, types & forms, a Village Centre with amenity, leisure, education & employment, footpaths and cycleways providing a direct sustainable transport route. The new community will be planned around the creation of four smaller settlements, each with its own character.
- 3.4 The guiding principles include objectives covering aspects as follows: community & economy; layout & transport; energy; sustainable design; waste minimisation & management; landscape; biodiversity; historic environment; design & character. The draft SPD further details requirements associated with community governance, health, housing mix, education, employment, services & facilities, transport & connectivity including sustainable modes of movement, utilities & servicing – and phasing, timing & delivery.

4.0 SEA SCREENING ASSESSMENT

- 4.1 The screening requirements set out in Regulation 9 and Schedule 1 of the SEA Regulations include two sets of characteristics for determining the likely significance of effects on the environment:
- the characteristics of the plan itself and
 - the characteristics of the effects and of the area likely to be affected by the plan

Therefore, this screening assessment is structured according to the criteria specified in Schedule 1 of the Regulations and the details are provided in the Appendix I.

- 4.2 The characteristics of the plan set a framework for projects and other activities; and it is relevant for integrating environmental consideration to promote sustainable development. The SPD is not relevant as a plan for implementing Community legislation as this is undertaken by the higher-level plan, the Core Strategy; the plan does not influence other plans in the development planning hierarchy – but it does influence project level assessments and activities.
- 4.3 There are no likely significant effects on areas or landscapes that have recognised national, community or international protection status. The geographical area likely to be affected is a strategic size with approximately 3,500 dwellings and associated infrastructure, such that there is the potential for significant environmental effects. However, The LMA site has been subject to SA incorporating SEA at each stage of plan-making from consideration of broad locational options in 2012 through to refinement and site allocation in 2015, examination and modification in 2015, and adoption in 2016. This has included formal and public consultation taking into account representations made. The chronology of the SA/SEA, together with key significant effects identified, may be summarised in the following table:

Table 4.1: Chronology of SA/SEA and the LMA Site; Key Significant Effects

Site Option/Proposed Allocation Considered: SA Report & Consultation	Key significant likely positive and negative effects identified through SA/SEA	
<p>Draft Core Strategy 2012</p> <p>Sustainability Appraisal of the Stratford-on-Avon Core Strategy Part 1 Options SA Report October 2011</p> <p>Initial Option 4: Focus development in the form of a</p>	Positive:	Negative: <ul style="list-style-type: none"> ▪ Landscape ▪ Biodiversity ▪ Natural Resources ▪ Rural barriers ▪ Countryside ▪ Affordable Housing

<p>new settlement</p> <p>Consultation: 2011</p>		<ul style="list-style-type: none"> ▪ Economy
<p>Intended Proposed Submission Core Strategy 2013</p> <p>Sustainability Appraisal of Potential Strategic Allocations to inform the Stratford-on-Avon Core Strategy-Final Report June 2013</p> <p>Site 5- Long Marston Airfield (Page 12-13)</p> <p>Consultation: 2013</p>	<p>Positive:</p> <ul style="list-style-type: none"> ▪ Rural Barriers ▪ Affordable Housing 	<p>Negative:</p> <ul style="list-style-type: none"> ▪ Flood Risk ▪ Climate Change Mitigation ▪ Transport ▪ Natural Resources ▪ Pollution ▪ Countryside ▪ Economy ▪ Wastewater ▪ Soil
<p>Core Strategy Proposed Submission 2014</p> <p>Sustainability Appraisal of the Stratford-on-Avon Alternative Strategic Options January 2014</p> <p>Option C- Long Marston Airfield (Page 14-17)</p> <p>Consultation: 2014</p>	<p>Positive:</p> <ul style="list-style-type: none"> ▪ Climate Change Mitigation ▪ Climate Change Adaptation ▪ Natural Resource ▪ Rural Barriers ▪ Affordable Housing ▪ Economy 	<p>Negative:</p> <ul style="list-style-type: none"> ▪ Biodiversity ▪ Flood Risk ▪ Countryside ▪ Health, Wellbeing
<p>Core Strategy Proposed Modifications 2015</p> <p>Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Post Inspector's Interim Conclusions July 2015</p> <p>Proposal Long Marston Airfield (LMA) New Settlement (page 44-50)</p> <p>Consultation 2015</p>	<p>Positive:</p> <ul style="list-style-type: none"> ▪ Flood Risk ▪ Climate Change Mitigation ▪ Natural Resource ▪ Rural barriers ▪ Affordable Housing ▪ Health, Wellbeing ▪ Economy 	<p>Negative:</p> <ul style="list-style-type: none"> ▪ History, Cultural Heritage ▪ Landscape ▪ Biodiversity ▪ Soil
<p>Core Strategy Proposed Modifications 2015</p> <p>Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Post Inspector's Interim Conclusions July 2015</p> <p>In-combination assessments: Long Marston Airfield & south western relief road (page 101-102)</p> <p>Consultation: 2015</p>	<p>Positive:</p> <ul style="list-style-type: none"> ▪ Landscape ▪ Biodiversity ▪ Flood Risk ▪ Climate Change Mitigation ▪ Climate Change Adaptation ▪ Pollution ▪ Transport ▪ Rural Barriers ▪ Economy 	<p>Negative:</p> <ul style="list-style-type: none"> ▪ Countryside ▪ History, Cultural Heritage ▪ Soil

<p>Core Strategy Proposed Modifications 2015</p> <p>Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Proposed Modifications August 2015</p> <p>Proposal Long Marston Airfield (LMA) New Settlement (Page 103)</p> <p>Consultation: 2015</p>	<p><i>Pre-mitigation:</i> Positive:</p> <ul style="list-style-type: none"> ■ Flood Risk ■ Climate Change Mitigation ■ Climate Change Adaptation ■ Natural Resource ■ Rural Barriers ■ Affordable Housing ■ Health, Wellbeing ■ Economy 	<p>Negative:</p> <ul style="list-style-type: none"> ■ History, Cultural Heritage ■ Landscape ■ Biodiversity
	<p><i>Post-mitigation:</i> Positive:</p> <ul style="list-style-type: none"> ■ Landscape ■ Biodiversity ■ Flood Risk ■ Climate Change Mitigation ■ Climate Change Adaptation ■ Natural Resource ■ Pollution ■ Transport ■ Rural Barriers ■ Countryside ■ Affordable Housing ■ Health/Wellbeing ■ Economy 	<p>Negative:</p> <ul style="list-style-type: none"> ■ History, Cultural Heritage
<p>Core Strategy Proposed Modifications 2015</p> <p>Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Proposed Modifications August 2015</p> <p>In-combination assessments: Long Marston Airfield & south western relief road (Page 114)</p> <p>Consultation: 2015</p>	<p>Positive:</p> <ul style="list-style-type: none"> ■ Landscape ■ Biodiversity ■ Flood Risk ■ Climate Change Mitigation ■ Climate Change Adaptation ■ Natural Resource ■ Pollution ■ Transport ■ Rural Barriers ■ Countryside ■ Economy 	<p>Negative:</p>

4.4 Thus it can be seen through the chronology of plan-making and assessment, that potential environmental effects were identified at an early stage, including consideration of reasonable alternatives, and subject to effective consultation in an iterative and ongoing process. Mitigation measures were developed for likely negative effects such that there are no likely residual negative effects on the environment. The LMA site in the SPD has been previously subject to SA/SEA and found sound through the examination and adoption of the Core Strategy.

5.0 SEA SCREENING DECISION

- 5.1 Regulation 9 of the SEA Regulations requires that the responsible authority shall determine whether or not a plan is likely to have significant environmental effects. The responsible authority shall:
- (a) take into account the criteria specified in Schedule 1 to these Regulations, and
 - (b) consult the consultation bodies
- 5.2 Where the responsible authority determines that the plan is unlikely to have significant environmental effects (and, accordingly, does not require an environmental assessment), or whether significant effects are likely that have been previously assessed through SA, it shall prepare a statement of its reasons for the determination.
- 5.3 Stratford-on-Avon District Council considers that the Long Marston Airfield Supplementary Planning Document is unlikely to have significant environmental effects and thus does not require a Strategic Environmental Assessment (SEA). This decision is made for the following key reasons:
1. The likely significant effects on the environment were identified at an early stage of plan development during initial investigations for strategic options for the Core Strategy – all subject to SA incorporating SEA. Mitigation measures for negative effects have been developed and delivery is certain through policy requirements in the Core Strategy.
 2. Likely significant positive effects, negative effects and their mitigation measures have been refined and confirmed through iterations of the draft Core Strategy and its accompanying SA/SEA, such that there are no residual adverse environmental effects predicted.
 3. The drafts of strategic options and plan-making, together with each accompanying SA/SEA Report, have been subject to formal and public consultation, including examination. The Core Strategy and SA Report have been found sound.
 4. Likely significant effects have been previously assessed through SA incorporating SEA and therefore, further SEA of the LMA SPD is not required.

Criteria (Schedule 1 SEA Regulations)	Are significant environmental effects likely? Yes/ No Justification and evidence	
1.The characteristics of plans, having regard, in particular, to:		
(a) the degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources	Yes	The SPD sets out the framework and guiding principles for the project of regenerating the existing Long Marston Airfield (LMA) into a new settlement, and will be one of 14 new Garden Villages across the country. Policy CS.16 and the development proposal within the Core Strategy approximates that 3,500 new dwellings will be delivered with a range of housing, as well as associate infrastructure including primary schools and a secondary school, a village centre, with community, leisure and retail facilities, and 13 hectares of employment land. The SPD will set the framework for the LMA project and other activities, including project level Environmental Impact Assessment (EIA).
(b) the degree to which the plan influences other plans and programmes including those in a hierarchy	No	The LMA SPD sits beneath the Stratford-on-Avon Core Strategy in the hierarchy of planning documents, and has been developed in relation to the LMA development proposal which is allocated within the Core Strategy through Policy CS.16 and Proposal LMA.
(c) the relevance of the plan for the integration of environmental considerations in particular with a view to promoting sustainable development	Yes	The SPD is being developed as a spatial/land use plan and is considered to be relevant for the integration of environment/sustainability considerations. The SPD will aim to ensure that development is of a high quality and meets the requirements of the local community by creating a sustainable new settlement. The SPD will need to comply with the existing Core Strategy and policies therein relating to sustainability and the environment, as well as policies within higher level planning guidance such as the NPPF. The Core Strategy has been subject to SA incorporating SEA throughout its preparation.
(d) environmental problems relevant to the plan	Yes, but already appraised	There are no specific environmental problems relevant to this plan that have not been identified and assessed through the higher level Local Plan and its accompanying SA/SEA Reports. Environmental problems were identified at an early stage of the development of this site in the Core Strategy. Mitigation measures to avoid or minimise negative effects have been developed, consulted upon, and examined, such that there are now no residual environmental problems.
(e) the relevance of the plan for the implementation of Community legislation on the environment (for example, plans and	No	The SPD is not relevant as a plan for implementing community legislation.

Criteria (Schedule 1 SEA Regulations)	Are significant environmental effects likely? Yes/ No Justification and evidence	
programmes linked to waste management or water protection).		
2.Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:		
(a) the probability, duration, frequency and reversibility of the effects	No	<p>Biodiversity, Flora, Fauna: There are no internationally, nationally or locally designated biodiversity sites within LMA. The nearest Natura 2000 site to LMA is approx. 20km to the west (Bredon Hill SAC). There are SSSI sites located to the north, east and west of LMA, all less than 10km distance but no closer than 4km. Within LMA and adjacent to there are some small blocks of Deciduous Woodland Priority Habitat. Additionally, the western area of the site has been identified a potential Local Wildlife Site. Ecological assessments¹⁵ undertaken by the promotor of the Garden Village revealed that habitats present on the site were ecologically valuable only at the local level; great crested newts outside of the site but not within, and the presence of some lesser horseshoe and Barbastelle bats, but no roost sites found.</p> <p>LMA was not found to have any significant effects on biodiversity through the SA/SEA assessment¹⁶. Biodiversity mitigation is provided through Core Strategy Policy CS.6 (Natural Environment) which expects that development safeguard existing habitats, and where possible enhance and provide a net gain for biodiversity. This mitigation, and the lack of designated biodiversity within or adjacent to the site, should ensure negative effects on biodiversity do not occur as a result of development at LMA.</p>

¹⁵ Lichfields (2017) Long Marston Airfield Environmental Impact Assessment Scoping Report

¹⁶ Lepus Consulting (2015) Sustainability Appraisal of the Stratford-on-Avon Core Strategy

Criteria (Schedule 1 SEA Regulations)	Are significant environmental effects likely? Yes/ No Justification and evidence	
		<p>Human Health: The SPD will have positive effects on human health by providing additional housing, sports and recreational facilities, community facilities and employment land. There is the potential for a reduction in inequalities and development at LMA will meet the local community needs. New infrastructure, such as footpaths and cycle paths will encourage residents to live more active lifestyles, with associated human health benefits.</p> <p>No significant effects were found as a result of the assessment of the site through the SA/SEA process¹⁷. Core Strategy Policy CS.25 (Healthy Communities) aims to integrate new development with existing communities, which includes providing new infrastructure or enhancing existing infrastructure, safeguarding and creating community facilities, and outlines the minimum provisions of Open Space and recreation areas for different scales of development.</p> <p>Cultural Heritage: There are no historically designated features on LMA. The settlement of Long Marston 600m to the west of LMA contains a number of Listed Buildings. Archaeological appraisal¹⁸ conducted in 2014 revealed the presence of ridge and furrow earthworks of medieval date across the site, which would be affected by development. LMA has cultural significance for the local community due to its' history of use (WWII training airfield) and for the number of cultural activities which take place at the site, including drag racing and flying clubs.</p> <p>Mitigation is provided in the Core Strategy through Policy CS.8 (Historic Environment) which protects the District's historic environment, both designated and non-designated, and the contributions it makes to the character and identity of the District. This mitigation, and the absence of designated heritage assets within LMA, will ensure that there will be no residual negative effects from the proposed development in the SPD.</p> <p>Natural resources (soil, water, air): LMA is a mix of grade 3b best and most versatile agricultural land and previously developed land. There is the potential for land contamination to be an issue given the previous and existing use of the airfield. The site is also within a Nitrate Vulnerable Zone¹⁹. There are no waterbodies or rivers/streams flowing through LMA, however an unnamed stream flows from north to south to the west of the airfield. Most of the site is within Flood Zone 1 (low probability of flooding), However, to the west of the airfield is</p>

¹⁷ Lepus Consulting (2015) Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Proposed Modifications

¹⁸ Cotswold Archaeology (2014) Long Marston Airfield Long Marston, Warwickshire: Initial Heritage Appraisal

¹⁹ Environment Agency (2017) WIYBY maps

Criteria (Schedule 1 SEA Regulations)	Are significant environmental effects likely? Yes/ No Justification and evidence	
		<p>an area of flood zone 3 (high probability of flooding) along the path of the unnamed stream. There is also the potential for surface water flooding at the airfield. The nearest AQMA²⁰ to the airfield is within Stratford-upon-Avon, approx. 9km to the north. The amount of development is likely to result in a significant increase in traffic within the AQMA. However, the creation of the SWRR will avoid additional traffic within the AQMA by allowing traffic to avoid the centre of Stratford Town.</p> <p>The SA/SEA assessment²¹ of the site and accompanying SWRR found that there would be no significant negative effects on natural resources, and that Policy mitigation provided by the Core Strategy was sufficient to prevent negative effects.</p> <p>Material Assets: The site does not contain any natural assets, such as forestry/woodlands, and is not located within a designated Mineral Safeguarded Area. With regards to built assets, there is potential for waste water infrastructure to be an issue, and there is work required to relocate an existing gas line which runs through the site. However, the SA/SEA²² of the site did not highlight any significant infrastructure constraints which would make the site unsuitable for development. Policy CS.16 and LMA Proposal include requirements for upgrading the foul sewer infrastructure.</p> <p>Landscape: The airfield is not within the Cotswolds AONB and is not within a Special Landscape Area, but is only 3km from the edge of the AONB and the size of development may have a negative effect on the setting of the designation. As the airfield is largely previously developed land, there is the opportunity for new development to improve the local landscape.</p> <p>Core Policy CS.5 (Landscape) aims to protect the landscape character of the District by minimising and mitigating the impact of development, including cumulative impacts. Further mitigation is provided through Policy CS.11 (Cotswolds AONB) which protects the AONB from negative effects of development. These policies were considered sufficient by the SA/SEA assessment²³ to mitigate any significant negative effect of the site on the landscape and local countryside. CS.16 and the SPD require a comprehensive green infrastructure strategy including structural landscaping and</p>

²⁰ <https://uk-air.defra.gov.uk/aqma/maps>

²¹ Lepus Consulting (2015) Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Proposed Modifications

²² Ibid.

²³ Ibid.

Criteria (Schedule 1 SEA Regulations)	Are significant environmental effects likely? Yes/ No Justification and evidence	
		open space as part of the masterplanning – confirming implementation of mitigation and enhancement measures.
(b) the cumulative nature of the effects	No	Core Policy CS.5 (Landscape) aims to protect the landscape character of the District by minimising and mitigating the impact of development, including cumulative impacts. Further mitigation is provided through Policy CS.11 (Cotswolds AONB) which protects the AONB from negative effects of development. The SA/SEA ²⁴ of the site did not identify any significant cumulative effects.
(c) the transboundary nature of the effects	No	No significant transboundary effects with other EU countries are likely from the proposals.
(d) the risks to human health or the environment (for example, due to accidents)	No	<p>There is a requirement for infrastructure related work, including capping or diverting a gas main, which is hazardous work. There is also a potential requirement to deal with contaminated land at the site, which may also pose a risk to human health. The SA/SEA²⁵ of the site did not identify any significant negative effects on human health. The treatment of the gas main and any contamination will be the subject of rigorous procedures overseen by the Health and Safety Executive and other responsible authorities.</p> <p>CS.4 Water Quality & Flood Risk, & Policy CS.9 Design & Distinctiveness, provides mitigation measures to ensure that there are no risks to human health and the environment.</p>
(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	Yes	The LMA comprises a major development with approximately 3,500 dwellings and associated infrastructure, including services, facilities, and a new relief road. The proposals have been subject to SA/SEA previously.

²⁴ Lepus Consulting (2015) Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Proposed Modifications

²⁵ Ibid.

Criteria (Schedule 1 SEA Regulations)	Are significant environmental effects likely? Yes/ No Justification and evidence	
(f) the value and vulnerability of the area likely to be affected due to— (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values; or (iii) intensive land-use;	No	There are no national or international biodiversity or heritage designations within the site. The site includes local cultural heritage and recreation value. In the surrounding landscape, there are features of importance, including Listed Buildings, the Cotswolds AONB and a Priority Habitat of Deciduous Woodland.
(g) the effects on areas or landscapes which have a recognised national, Community or international protection status.	No	<p>As stated above, there are no internationally designated features which will be affected by development at the airfield. The Cotswolds AONB is located approx. 3km from LMA, and it is considered there is sufficient mitigation within the Core Strategy to protect both the AONB, and landscape character of the local area, with no significant effects identified through the SA/SEA²⁶.</p> <p>Although there are no designated heritage assets within the development area, there are 27 Listed Buildings in the settlement of Long Marston to the west of the site, and development could have a negative effect on their setting. However, there is mitigation provided in the Core Strategy Policies to protect the historic environment, and the SA/SEA found that there were no likely significant effects on designated heritage assets.</p>

²⁶ Lepus Consulting (2015) Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Proposed Modifications