



Long Marston Airfield

Garden Village

Framework Masterplan
Supplementary Planning Document

February 2018



This document has been prepared by Lichfields and JTP on behalf of and in partnership with Stratford-on-Avon District Council.



Planning, economics and graphic design



Masterplanning and urban design

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1.0 Introduction

1.1 Background

Long Marston Airfield Garden Village is a new community being developed on the site of Long Marston Airfield (LMA), approximately 5km (3 miles) south of Stratford-upon-Avon. The location has been identified by Stratford-upon-Avon District Council ('the Council') as a place where a new settlement comprising 3,500 new homes and associated uses will be delivered to help meet the housing needs of the District. The site is allocated as 'Proposal LMA' within the adopted Stratford-upon-Avon Core Strategy, which provides an overarching strategic plan for how the District will accommodate growth in the period up to 2031. The Core Strategy is available to view at www.stratford.gov.uk/corestrategy

The site also received Government backing in January 2017 when it was identified as one of 14 new Garden Villages across England with access to funding, expertise and support to help their timely delivery. Garden Village status for LMA 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. To help achieve this Government has been supporting LMA, via the Homes and Communities Agency, by providing advice and input into the planning of the new community, including through this SPD.

Figure 1.1 The Long Marston Airfield site – SPD Policy Area



1.2 The purpose and role of this SPD

The purpose of this Framework Masterplan Supplementary Planning Document (SPD) 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. This SPD sets out the broad principles to show how the policy requirements in the Core Strategy should be translated into a well-designed successful place on the ground. It is intended to be a strategic and flexible guide that establishes the high-level design principles that will ensure the viable delivery of a high quality new place, but with the ability to respond to changing circumstances. The SPD ultimately sets out a framework for what the Council will expect to see as part of any planning applications.

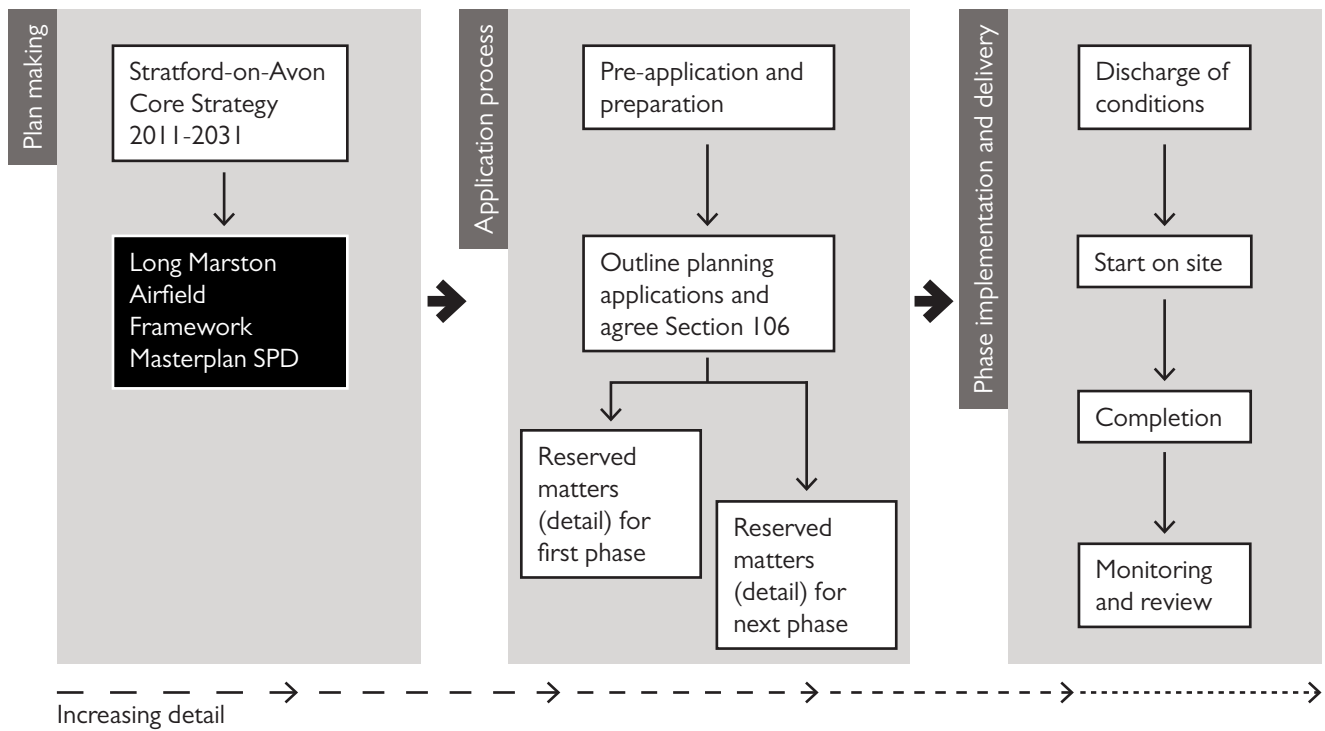
Whilst the SPD sets out the guiding principles, it sits within the context of a wider development process for Long Marston Airfield Garden Village, which will involve an increasing level of detail as the building blocks for the delivery of the new community are put in place. This is illustrated in the diagram at Figure 1.2, which shows how the SPD will inform and guide the application process and the phased delivery of the Garden Village. This SPD accords with, and should be read in conjunction with, the National Planning Policy Framework (NPPF) and the Core Strategy. The indicative locations of certain land uses shown on the Council's Policies Map for Long Marston Airfield (Inset) are superseded by the provisions of this SPD.

Alongside the delivery of Long Marston Airfield Garden Village, a new relief road crossing the River Avon to the south west of Stratford-upon-Avon is proposed. This new road is necessary to address the potential traffic impacts of the new community upon Stratford-upon-Avon's roads and help to relieve traffic congestion in Stratford-upon-Avon town. This SPD has been developed in light of the need to deliver this road, albeit this SPD is not directed to the siting and design of that road, which will be subject to consultation through a separate design and planning application process.

This SPD has been subject to formal public consultation and has also been informed by input from statutory consultees, wider engagement with local communities and joint working between the Council and the developer/promoter of the Garden Village. The identification and allocation of Long Marston Airfield for the development set out in this

SPD has been subject to Sustainability Appraisal/Strategic Environment Assessment (SA/SEA) as part of the Core Strategy process. The Core Strategy SA/SEA assessed the likely significant effects on the environment of implementing the development and accords with the relevant regulations.

Figure 1.2 SPD in the context of the planning and development process



1.3 Planning policy position

Core Strategy policy 'Proposal LMA: Long Marston Airfield' provides the context for this SPD. It identifies that approximately 3,500 homes are to be delivered at the site alongside schools, a village centre, employment premises and open spaces. The Core Strategy also contains a number of other policies which are relevant for the development of the Long Marston Airfield site. These range from policies on the type, mix and tenure of the new homes to policies which seek to ensure high quality design, responding to the opportunities and constraints that exist on the site. Many of these policies are referenced in this SPD, but the overall framework for the new community set out in this document should be viewed in the context of the Core Strategy as a whole.

The Council is also producing a Development Requirements SPD which will provide additional detail on what is required of new developments in the District as a whole. This will include, amongst other things, detail on the implementation of affordable housing, open space, and a Section 106 contributions policy.



2.0 About the site

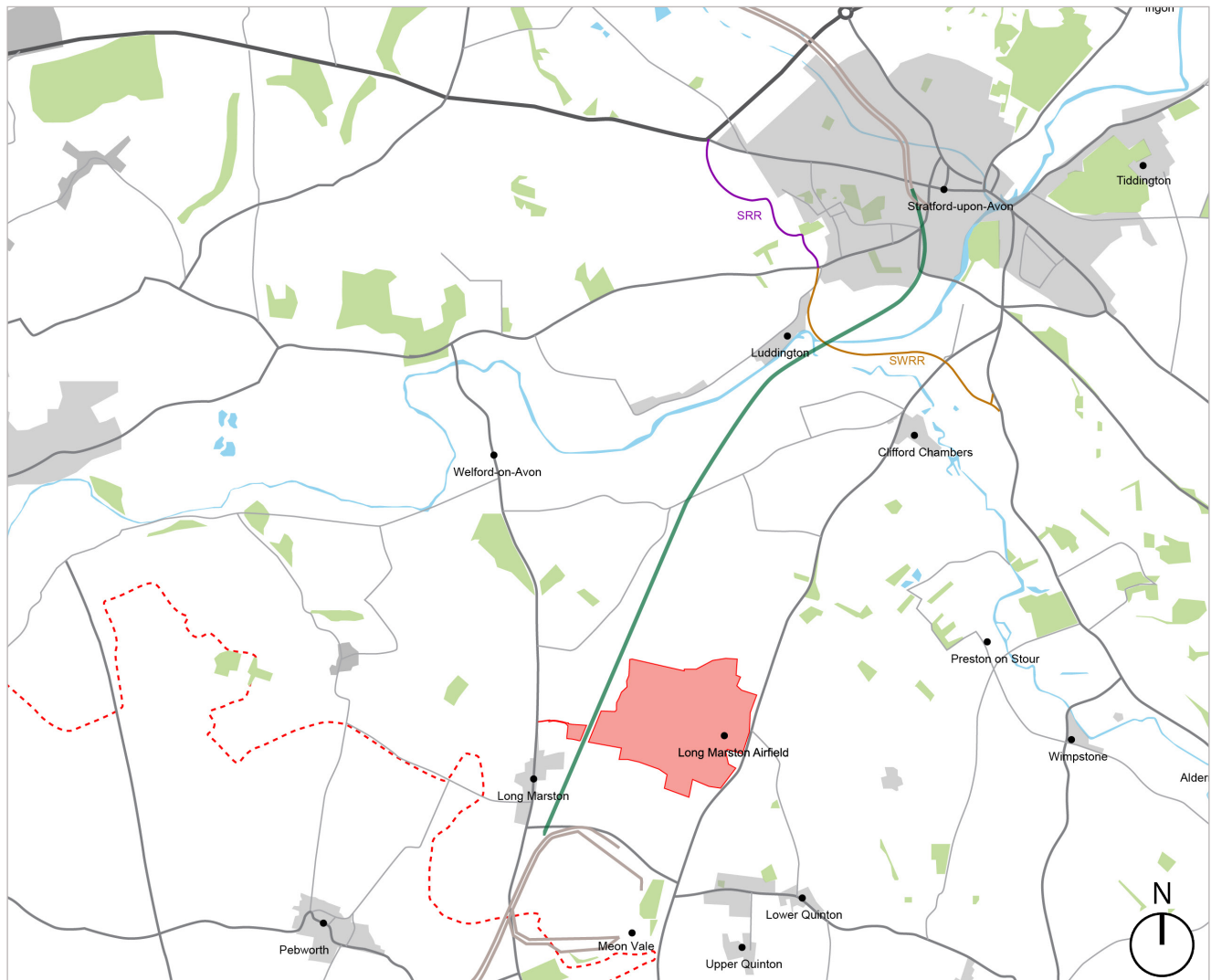
2.1 The site and its location

Long Marston Airfield is shown on the plan below. LMA is located approximately 5km (3 miles) south of Stratford-upon-Avon. The site is linked to Stratford-upon-Avon by the north-south transport corridors along the B4632 Campden Road, immediately east of the site, and the 'Stratford Greenway' walking and cycling route, which runs along the route of the former Stratford-Honeybourne railway line immediately west of the site. The site is located between the existing settlements of Long Marston to the west and Lower Quinton to the south east. It is also a short distance north of Meon Vale at the Long Marston Depot

site, a former ministry of defence facility which alongside an adjacent site at Sims Metals is being redeveloped for new homes alongside the existing employment uses.

The site is wholly within Stratford-on-Avon District and within Warwickshire, albeit is close to the county boundaries with Gloucestershire and Worcestershire. Long Marston Airfield straddles the boundary of Marston Sicca (Long Marston) Parish and Quinton Parish. The site, and the policy area for which this SPD covers, extends to approximately 205 hectares.

Figure 2.1 Location of Long Marston Airfield site



Note: Alignment of SWRR is indicative only and subject to ongoing assessment

Not to scale

Long Marston Airfield was a Royal Air Force training station between 1941 and 1954, subsequently becoming a commercial airfield and motorsport venue. The site has most recently been used for a range of disparate employment, leisure and open storage uses. Flying activity on the site is limited, with the main runway now mostly given over to a motorsport drag strip. In addition to permanent occupiers, the site has been available for hire for outdoor events which has brought in occasional and seasonal use to the estate.

The central part of the site itself is largely featureless save for the runways, a few remaining aircraft hangers, buildings and cabins associated with the current uses and large noise bunds along the main runway, now a drag strip. Large parts of the site are hardstanding with much of the land within and around the airfield perimeter road filled with rubble. The western part of the site comprises some areas of woodland, a pond and, towards the stream (the Gran Brook) which runs along the western boundary, some remaining hedgerows. On the eastern part of the airfield there is the site of a deserted medieval village, only visible as a series of earthworks, and some remaining WW2 era pillboxes. Such features will be fully considered in the design and construction of the development. The airfield and its curtilage comprise the majority of the site and therefore the majority of the site is classified as previously-developed (brownfield) land. The whole of the LMA site is within a single ownership.



View South from the WW2 Mushroom Pillboxes



Existing storage uses on site



The Greenway

2.2 Site constraints

Gas Mains

The site is constrained by two existing gas pipelines, one running to the south of the site and one running diagonally through the site from the south-west corner to the north-east corner. The southern pipeline sits outside the site boundary but its outer zone falls within the site boundary and therefore constrains certain forms of development (see Figure 2.2 below).

It is proposed that the pipe running diagonally through the site, the Feeder Churchover / Wormington pipeline, is partly diverted and reinforced to reduce the constraint within the site. The diverted pipe will be reinforced to reduce the inner and middle zones to approximately 3m from the pipeline, therefore reducing the impact on the site's developable areas. Land within the inner and middle zones will be left as open grassland forming part of the landscape framework.

Figure 2.2 Health and Safety Executive Land Use Planning Restrictions

	Development assessment		
	Inner zone	Middle zone	Outer zone
1. Housing	Developments of 1 or 2 dwelling units	Developments up to and including 30 dwelling units and at a density of not more than 40 per hectare	No restrictions
2. Transport	Single carriage roads	Major transport links in their own right (i.e. not as integral part of other developments)	No restrictions
3. Outdoor use by public	Not allowed	Principally an outdoor development for use by the general public i.e. developments where people will predominantly be outdoors and not more than 100 people will gather at facility at any one time	Predominantly open-air development likely to attract the general public in numbers greater than 100 people but up to 1,000 at any one time
4. Institutional accommodation	Not allowed	Not allowed	Hospitals, nursing homes, old people's homes with warden on site or 'on call', sheltered housing, nurseries, crèches, schools and academies for children up to school leaving ages
5. Parking areas	Parking areas with no other associated facilities (other than toilets).	Not allowed	No restrictions
6. Workplaces	Workplaces (predominantly non-retail) providing for less than 100 occupants and less than 3 occupied storeys	Not restrictions	No restrictions

Flood Zone

The brook forming the majority of the western boundary of the site results in an area of land designated as flood zone 3 according to the Environment Agency Flood Zone Map. This area therefore has a high probability of flooding and is not suitable for development and should form part of the landscape framework.

Existing trees/woodland areas

A number of trees are present within the site mainly located at the edge of the site boundary and along historic field boundaries. The clusters of woodland feature primarily in the western half of the site, with the exception of a defined copse in the centre of the site. Where possible the proposal will seek to retain 'good' trees in-situ but recognise that the long-term management of the project would benefit from the removal of the less sturdy specimens in coordination with the planting of new, appropriate stock in mitigation.

Figure 2.3 Constraints plan



Not to scale

Key

- | | | | | | |
|--|-----------------------|--|------------------------------------|--|--------------|
| | Site Boundary | | Watercourse/Brook | | Buildings |
| | Phase I Boundary | | Flood Zone | | Noise Bunds |
| | Inner & Middle Zone | | Ponds | | Sewage Works |
| | Outer Zone | | Possible Deserted Medieval Village | | Pill Boxes |
| | Existing Gas Pipeline | | Ridge and Furrow | | |
| | Diverted Gas Pipeline | | Trees | | |

Existing ponds/watercourses

Within the site there are a number of water features, primarily to the west of the site, including the brook and a large pond set within a cluster of trees. These should be sensitively treated to retain natural habitats and wildlife as part of the open space framework. A number of ponds are also located within and on land surrounding the site. Populations of Great Crested Newts have been identified to the east, south east, south west and west of the site. Proposals will need to be designed to minimise loss of ponds, including those where Great Crested Newts are identified, and to provide appropriate mitigation both surrounding ponds and throughout the site to maintain connectivity between the Great Crested Newt populations.

Noise bunds

To protect the surrounding area from noise pollution from runways, noise bunds were constructed within the centre of the site. The largest of the bunds forms the most prominent landscape feature on the site and is predominantly covered in long grass and shrubbery. The bunds should be surveyed prior to re-sculpting and or flattening to fully understand the types of materials lying beneath the layer of topsoil.

Contamination

Contamination is likely to be a major constraint at the site. Potential contamination sources are most likely to be associated with the former airfield (aviation fuel/de-icing agents); the areas of made ground; areas of open material storage; nearby areas of landfill; and localised contaminants from crashed/scrapped planes, infilled/raised areas and unexploded ordnance. Therefore, long-term decontamination and management of the site will be required.

Campden Road

Campden Road (B4632) forms part of the eastern boundary of the site and runs north towards Stratford-upon-Avon and south towards Chipping Campden and the Cotswolds. Proposals will need to connect in at least two locations to Campden Road as part of the proposed movement network. Development fronting Campden Road will need to be set back 40m to create a sufficient buffer from the road. Junctions proposed along this route will need to be carefully engineered and designed in consultation with

relevant statutory bodies to ensure safe and appropriate access to the site.

Deserted medieval settlement and ridge & furrow earthworks

The deserted medieval settlement of Willicote lies within the site on the Western side of Campden Road. The former village is visible as a series of low earthworks, and buried remains may also survive. 'Ridge and furrow' earthworks lie to the north and south of the former village, which are the remains of the village's former arable fields (a result of the ploughing technique using oxen). There are also areas of ridge & furrow in isolated pockets across the site.

Neither the settlement nor the ridge and furrow are designated heritage assets and they are not subject to statutory designation or protection. These areas can therefore be considered as capable of being developed subject to further archaeological investigation. Opportunities to conserve remains where possible, to minimise harm and maximise enhancement, should be considered in the design and as part of the landscape framework. Where conservation is not possible, appropriate further survey and mitigation works will need to be identified.

2.3 Site opportunities

Connecting existing green assets

A number of existing green assets across the site should be retained and connected to create sweeping green swathes of landscape. This creates connectivity for habitats and biodiversity, as well as safe and sustainable movement routes for residents. Connecting these assets gives structure to the site and naturally divides it into areas for development.

The Greenway

The Greenway forms an attractive pedestrian and cycle route connecting the site to Stratford-upon-Avon in the north. Running along the alignment of the former Stratford to Honeybourne railway line, the route forms part of the National Cycle Network and the West Midlands Cycle Route linking Oxford to Derby via Birmingham. The opportunity

to connect to this significant movement network provides a sustainable route into Stratford-upon-Avon as an alternative to vehicular means. Furthermore, it could form part of a pedestrian and cycle network across the site to encourage healthy living through outdoor activity. There is also scope to re-open the former railway line, in some form, in the future which could provide sustainable public transport benefits to the Garden Village.

Connections to public footpaths

There is the opportunity to integrate the existing Heart of England Way footpath, which in part follows the southern boundary of the site and links the site to Long Marston, Lower Quinton and Upper Quinton, within the green infrastructure framework proposed as part of the new development. This route would pass through open green space and connect to new footways and cycleways, forming a comprehensive recreational network throughout the Garden Village as well as providing strong links to the wider countryside and surrounding settlements.

Existing natural features

Vegetation surrounding the brook and ponds creates a distinct natural feature on the site and should form part of the landscape framework, encouraging the natural development of wildlife and habitats. The clusters of woodland and vegetation belts create natural divides within the site and could help to enclose proposed development on an otherwise open, flat site. There is opportunity to create a strong green infrastructure network incorporating footpath links through the site to connect key landscape features and maintaining existing biodiversity by creating habitat connectivity.

The bund

The bund is located at the centre of the site and is a prominent and distinctive landscape feature. The area is a high point that allows for wide views westwards towards Broadway Tower and eastwards towards Meon Hill and St Swithin's Spire. There is an opportunity to create a local landmark, drawing visitors to the site to enjoy this landscape feature.

Potential site for Village Centre

An appropriate location for a new mixed-use village centre to serve the living and working communities would be close to the northern end of the landscape bund as this is central to the whole site. The potential Village Centre can be connected to the site and potential gateway entrances from Campden Road via a tree-lined avenue, looping through the site.

WW2 Mushroom Pillboxes

Three WW2 Mushroom Pillboxes in good condition are located north of the site, marking the site's former heritage. These heritage assets are a distinct feature of the site and should be retained and restored where possible. Proposals will provide an appropriate landscape setting to the pillboxes, as a distinctive feature of the site.

Campden Road Gateways

The location of access points from Campden Road into the site can be positioned to the south and north of the eastern site boundary to create a loop through the site. The gateways are an opportunity to create an attractive setting and first impression of the new Garden Village through carefully designed and engineered proposals set within landscape.

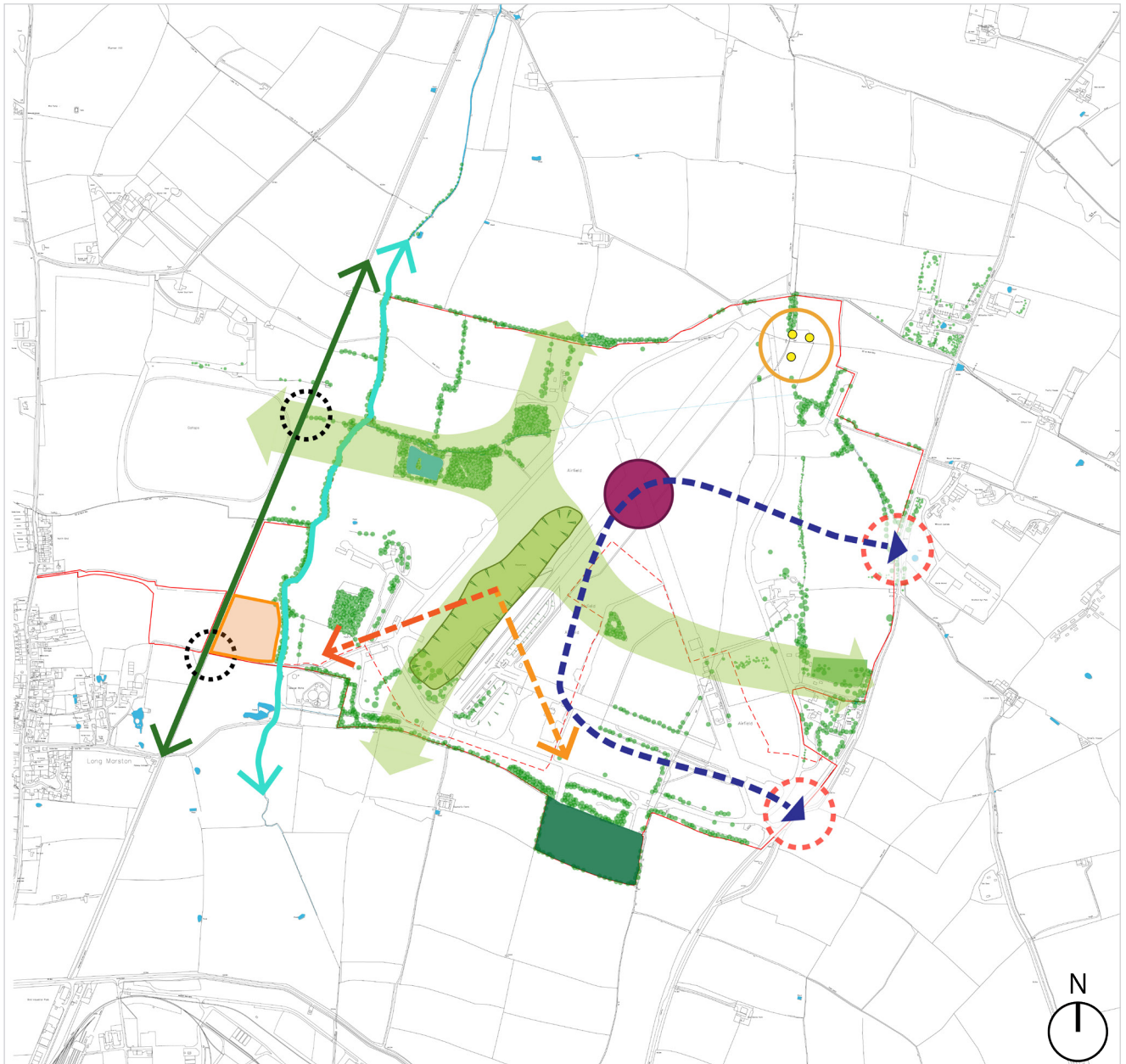
Tree Lined Avenue

To connect the two gateways from Campden Road, there is an opportunity to create an attractive tree-lined avenue looping through the site as the primary street. This can form part of a bus route, allowing for most areas of the site to be within walking distance of public transport. The street should be designed to be safe for vehicles, cyclists and pedestrians moving along and crossing over the avenue.

Potential site for Sports Pitches

The southern field is surrounded by open fields and is constrained by gas easements as shown in the constraints plan. It is therefore appropriate for open landscape and is an opportunity for creating a cluster of sports fields to serve the future community. The type of playing pitches to be provided will be informed by the Playing Pitch Strategy which is currently being produced by the Council.

Figure 2.4 Opportunities plan



Not to scale

Key

- | | | | | | | | |
|--|--|--|--|--|--|--|----------------------------------|
| | Site Boundary | | Existing natural features for wildlife & habitats | | WW2 Mushroom Pillboxes - a heritage asset | | Potential area for transport hub |
| | Phase I Boundary | | The bund - a prominent and distinctive landscape feature | | Create a tree-lined avenue to connect the site with Campden Road | | Potential site for local centre |
| | Gran Brook | | Long distance views of Broadway Tower | | Potential gateway entrances | | Connecting existing green assets |
| | Potential connections to Greenway | | Long distance views of Meon Hill & St Swithin's Spire | | | | |
| | The Greenway - a sustainable transport route | | Potential location for sports pitches | | | | |

3.0 Vision and masterplan

3.1 Vision

Long Marston Airfield will be a thriving new Garden Village that offers the best of town and country living. A rich mix of uses including residential, education, employment and community facilities, alongside access to a wide variety of exciting open spaces and landscapes, will provide for the everyday needs of residents.

The Garden Village will be known for its sense of community, high quality buildings and exciting green spaces. A vibrant local centre, generous landscapes and a variety of homes and mixed uses will attract new residents, locals and visitors to enjoy this new place.

The new Garden Village will:

- Provide a range of homes built to a high quality and of a distinctive character to suit the needs of the community
- Respond sensitively to the existing environment and landscape setting as appropriate
- Provide new employment opportunities through a mix of uses
- Be an attractive place to live and be well served from day one and throughout its delivery
- Encourage healthy living through access to the outdoors and safe green routes to local facilities and amenities
- Provide a range of commercial and community uses within the local centre
- Be well connected by sustainable transport to Stratford-upon-Avon and surrounding local destinations
- Create a network of pedestrian and cycle networks within and beyond the site
- Enhance biodiversity and habitat creation
- Provide education in the form of a new secondary school and two new primary schools as well as early learning facilities.

This vision and the subsequent masterplan were developed through a charrette process involving key stakeholders and the design team. The three-day process involved a site walk-around, brainstorming and group workshops to collectively create the vision, concept and masterplan for the site.



3.2 Concept

As a Garden Village, Long Marston Airfield will be an exemplar of national significance for creating large new settlements. At the same time it must reflect its specific context, which is characterised by small villages set within open countryside. An in depth study of surrounding villages, such as Pebworth and Lower Quinton, was undertaken to inform the concept for the masterplan layout.

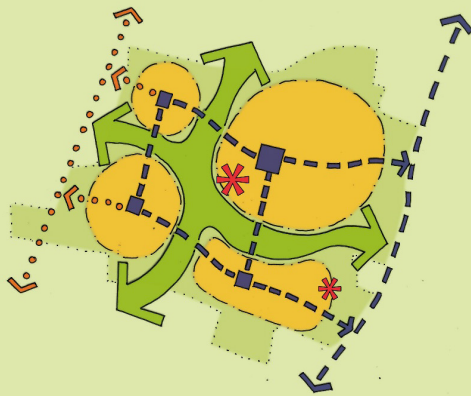
The high quality of the surrounding villages is in part due to their scale. Passing through the surrounding villages the link

to the countryside is constant, the village never reaching a scale where the countryside fades into the distance. The villages are easily walkable and have a strong sense of community; these are all desirable principles that Long Marston Airfield Garden Village should promote.

Learning from these villages, layered with the understanding of the constraints and opportunities for the site, has informed the concept for Long Marston Airfield Garden Village:

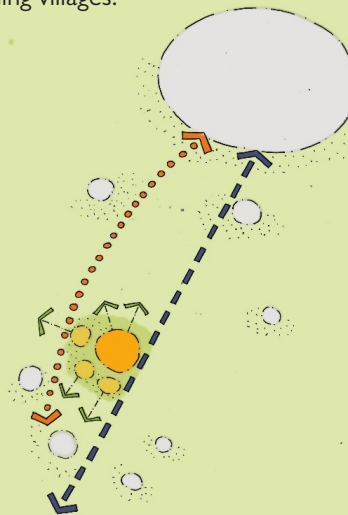
Long Marston Airfield Garden Village – A Village and three hamlets

Two swathes of sweeping landscape cross to create four distinct neighbourhoods: The Village of Marston Mead and the Hamlets of Glebe Farm, New Barn and Mere's Barn.



The Village of Marston Mead – A stepping stone between town and country

The village of Marston Mead acts as a stepping stone to the town Stratford-upon-Avon. Marston Mead provides facilities for the three Hamlets within the Garden Village and for the surrounding villages. The hamlets look towards the countryside and surrounding villages.

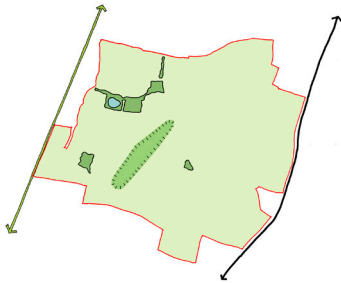


Note: All neighbourhood names are illustrative for the purpose of this SPD

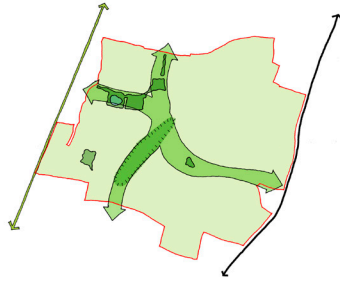
3.2.1 Layout Principles

The layout of the masterplan is informed by a series of layered principles, which set out the concept and framework for the site:

1. Retain existing landscape features



2. Connect existing landscape features



3. Create four distinct neighbourhoods



4. A Village Centre at the heart of the site



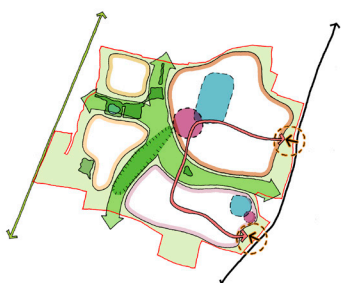
5. Education associated with local centres



6. Two gateways form the entrances to the site



7. Gateways are connected by a tree-lined street



8. Secondary connections link to the west

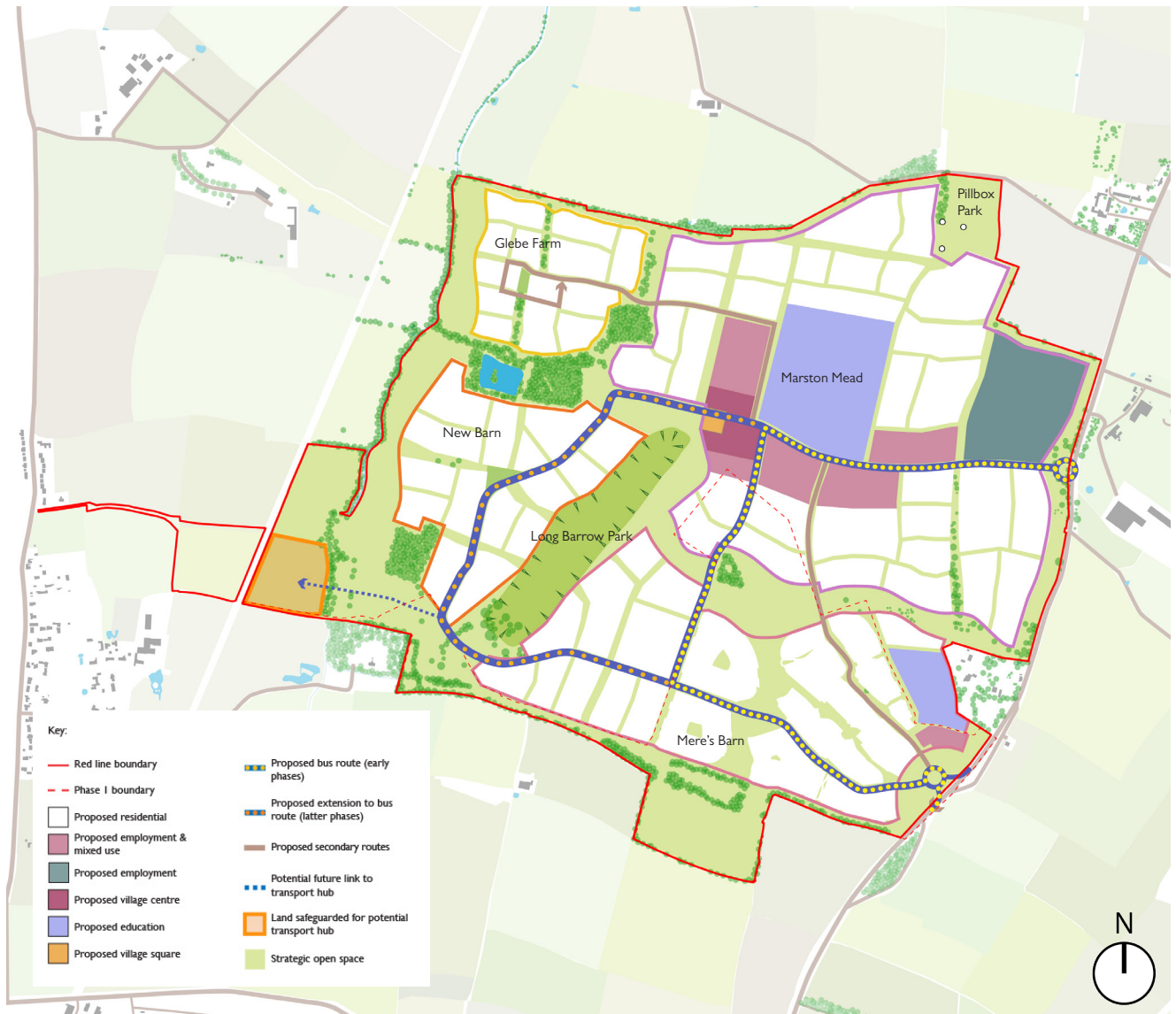


3.3 Masterplan

The illustratively named village of Marston Mead and hamlets of Glebe Farm, New Barn and Meres Barn combine to form the Garden Village. The four distinct neighbourhoods will be interconnected by green infrastructure; a network of streets including a public transport loop; walking and cycling trails; and access west to The Greenway where the potential exists for a new public transport link and station.

A mix of uses are provided including schools, employment and local facilities, primarily clustered in the village centre of Marston Mead. Homes overlook a variety of exciting green spaces, creating attractive places to live with great connections to landscape and open countryside. The residential parcels will offer different types and tenures within a range of densities across each neighbourhood.

Figure 3.3 Framework illustrative masterplan



Note: All neighbourhood names are illustrative for the purpose of this SPD

Not to scale

3.3.1 Land Uses

The Garden Village will provide a sustainable mix of uses within a high quality landscape to provide day-to-day facilities for new residents and existing residents within the local vicinity. The provision of 3,500 new homes generates the need for education, employment and community uses amongst others to create a sustainable place for people to live, work and play. The following land uses will be accommodated:

1. Residential: the development will provide approximately 3,500 new homes and will include a range of dwelling types, tenures and affordability. Development will be designed efficiently and to accord with the character areas set out in this SPD (Section 3.4).
2. Education: the Garden Village will contain two Primary schools and a Secondary School, integrated within the proposed neighbourhoods.
3. Employment: a wide range of job and business opportunities will be provided within the development, including in the Village Centre and on specific parts of the site identified for employment purposes.
4. Village Centre: the village centre will create a central hub for new residents to come together and will provide day-to-day facilities including a supermarket, retail, healthcare, public house and leisure and community amenities.
5. Gateway Hub: a cluster of mixed uses will be provided at the southern gateway on Campden Road to provide facilities for residents in early phases and will include an information centre, community space, shop, police office and potentially a café/restaurant and/or a day nursery.
6. Potential Transport Hub – an area adjacent the Greenway will be set aside for a new station or other transport interchange associated with potential future uses of the Greenway corridor.
7. Green Infrastructure, Open Space and Recreation - a range of planting and habitat types together with open green space, equipped children's play and sports pitches, as well as potential for the provision of allotments, community gardens and orchards, will be provided to cater for varied recreational opportunities, biodiversity and nature conservation interest.

3.3.2 Landscape and open space

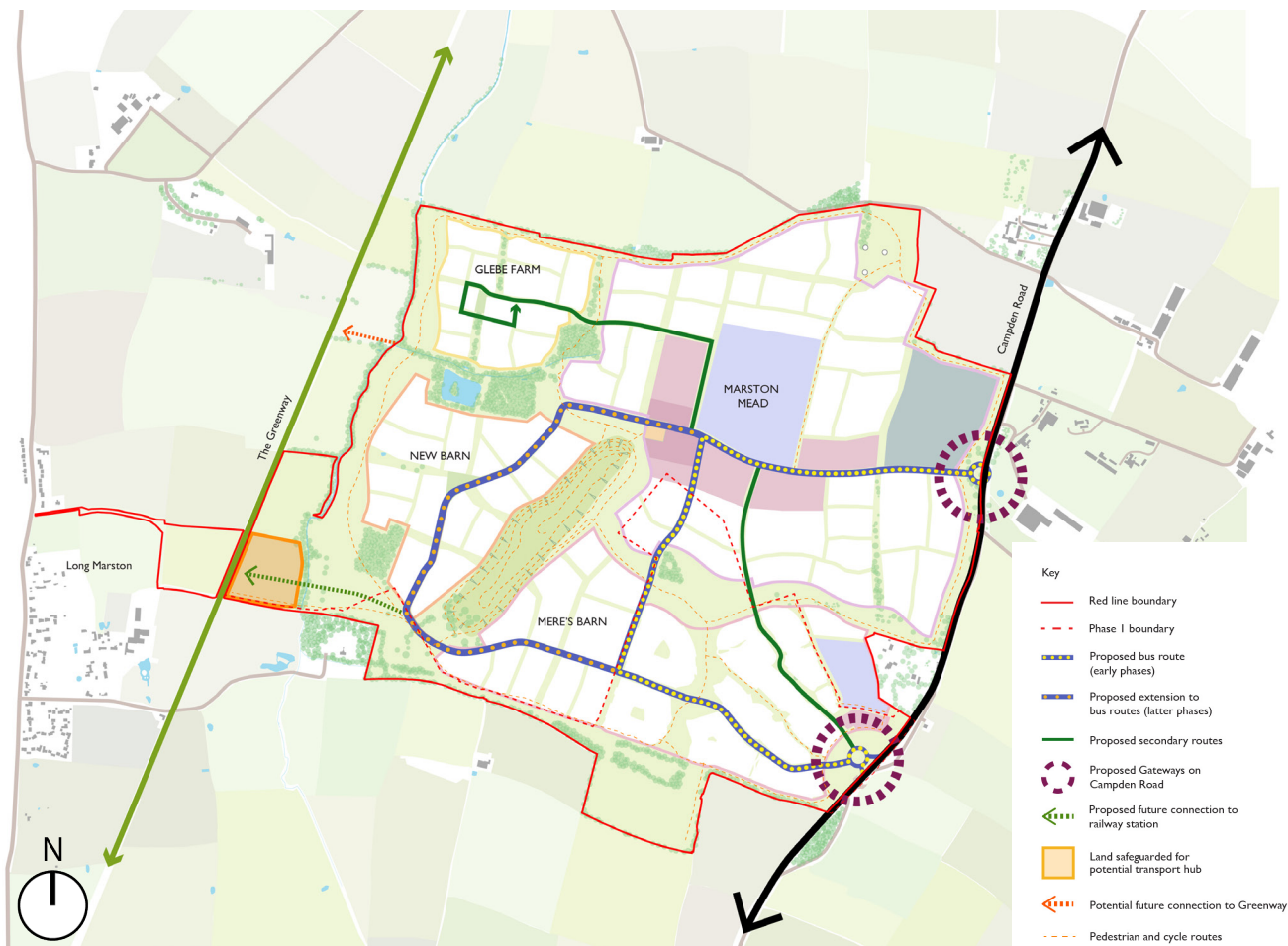
At a strategic level the Green Infrastructure (GI) for the Garden Village will reflect the broad stated aims and approaches outlined in the NPPF and Natural England (NE) guidance along with the Warwickshire, Coventry and Solihull Sub-Regional GI Strategy and Stratford-on-Avon GI Study at a more local scale. The Garden Village will also include space for Blue Infrastructure (BI), areas where water will form an important and functional feature. Key design principles for the GI and BI at the Garden Village include:

1. A robust landscape framework will be established and managed to form an appropriate, attractive and cohesive green environment for the built development but also to create suitable buffers to existing neighbouring communities.
2. Site features, including hedgerows and trees, will be retained wherever possible within the masterplan and will be enhanced and supplemented to form a connected network throughout the site as well as linking green corridors and open spaces. New structure planting of trees and hedgerows will be introduced where additional buffering and / or screening is required such as adjacent to the employment areas and Village Centre.
3. A GI will be created which varies in character across the Garden Village, encompassing a 'destination' community park, for new residents as well as those from existing settlements, and a swathe of natural green space alongside the existing watercourse to improve its wildlife potential and allow passive recreation.
4. The Heart of England Way will be integrated within the GI framework proposed as part of the new development. This route will pass through open green space and connect to new footways and cycleways, forming a comprehensive recreational network throughout the Garden Village as well as strong links to the wider countryside and surrounding settlements.
5. Biodiversity interest will be secured and maximised through conservation, enhancement and creation of habitats and green spaces; existing ponds will be retained and enhanced to provide suitable habitat for the local great crested newt (GCN) population, new wetlands within natural green spaces and corridors will serve not only as drainage features but also extensive new wildlife habitats and recreational areas.

6. Heritage associations of the site will be positively addressed; i.e. the WW2 pillboxes and the deserted medieval settlement, for example through their integration as part of the site landscape, interpretation and/ or artwork.
7. Local views, for example towards Meon Hill, will be maintained and maximised.
8. Land to the west of the Greenway will only be used for open space and planting.
9. Green Gyms and measured miles will be incorporated into the development to provide opportunity for outdoor exercise for the new residents of the Garden Village.

Overall, the GI will encompass a range of planting and habitat types together with open green space, equipped children's play and sports pitches as well as potential for the provision of allotments, community gardens and orchards to cater for varied recreational opportunities, biodiversity and nature conservation interest. A network of sustainable drainage and BI features that will deliver valuable biodiversity and amenity benefits wherever practicable will also be created and integrated within the GI framework.

Figure 3.4 Access, movement and illustrative routes through the site



Not to scale

3.3.3 Connections

The masterplan framework indicates a primary network of streets through the site, connecting each of the four settlements with Campden Road. An inner and outer loop will allow for a bus route to come into the site from Campden Road and serve the future residents at the Garden Village. The loops will be designed to accommodate a bus as well as pedestrians and cyclists to discourage the use of the car for local journeys. A pedestrian and cycle connection to the Greenway is proposed to link the Garden Village with Stratford-upon-Avon as a direct sustainable route. This route will also be able to provide a connection to any new railway station, should the Stratford-to-Honeybourne line be reinstated.

A hierarchy of routes and roads will be developed, from the primary avenues which will link the Campden Road with each of the settlements down to the residential streets, lanes and drives which will take residents to their front door. The road hierarchy shall be designed to:

- Provide a legible and permeable framework for development;
- Ensure that vehicle and pedestrian routes are both well overlooked and busy;
- Design in and manage traffic speeds through traffic calming;
- Accommodate a certain amount of on street parking, which brings activity to the street-scene and helps traffic calming;
- Reinforce legibility and the contrast between character areas, as well as providing access;
- Reflect the importance of routes according to the level of anticipated pedestrian, cycle and vehicular flow and the requirements of accessibility for servicing, refuse, emergency access and bus routing;
- Pay attention to materials, space and planting used in streets and at junctions in order to influence both the final character of the place and the movement patterns and priorities by mode; and
- Through an associated network of footpaths and cycle paths, to ensure safe routes to schools and other facilities.

The spine road in the form of a tree-lined avenue will be the most important and legible vehicular route through the proposals. It should change in character in response to the character area it passes through, the landscaped green corridors and the built areas. The following road characteristics should be considered within the extent of built development:

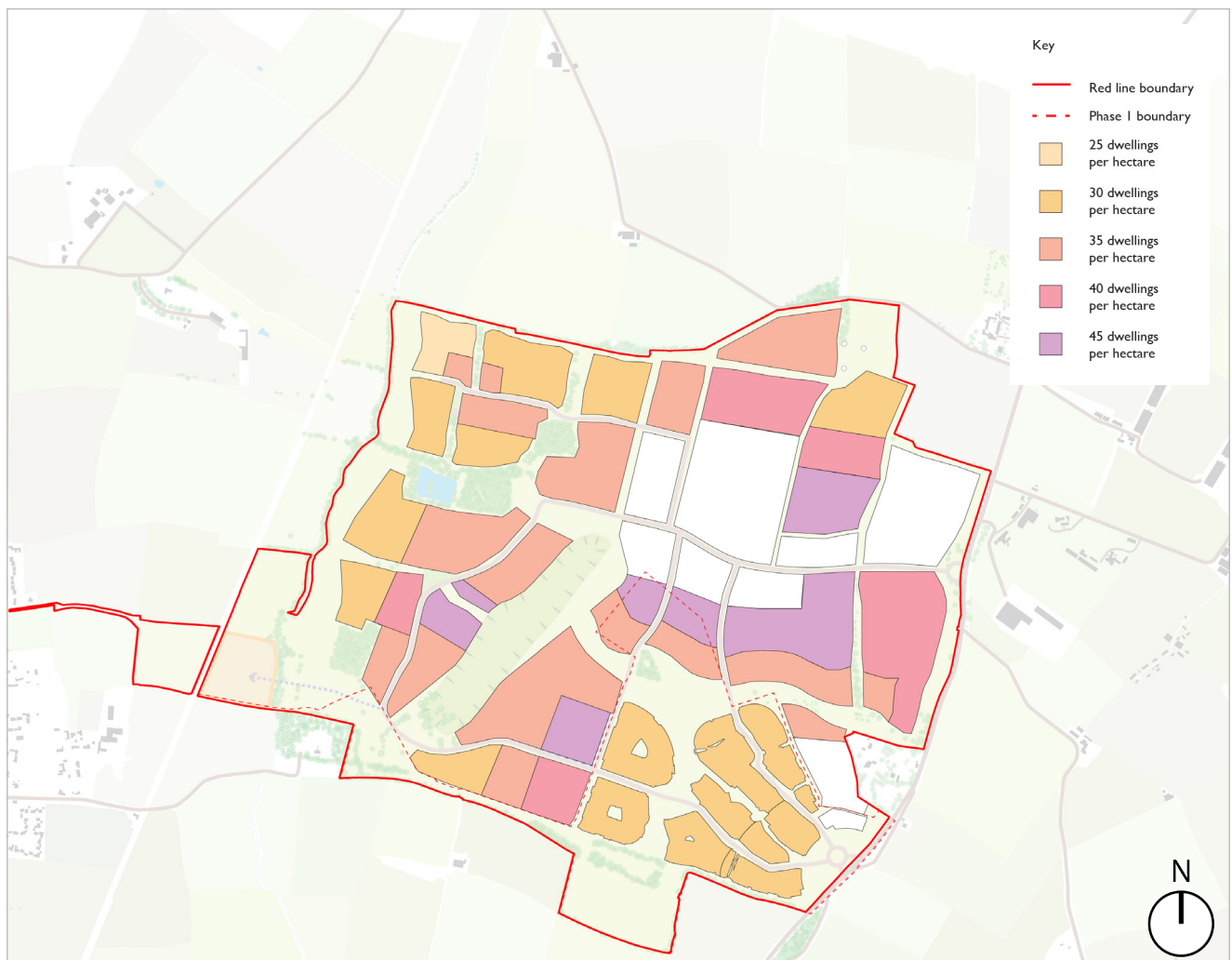
- 6.1m-7.3m width (widened on bends to accommodate bus route and on street parking where provided to ensure public transport vehicles are not impeded);
- 3m shared footway and cycle path where appropriate on each side of the road;
- Landscaping (including street trees) and street furniture where appropriate;
- 3m landscaped verges where appropriate;
- On street parking where appropriate; and
- Bus stops at regular intervals (400m).

3.3.4 Density

A range of densities will be provided within the Garden Village to achieve the desired character and number of homes within each of the four settlements. As an overarching approach, it is expected that lower densities will be provided on the edges of the main village and three hamlets, with higher densities proposed towards their centres and along the main route. The density plan at Figure 3.5 demonstrates how 3,500 homes can be achieved on this site.

Densities for residential development along edges of settlements, facing green space, can be in the region of 25–35 dwellings per hectare (dw/ha) as a guide. This will result in a higher proportion of semi-detached and detached dwellings. To the centre of villages, the introduction of more efficient typologies such as terraces and some apartment buildings will allow for higher densities to be achieved, in the region of 30–45 dw/ha. Within the Village Centre, apartments and townhouses can be proposed as part of a mixed use centre, increasing the densities to approximately 45–55 dw/ha.

Figure 3.5 Density



3.4 Four distinct settlements

The masterplan illustrates how the new community will be planned around the creation of four smaller settlements, each with its own distinct character. The core principles for the masterplanning and layout of each of the settlements, illustratively called Marston Mead, Mere's Barn, New Barn and Glebe Farm, is set out below.

3.4.1 Marston Mead

Marston Mead will be the largest of the four settlements and is positioned in the north-eastern quadrant of the site. It will contain the village centre, a primary and secondary school and most of the commercial and mixed uses, along with a substantial number of homes. Marston Mead can be accessed directly from the northern of the two accesses from Campden Road.

The village of Marston Mead will:

- Be characterised by a mix of uses and homes focused around the village centre at its heart
- Provide a mixed-use village centre, as a focus for the new Garden Village that is easily accessible from all neighbourhoods within the site via pedestrian, cycle and public transport routes
- Provide a wide range of employment space for businesses to serve the local and wider community
- Provide a secondary and primary school that is accessible by safe green walking and cycling routes as well as public transport
- Provide a village square that is fronted by active uses and connected to the landscape, creating a vibrant and interesting place to meet and gather
- Provide a mix of dwelling types including apartments and townhouses towards the village centre to increase the density and critical mass of people in the village centre
- Propose lower density dwellings to the edges of the village, fronting onto landscape and open countryside with typologies such as detached and semi-detached dwellings
- Provide a gateway to the site, connecting the village to Campden Road with an appropriate landscaped buffer between the existing road and new homes

3.4.2 Mere's Barn

Mere's Barn will sit to the south of Marston Mead in the south-eastern part of the site. It will be accessed from the southerly access from Campden Road and will contain a primary school and community hub. Mere's Barn will span the site between Campden Road and the bund to its west and will have extensive frontage onto green space.

The hamlet of Mere's Barn will:

- Be characterised by its linear form, with homes overlooking green spaces and tree-lined streets, connecting to the community hub and primary school in the east
- Provide a community hub with a small cluster of mixed uses to establish a sense of community from the outset as part of the early phases
- Provide a primary school that is accessible by safe green walking and cycling routes as well as public transport
- Provide a range of homes of different typologies which respond to the green space surrounding the hamlet
- Provide a range of densities with higher densities towards the centre of the hamlet around the primary tree-lined street

3.4.3 New Barn

New Barn will sit to the south west of the site nestled between the bund and the western perimeter of the site which benefits from a strong landscaped edge along the Greenway. New Barn will feel more secluded, particularly when it is approached from the east. The hamlet will be linear in form, along the Main Street, looping through the settlement.

The hamlet of New Barn will:

- Be characterised by a natural, greener setting to reflect its context on this western side of the site
- Provide a green space at the centre of the neighbourhood to create a community focal point
- Make provision for an area of land for a small community or commercial building
- Provide green links from the central green space and the main street, out towards the countryside and the landscaped bund to create a well-connected landscape framework
- Provide a range of dwelling types with lower density homes towards the western edge, overlooking Gran Brook and the open countryside
- Provide connections to the pond and woodland to the north via paths and trails

3.4.4 Glebe Farm

Glebe Farm, which is positioned to the north west of the site, is the smallest of the hamlets and will feel the most secluded as it will sit within the existing landscape features including a large copse of trees and a pond. It will however be in close proximity to the Village Centre of Marston Mead so will not feel isolated.

The hamlet of Glebe Farm will:

- Be characterised by its green and sheltered setting amongst existing trees and landscape
- Provide a central green space, which could include a small community or commercial building, as a focal point for the community
- Provide pedestrian, cycle and vehicular connections to the village square for easy access to the village amenities
- Respect the natural setting with lower densities proposed to the edges of the hamlet
- Provide connections to the natural features surrounding the hamlet such as Gran Brook and the pond
- Provide a natural boundary to the north with homes overlooking open countryside

3.5 Guiding principles

Long Marston Airfield Garden Village will have sustainability at the heart of its guiding principles, delivering a place which meets the needs of new and future residents and mitigates the effects of climate change. The following objectives cover the economic, social and environmental aspects of sustainability that the development at Long Marston Airfield will need to consider:

Community and Economy

Deliver a clean, safe and healthy development which aims to maximise social progress and economic growth

- CE1. The proposed development of Long Marston Airfield Garden Village provides the opportunity for significant growth to meet current targets for housing within the District, through the delivery of 3,500 new homes. This scale of development also offers the opportunity for new jobs through the provision of employment and mixed use facilities, particularly focusing around the new Village Centre. Opportunities to foster local employment should be maximised to help build a stronger economy in the District.
- CE2. Every opportunity must be taken to ensure that accessible environments are created both in terms of location and physical access to services, amenities, public transport and employment opportunities.
- CE3. A mix of housing types, sizes, tenures and affordability should be provided to help create a mixed and inclusive community. Proposals must achieve high quality design standards and implement the principles established through 'Building for Life 12' in line with Core Strategy Policy CS.9.
- CE4. Development proposals must aim to reduce opportunities for criminal and anti-social behaviour, increase the likelihood of detecting crime and reduce the fear of crime. Developments must be designed to create a safe, health and secure environment for both people and property, following Secure by Design principles.

Layout and Transport

Improve accessibility to local services whilst encouraging alternative means of transport

- LT1. Land should be utilised efficiently to accommodate the 3,500 homes and the non-residential facilities within accessible neighbourhoods. Densities should follow those set out in Section 3.3.4, with higher densities towards the village centre and lower densities along more sensitive edges, reflecting the character of neighbouring villages.
- LT2. Development should minimise the need for travel by private car through realising the full potential of public transport, walking and cycling routes and connections. A range of options for public transport provision will be assessed.
- LT3. Walking and cycling strategies should be prioritised by integrating new and existing cycle networks, such as The Greenway to the west of the site. Proposals should ensure cycle parking is safe and secure and, where appropriate, paths are safe, well-lit and have natural surveillance. Proposals should minimise the disruption of pedestrian and cycle flows through the design of movement routes.
- LT4. Key day-to-day facilities such as schools, local shops, leisure and employment should be sited in locations easily accessible on foot, by bike and public transport.
- LT5. Applicants will demonstrate the accessibility of a development within the Design and Access Statement. Applicants will also be expected to provide a Traffic Management Plan (relating to vehicle movements through the construction process) and a Green Travel Plan.

Energy Consumption

Reduce overall energy use and maximise the potential for renewable energy supplies and use

- EC1. All development should be designed to a high quality that will reduce energy consumption and demand, minimising the effects of climate change. Applicants should demonstrate how a reduction in energy use and carbon dioxide emissions from the development will be achieved.

- EC2. Energy efficiency should be integrated into the layout and orientation of buildings and neighbourhoods, including District Heating Systems if proven viable.
- EC3. Electric vehicle charging points (EVCPs) for general use should be provided in suitable locations across the Garden Village, including as part of any parking provision for the village centre. 7KW power cable supply should be provided throughout the site to ensure future provision of EVCPs for all residential and non-residential buildings.

Sustainable Design

Meeting high sustainable design standards and maximising the use of materials from sustainable sources

- SD1. New development will employ high standards of sustainable design and construction. Future planning applications will be supported by information that demonstrates how the environmental design principles will be delivered. This will need to include an explanation of how the following principles (SD2-SD5) will be accommodated by any new development.
- SD2. New development must meet nationally prescribed Building Regulations relevant at the time of construction and will be expected to apply recognised sustainability standards as part of best practice.
- SD3. Development must accord with the National Building Regulations path to low carbon buildings.
- SD4. Core Strategy Policy CS.2 requires BREEAM 'Good' standard for all non-residential development. Community facilities should seek to be flagships of sustainable design and construction with a minimum aspiration of a BREEAM 'Very Good' rating.
- SD5. As a minimum, new residential development will be expected to meet the national requirements for CO2 reduction and water efficiency at the time.
- SD6. Development should utilise Green and Blue Infrastructure when considering the layout of the site. This will enable an integrated storm water storage system to be incorporated through a comprehensive Sustainable Drainage System (SuDS) plan for the area.

Waste Minimisation and Management

Minimise waste and maximise re-use and recycling both during construction and after completion

- WM1. Development proposals must be designed to help make it easier for users to reduce, reprocess and recycle waste through on site recycling facilities.
- WM2. Applicants must look to minimise construction waste and using sustainable healthy products, with low embodied energy, sourced locally, and made from renewable or waste resources where possible.

Landscape

Protect and enhance the character and quality of the landscape

- LA1. The provision of public open spaces and landscape features in all development must be harmonious and integral to the design. Design should minimise damage to the local landscape and should enhance, restore and maintain the wider landscape. Every space must be well planned, usable and accessible to all.
- LA2. Wherever possible, existing landscaping, including on-site valuable trees, woodlands, hedges and any other features which are important to the character or appearance of the local landscape, should be retained and enhanced.
- LA3. Maximum use should be made of native planting to screen any adverse visual or landscape impact on Meon Hill.

Biodiversity

Maintain, enhance and restore or add to local biodiversity, landscape and tree conservation interests

- BD1. Proactive measures should be taken to enhance the biodiversity value of the site and as part of a wider green/blue network, incorporating the long term monitoring and management of the site.
- BD2. New development should consider opportunities for integrating and maximising on-site habitats into the new development, including through the design of buildings such as providing bird boxes and bat boxes; damage to existing habitats should be avoided.
- BD3. All existing significant water features, healthy trees, woodlands and important hedgerows should be integrated within the development proposals.
- BD4. Net gain of biodiversity should be delivered within the site boundary, or, if this is not feasible, enhancements should be provided off site, or through a combination of off site and on site provision.

Historic Environment and Archaeological Interest

To protect and enhance historic, cultural and archaeological value

- HE1. There is a rich cultural heritage of historic and listed buildings and archaeology in the District. The Council expects all developments to respect this character whilst making the most of opportunities to enhance the appearance and character of the area. The development is expected to respect and retain features of value within the site, including the WW2 pillboxes and the remains of the deserted settlement and associated ridge and furrow should further archaeological investigation conclude that this is necessary.

Design and Character

A community that is distinctive and of a high quality that residents will be proud of

- DC1. Have a strong and distinctive character which creates a unique identity.
- DC2. Take inspiration from the surrounding character and form of local villages, landscapes and towns.
- DC3. Ensure that the character and design of buildings and spaces complements and enhances the quality of the surrounding area.
- DC4. Respond to the existing and proposed natural setting within the site.
- DC5. Create varied and interesting street scenes and frontages to green and urban spaces, using appropriate typologies and densities that respond to masterplan principles.

4.0 Components of the new community



4.1 A thriving new community

For the Garden Village to be a successful place the focus must not solely be on what is built but how what is built creates and sustains an active and vibrant community. This section of the SPD sets out how the different components of the Garden Village will interact and come together to create that successful mix.

4.2 Community governance

The general approach to the future management and governance of community facilities, public realm/open space and other appropriate aspects of infrastructure provision will be established prior to first occupation and implemented at each stage consistent with delivery of the development as a whole.

Development promoters should set out arrangements to confirm how the governance and management of each of the scheme's components – buildings, spaces, services – will be effectively integrated to the benefit of commercial and residential occupiers and the village centre users. It is beyond the scope of the SPD to make detailed arrangements for governance. However, the approach could include a consideration of the following:

- Supporting the setting-up of a community trust that can deliver neighbourhood management, manage community assets and potentially provide longer term management of a wide range of assets in the Garden Village;
- Measures to promote integration, enhancement and the sharing of facilities with the existing communities, such as supporting the set-up of a local neighbourhood management governance structure; or
- The creation of a new Parish Council.

4.3 Green infrastructure and open space

Development should deliver a network of linked accessible green spaces across the site to serve the outdoor recreation needs of residents. Proposal LMA of the Core Strategy requires a comprehensive Green Infrastructure Strategy incorporating: structural landscaping; a network of open spaces to include provision for children's play, formal sports, allotments and community woodland, provided as part of a holistic green infrastructure plan for the new settlement. A walking and cycling network will be delivered within the site, together with links to the surrounding countryside and to Long Marston village.

Healthy Communities Policy CS.25 of the Core Strategy requires contributions towards the provision of open space to help achieve the standards set out in the Council's Open Space, Sport and Recreation Assessment. In line with this the development will provide the following quantities of open space:

- Parks & Gardens and Amenity Greenspace: approx. 9 ha;
- Unrestricted Natural Accessible Greenspace: approx. 40 ha;
- Children and Young People's Equipped Play Facilities: approx. 2 ha;
- Outdoor Sport: approx. 12 ha; and
- Allotments and Community Gardens: approx. 3 ha.

Development of sports facilities will be in accordance with Sport England's Active Design principles which assist in contributing positively to the promotion of healthy communities and the requirements of good design.



The indicative masterplan for the development makes provision for a natural zone along the western corridor for semi structural green space through river walks and water meadows, utilising the existing ecological features. There is also opportunity to provide a network of edible plants as part of green infrastructure provision. Formal sports pitches will be provided in clusters including at the schools and the southern field. A heritage zone to the north east of the site will protect and support the setting of the pillboxes within the development.

The existing watercourse along the western edge of the site is currently failing to achieve good ecological status under the Water Framework Directive. The development should make provision to enhance the brook to a more natural state as well as enhance the habitat for protected species. Provision of blue corridor networks may also help wildlife to adapt to climate change and will help restore watercourses as required by the Severn River Basin Management Plan. These opportunities should be incorporated into the Landscape Management Plan for the site.

4.4 Health

The development will require new capacity for health care given the constraints on existing GP surgeries in the area. Additional general practitioner capacity and a dental surgery will be established on the site in accessible locations in a form to be agreed with the relevant health service organisations as part of the application process. Primary health services, such as GP surgeries and dental surgeries, are provided on a commercial basis with GPs or dentists funding delivery of new premises. Suitable land will be made available or premises delivered for these services within the development. Funding of health premises will be collected



through Section 106 agreements (see Infrastructure Delivery Plan at Appendix I).

4.5 Housing

Long Marston Airfield Garden Village should be a balanced, sustainable and above all vibrant community contributing towards meeting the wide and diverse range of housing needs that exist across the District. A variety of accommodation types will help to create an inclusive and well-rounded place. Across the 3,500 new dwellings there will be homes that are different in terms of size, type and tenure, as well as being different in terms of who they are built for and who they are provided by.

4.5.1 Housing Mix

Policy CS.19 of the Core Strategy sets out the expected housing mix for market and affordable housing to be provided across the District, as drawn from the Strategic Housing Market Assessment. The Policy also sets out that this mix and how it is applied will be refined through further detail to be contained within supplementary planning documents, taking account of site specific issues and local market circumstances. Long Marston Airfield as a Garden Village, with associated design principles and community infrastructure provision, will be particularly attractive to families and those seeking a less urban lifestyle. It may be suited to a different mix of new homes from that which might be provided within other parts of the District, such as the urban areas of Stratford-upon-Avon, and this will be the subject of detailed assessment and approved by the Council. Proposals for the Garden Village will be expected to deliver a mix of houses including bungalows, maisonettes and flats/apartments with a range of sizes from 1-bed through to 4+ bed properties. Flexibility will be



applied in terms of the mix for individual phases or parcels within the site, reflecting the nature and character of the area being developed. Applications for individual phases will not need to precisely meet or mirror the overall mix, but will be expected to demonstrate how they fit in with, and contribute to, the overall mix being sought across the Garden Village.

4.5.2 Affordable Housing

The provision of a range of housing tenures will be supported on the site in order to ensure the delivery of a cohesive community which meets the housing needs of a wide range of households, including those who cannot afford to meet their needs in the general market.

The overall objective is to deliver 35% of the new dwellings as affordable housing, in line with Policy CS.18 of the Core Strategy. The Council's preferred tenure mix will be informed by the Development Requirements SPD but, in line with the Core Strategy, is envisaged to include affordable rented housing (maximum 20%), intermediate housing including shared-ownership (maximum 20%) and social rented housing (minimum 60%), unless evidence relating to specific local circumstances or changes to Government definitions of affordable housing indicates a different approach should be adopted. The mix of affordable housing to be provided should be discussed with the District Council's partner Housing Associations in advance of detailed proposals coming forward.

The Council anticipate that each phase of market housing will be accompanied with affordable housing provision. However, the Council recognise that affordable housing provision is one policy that can have a particular impact upon the viability of schemes. Therefore, the Council will consider the phasing

and quantum of affordable housing provision in light of the costs of bringing forward other essential infrastructure throughout all phases of the development, including whether provision of affordable housing should be deferred or varied between phases in order to help delivery of the site. Such consideration will need to be on the basis of viability evidence. The precise tenure mix for individual phases or parcels will need to be agreed at the relevant application stage for that phase or parcel.

The design and delivery of affordable housing should be such that it integrates seamlessly into the community. The affordable units should be physically and visually indistinguishable from the market housing and will be dispersed across the site in clusters of an appropriate scale for effective management.

4.5.3 Specialist Forms of Housing

Specialist forms of housing within the site will be supported, where they help to contribute towards meeting the range of housing needs and demands that exist in the District. In particular:

- The Garden Village should include specific provision for the housing needs of the elderly. The Council is supportive of dedicated extra care housing being provided, which would be brought forward in cooperation with relevant providers and authorities.
- Other forms of specialised care facility are supported in principle, which could include specialised housing suitable for adults with particular disabilities.
- The Council is supportive of the provision of self-build and custom-build plots. These should be provided as part



of the overall mix of housing opportunities in the Garden Village and will include the provision of serviced individual plots for people on Stratford-on-Avon's self-build register. The design of homes on such plots could be guided in a number of ways to ensure they reflect the character and principles of the Garden Village, including through the planning application process or through stipulations on the sale of individual plots.

- There is the potential to explore the role of the private rented sector (PRS) in delivering properly managed clusters of new homes for rent on the private market. The Council would be supportive of PRS as a way of meeting local demand for rental homes.
- The Garden Village will include live/work units, which provide both living accommodation as well as flexible working space allowing people to run a business from home. Such units should be designed and located where they would not affect the residential amenity of surrounding homes and may be subject to restrictions or conditions which seek to preserve the work space for employment use in the future within such units.

4.6 Education

The delivery of schools is important for the growth of the Garden Village to meet the education needs arising from the development, alongside other developments in the local area. Proposal LMA of the Core Strategy requires the Garden Village to provide two primary schools and a secondary school, as identified within the Infrastructure Delivery Plan, unless subsequently superseded by Government guidance. The delivery of the schools will also be informed by the Development Requirements SPD. In addition to schools, early years provision will be made,

either co-located alongside primary schools, or in advance of this as a stand-alone early years provider within space as part of the community hub.

The delivery of the schools will follow current routes for establishing 'free school' provision - 'free school' being a term for any new provision Academy (a state-funded school independent of local authority control). This will require the developer to make available the sites identified for the school provision in a timely manner, ensuring they are adequately serviced. The location of the schools within the development should ensure they are close to homes and the village centre and should be located on or with good access to primary routes (walking, cycling, public transport and road) within the Garden Village to encourage active modes of transport and minimise traffic impacts of the school run. The co-location of a primary school with the secondary school may be appropriate and the dual-use of facilities with the wider community (e.g. the sports pitches and school hall) will be supported, in order to help with ongoing management and maintenance.

4.6.1 Primary Schools

There is a new primary school expected to open at Meon Vale in September 2019 with further existing primary schools at Quinton and Welford on Avon in Warwickshire and just over the border at Pebworth in Worcestershire. These will provide school places for the early part of the development, before a primary school can be delivered, although the Council would support approaches to providing other temporary forms of provision in the interim, where it may help build the community. Warwickshire County Council estimate, based upon pupil place planning assumptions for the Garden Village, that there will be a need for two primary schools within the development, each being a 2 form entry



(FE) primary school (i.e. capable of accommodating 60 pupils per year group).

The first primary school will be delivered in a timely fashion alongside new homes following the first phase of the development. The timing of the delivery of the first school will be dependent on school place capacity in the wider area, including the new Meon Vale Primary School, but land should be made available no later than 400 homes completed on the site. Both nursery and early-years education will be provided alongside the two primary schools.

4.6.2 Secondary School

The provision of a secondary school is a crucial part of the Garden Village and will provide in due course much needed pupil capacity to the south of Stratford-upon-Avon and serve both Long Marston Airfield Garden Village and neighbouring villages. The timing of the provision of a secondary school as part of the scheme will depend on balancing the aspiration to deliver this school early as part of a sustainable development but also ensuring the school has sufficient pupils to operate viably. It is anticipated that the secondary school would be operational at completion of c.1,000 homes, although precise opening may depend on pupil place capacity across the District and the requirements of the individual Academy sponsor. Land should be made available no later than at 400 homes completed on the site. Warwickshire County Council estimate, based upon pupil place planning assumptions for the Garden Village, that the secondary school will need to be capable of expanding to 5 forms of entry. In the early stages of development, contributions will be made to support the expansion of Shipston High School.



4.7 Employment

To ensure that the Garden Village is a balanced new community, with opportunities to live and work within the Garden Village, a range of employment space will be provided. This will provide opportunities for businesses to locate in the Garden Village and will, alongside shops, services and live/work units, provide a wide range of employment within the Garden Village. Policy Proposal LMA of the Core Strategy sets out an allocation with approximately 13 hectares of employment land, with no more than 8 hectares to be delivered in the period to 2031. It is envisaged in the policy that no less than 10% of the employment should be provided as small business units.

Some of this provision could be provided through business space as part of mixed-use development in the village centre and other means, thus allowing for the amount of land identified solely for employment uses to be reduced. The provision of employment land could also be provided in a number of locations within the overall development rather than in one block if that assists with overall capacity and flexibility. It is recognised that Long Marston Airfield is unlikely to attract large occupiers and the location is probably unsuitable for this purpose in any case, particularly of a logistics nature. For that reason, an emphasis on attracting a broad range of small and medium-size businesses (SMEs) would be appropriate. The overall objective is to provide a wide range of business and job opportunities through the provision of flexible and adaptable floorspace that will assist in making the Garden Village a balanced community for people to live and work.

New employment space will be provided in self-contained areas with good access and/or within mixed use areas in and around the village centres and hubs. This will



ensure that employment premises are in close proximity to bus routes, local shops and local facilities, creating a good location for businesses and encouraging proximity between workplaces and the services that workers will use. New employment space will be of different scales and densities, but will be structured in a way which the buildings and spaces around them complement the adjacent neighbourhoods. Employment buildings will include efficient and sensitively landscaped parking courts provided in line with Core Strategy Policies CS.9 on design and CS.26 on transport.

The type and phasing of employment provision that is expected to be delivered within the Garden Village remains flexible and will ultimately depend upon business needs and employment space demand over the period the Garden Village is delivered. Notwithstanding, the Council considers the following as important principles for the provision of employment within the Garden Village:

- Business space will be brought forward in line with Policy CS.22 of the Core Strategy. Primarily it is envisaged that employment space will be within use classes B1(a) offices, B1(b) research and development, and B1(c) light industry appropriate in a residential area. Development within use classes B2 general industrial and B8 storage or distribution will be supported where they meet the policies of the Core Strategy and are of a scale, design and form consistent and complementary with the overall character of the Garden Village.
- All employment provision is expected to be provided in appropriate locations on the site and be compatible with the wider residential environment of the Garden Village.

- Flexible business starter and incubation space will be provided as part of the mix of employment. This could include a business hub/centre offering a co-working space for local, small and medium enterprises, start-ups, entrepreneurs and freelancers in a variety of different units designed to be flexible, attractive and secure.
- Employment provision should accord with Policy CS.14 of the Core Strategy on the Vale of Evesham control zone. The whole site is located within the control zone, where policy seeks to minimise increases in Heavy Goods Vehicle (HGV) movements. This means B8 logistics space is unlikely to be a feature of the new development.

4.8 Shops, services and community facilities

As a stand-alone new Garden Village, the development will deliver a wide range of new shops, services and community facilities to create a self-contained and sustainable place. This will enable residents to undertake day-to-day activities, such as convenience shopping, going to the gym, meeting friends or sending a parcel locally, minimising the need to travel. Such shops, services and community facilities will form important building blocks for the new community. Policy Proposal LMA of the Core Strategy sets out a requirement to deliver a main village centre for the Garden Village as well as a secondary community hub phased earlier within the development. Large scale uses within the centres/hubs will be expected to meet the requirements of Core Strategy Policy CS.23, which sets out that large-scale retail development (defined as comparison retail schemes of more than 1,000 sqm and convenience retail schemes of more than 2,500 sqm) will in principle be



acceptable to meet the needs of the new settlement, as well as Core Strategy Policy CS.25 on healthy communities, which supports the provision of new community, cultural, sport and leisure facilities.

The Council will support the provision of shops, services and community space within the village centre and community hub. In particular the Council will support the shared-use of such space, where the uses being shared are compatible and it would benefit the vitality, viability or management of the space. It is envisaged that within the centres up to c.7,500 sqm of floorspace within use classes A1-A5 (covering shops, financial and professional services, restaurants, drinking establishments and hot food takeaways) and up to c.2,500 sqm of floorspace within use classes D1 non-residential institutions and D2 assembly and leisure will be provided. This overall scale of provision has been calculated based upon how much demand for such uses the Garden Village would generate and was part of the proposals for the LMA site tested through the examination of the Core Strategy¹. This scale of provision will also allow a larger convenience store to be provided alongside other uses helping to make the Garden Village a more self-contained and sustainable place to live.

The delivery of Long Marston Airfield Garden Village should include a community hub within the first phase. The indicative masterplan indicates this could be provided close to the entrance of the site as a gateway hub arranged around a public square and co-located with the business hub. It is envisaged community and retail uses to be delivered within this area could include an information centre with dual use community space, a café/restaurant and an early years nursery, amongst a range of other uses that would complement the function of this location as a gateway hub.

A main village centre will also be delivered in a location central to the new community and on the main spine road and bus route. Suitable uses and facilities within the village centre will include, but are not limited to, community hall/building, local foodstore, chemist, a variety of local shops, post office, dry cleaners, local healthcare facility (e.g. GP and dental surgery), a pub, cafés/bars, restaurants, hairdressers, hot food takeaways, a bank, estate agents, a crèche, a gym/fitness centre and a library. This list is not intended to be restrictive or exhaustive, and the range of uses within the main village centre will be determined as part of the application processes. The village centre should be designed to be mixed-use, with a range of commercial and community uses along ground floor frontages and a mix of uses on upper floors including residential and small scale employment.

Across the Garden Village, the mix and types of shops, services and community space provided should be of a form and nature which primarily performs a role as a centre for the new community and the other villages in the immediate hinterland. This will mean the village centre complements rather than competes with the higher order shopping and leisure functions of Stratford-upon-Avon and it is anticipated that, in determining the scale of proposed uses, regard will be had to the range of shops and services already existing within nearby villages and developments. In this context, the Council may seek to impose conditions as part of any planning permission on the size and scale of any individual units.

Footnote 1. See 'Long Marston Airfield Technical Statement: Socio-Economic' (March 2014)



4.9 Transport connectivity

Creating the right transport and access for the site will be an important factor in delivering a new Garden Village that is sustainable. Ensuring that the Garden Village is well suited for people to get to and from, as well as get around, by a range of different transport modes will help to create a successful place that is accessible for all. The scheme will incorporate a range of navigable and legible routes for pedestrians, cyclists and public transport as well as safe and convenient access for other road users.

The site is located between two important north-south routes. Immediately to the east, the site abuts the B4632 Campden Road. To the west the site extends to the Stratford Greenway, the former route of the Stratford-to-Honeybourne railway line and now a traffic-free surfaced route for walking, cycling and horseriding which extends southwards to the new Meon Vale community. As well as these two routes, the site is also linked to other nearby villages via existing rights of way, including The Heart of England Way footpath, which in part follows the southern boundary of the site and links the site to Long Marston, Lower Quinton and Upper Quinton. The airfield site itself has no existing rights of way or routes extending across it, meaning these will need to be created as an integral part of the development linking the site both internally to the Garden Village as well as externally.

Proposal LMA in the Core Strategy sets out expectation that the scheme will deliver a new single carriageway relief road to Stratford-upon-Avon between the A3400 Shipston Road and the B439 Evesham Road as well as delivering specific local road and junction schemes to mitigate traffic impacts and a wider walking, cycling and public transport package of

infrastructure. It is expected that all transport proposals as part of the Garden Village will accord with the provision of the Warwickshire Local Transport Plan and will be agreed through the application process with Warwickshire County Council as the relevant highways authority.

The whole site is located within the Vale of Evesham Control Zone. Business development will need to accord with Policy CS14 of the adopted Core Strategy which seeks to constrain an increase in Heavy Goods Vehicle (HGV) movements in the area.

4.9.1 Roads and routes

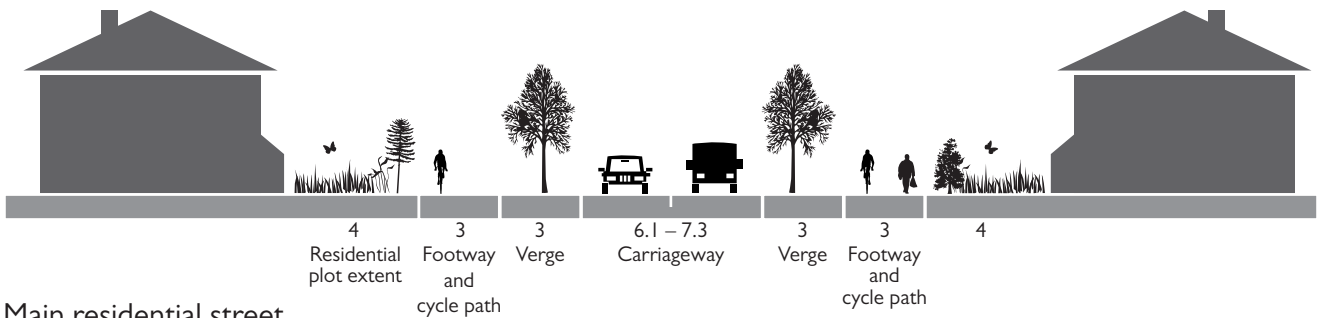
The B4632 Campden Road will form the point of vehicular access for the Garden Village. It is envisaged that two new junctions will be provided off of the Campden Road to serve the new community, one at the broad location of the existing access junction for the airfield and one further to the north in the broad area of the site's frontage with Campden Road north of the junction with Back Lane. The final design of these junctions will be agreed with Warwickshire County Council as the highway authority through the application process, but it is envisaged that both of these will be roundabouts.

The two site entrances will form each end of a spine road for the Garden Village in the form a tree lined avenue which should take into account location of services, lighting columns and highway visibility splay and knit together the different neighbourhoods of the indicative masterplan. The spine road will be 6.1m-7.3m in width (widened on bends to accommodate buses), incorporate natural traffic calming measures and will form the most legible vehicular route through the Garden Village. From this a hierarchy

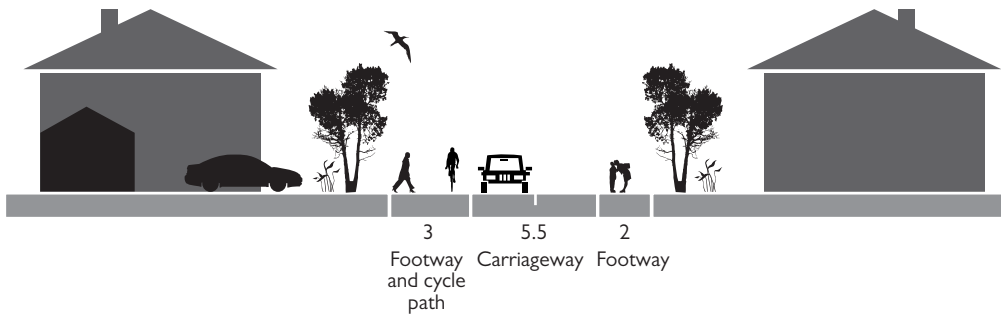
of roads and routes will connect the spine road with the distinct communities within the Garden Village and beyond to connect the site with surrounding villages. Figure 4.1 illustrates how some of the road typologies could be structured:

Figure 4.1 Illustrative arrangements for roads and routes (widths in metres)

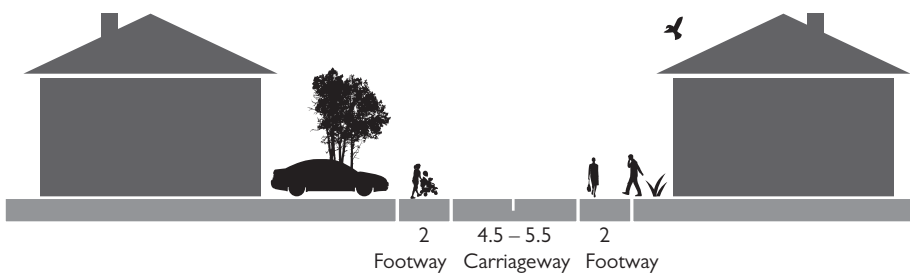
Spine Road



Main residential street



Residential lanes and drives





4.9.3 Parking

Car parking within the Garden Village will be seamlessly integrated into development. Proposals will be expected to set out how the car parking will meet all standards current at the time of submissions for detailed approval, including:

- Provision of an appropriate amount of residential parking that will provide sufficient car parking for home owners without the need for on-street parking that could dominate the surrounding residential streets;
- Provision for visitors with impaired mobility will also be provided in accordance with local and national guidance;
- Provision for dedicated covered, convenient and secure cycle parking to encourage reduced use of the car;
- Car sharing will be encouraged by providing car park areas for car sharers, and these will be located in prominent, attractive positions; and
- Provision of an appropriate amount of non-residential parking, including in relation to the Village Centre and employment areas.

4.9.4 Pedestrian and cycle routes

The full potential of public transport, walking and cycling should be realised, reducing the need for travel by private car. A key objective of national and local transport policy is to encourage a shift in the mode of travel from car based to environmentally sustainable alternatives, such as walking and cycling.

The Garden Village will provide a network of proposed routes for pedestrians and cyclists within the development. These routes shall link to the existing Public Rights of Way (PROW), public transport hubs, to the Greenway to the west and Campden Road to the east and all community facilities and employment land. The routes will be segregated from motorised traffic where possible and appropriate. The cycle and foot paths shall be constructed to adoptable standards to provide for safe use 24 hours a day.

A shared use foot/cycleways should be 3 metres wide and footways should be 2 metres wide. In order to encourage their use in all weathers, formal pedestrian and cycle routes which are not next to a carriageway should be constructed in a bound surface treatment (e.g. tarmac).

4.9.5 Cycle infrastructure

Cycle routes are key features of the illustrative masterplan that can reduce the need to travel by car. The provision of low speed or traffic calmed 'safe routes' will enable cyclists to mix with vehicles with minimal hazard. Dedicated off-road cycle routes will prioritise cycling and promote sustainable travel.

To support the integration of cycling into daily life, secure (communal or private) provision should also be made for cycle parking at key destinations, such as at parks, public open spaces, employment sites, school and at the larger play areas. Electric bicycles will also be supported by the provision of charging points at key cycle parking locations across the Garden Village.

Walking and cycling strategies should be prioritised by integrating new and existing cycle networks, ensuring cycle parking is safe and secure, minimising the disruption of



pedestrian and cycle flows, and ensuring that, where it is appropriate for the local context, paths are safe, well-lit and have natural surveillance.

4.9.6 Public Transport

Bus services and infrastructure

The developers, in partnership with Warwickshire County Council and local public transport operators, must ensure that public transport is seen by every resident and visitor as an attractive and viable alternative to use of the private car; therefore the Garden Village will provide public transport services and infrastructure, that will include:

- general purpose highways to the appropriate standard for buses;
- high quality bus stops and lay-bys at suitable locations;
- public information systems; and
- the maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.

Consideration should be given to incorporating priority measures designed to give buses a competitive advantage by improving bus journey times to key destinations, including Stratford-upon-Avon town centre and the railway stations in Stratford-upon-Avon and Honeybourne.

Bus stops should be accessible to the surrounding residential areas and situated close to the strategic footpath and cycle path routes throughout the site. The stops should incorporate high quality waiting environments (including good quality seating, timetable displays and potentially real-time information).



Railway

Stratford-upon-Avon railway station is located about 9 km (5.5 miles) from Long Marston Airfield by road or 7km (4.5 miles) via the Greenway, and provides sheltered cycle storage. This station provides frequent connection to a number of key destinations such as Birmingham and (via Warwick Parkway or Leamington Spa) to London.

The nearest railway station as the crow flies to the proposed development is Honeybourne, albeit it is 11 km (7 miles) south west from the site by road. Honeybourne Station is served by one/two trains every two hours to London Paddington via Oxford and Reading and a similar frequency of services to Hereford via Worcester. There are early stage proposals to extend the car parking facilities at Honeybourne to improve access to the rail services for longer distance commuters. This is subject to ongoing discussion between Great Western Railway and the local authorities.

Long Marston Airfield lies adjacent to the former Stratford to Honeybourne rail line, which is the alignment of the Stratford Greenway. Initial steps have been taken to examine the potential of re-instating the railway but much more detailed assessment would need to be carried out to determine whether providing services between Stratford and Honeybourne (and beyond) would be viable. However, the route is safeguarded in the Core Strategy. In addition, Proposal LMA in the Core Strategy identifies an area of the LMA site adjacent to the Greenway as safeguarded for the possible provision of a new railway station. Options for re-opening the route are subject to further assessment, but could range from a tramway or light-rail option to a heavy-rail option linking into the existing network. Whilst the reopening of the line is not a constituent part of,



or pre-requisite for, the delivery of the development, the design of the Garden Village will need to be mindful to the potential of the reopening.

The masterplanning of the site will need to ensure it does not prejudice the re-opening of the railway in any way. To support this, a safeguarded area for a potential new railway station will be included within the masterplan and suitable legible routes for vehicles, cyclists and pedestrians linking the new community to this safeguarded area will be reflected in the design, so as any new railway station can become an integral part of the Garden Village. The use and management of the safeguarded land before it is required shall be subject to approval by the local planning authority.

4.10 Utilities and servicing

4.10.1 Drainage

The development requires a strategy for drainage on site including surface water run-off and associated flood risk. Policy CS.4 of the Core Strategy sets out the expected measures to address flood risk areas and surface water runoff as well as Sustainable Drainage Systems (SuDS).

The existing development has a significant proportion of impermeable areas. Opportunities to increase the storage of flood water and reduce surface water run-off in order to reduce risk downstream should be sought. The drainage requirements of the site should be informed by a site Flood Risk Assessment and a detailed surface water drainage scheme based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development will be submitted to the Council. The development should aim to reduce run-off to greenfield rates in keeping with sustainable principles.

The likely increase of impermeable areas on the development site will require mitigation using composite SuDS as an important part of the drainage and landscape structure of the Garden Village. Surface water should not be conveyed to the foul or combined sewage system; the sewers should safely accommodate floods which exceed the design capacity. Development should also consider the relationship with SuDS as a key leisure and visual amenity, including above ground features as part of green infrastructure corridors to maximise multiple benefits. The design of new buildings and spaces should contribute towards improving drainage and reducing risk of flooding, including use of permeable surfaces and designed-in above ground storage measures such as water-butts and exploration of the potential for grey water systems.

4.10.2 Water, electricity and gas

Adequate water, foul water, drainage, electricity and gas supply must be provided to serve each phase of the development and these supplies should be capable of adoption by a statutory undertaker. There are challenges in bringing utilities to serve the scale of development proposed for Long Marston Airfield and it is envisaged this will particularly require substantial upgrade work for gas supply, involving works on gas mains along the Campden Road, and electricity supply, with new power lines required to service the site. Proposal LMA of the Core Strategy requires the phased delivery of utilities infrastructure including provision of a new primary sub-station, which will be delivered on site within the first phase of development. Where utilities require above ground infrastructure (such as a primary sub-station) these should be sensitively located and designed so as to visually blend in with the character of the area and not affect residential amenity.



4.10.3 Foul sewerage and wastewater treatment

Severn Trent Water has undertaken feasibility work on a solution to the constrained capacity at Long Marston Wastewater Treatment Works (WwTW) involving pumping all flows to Stratford (Milcote) WwTW. Seven Trent Water were due to commence work on this new sewer in September 2017 with all works to be completed and operational by June 2018. This will provide foul sewerage capacity to accommodate housing growth in the area and complements the indicative phasing for the Garden Village.

4.10.4 Superfast broadband

All homes, community buildings and businesses within the Garden Village will benefit from access to superfast fibre optic broadband, which will be laid throughout the development.



4.10.5 Sustainable energy

Development at Long Marston Airfield should integrate principles of energy efficiency within the design of buildings and, where possible, should build-in renewable energy sources to the new community. Policy CS.3 of the Core Strategy encourages the use of decentralised energy systems, which could include heating and power, cooling or combination of the three. A study is currently being prepared to explore the opportunity for a district heating network at the Garden Village. The conclusions of this study will help shape the approach to sustainable energy in the determination of planning applications on this site. Subject to the findings of the study, it is hoped that the development of the Garden Village can incorporate relevant infrastructure for suitable district heating, power or cooling networks. Where required in line with the County Council's recently adopted policy guidance, electric vehicle charging infrastructure should be provided.

4.10.6 Emergency services

A building capable of accommodating a police facility built to Home Office standards as applicable as a base for a new safer neighbourhoods team is to be established in the first phases of development. This building will be in a form to be agreed following consultation with existing community representatives in the area. CCTV should also be provided within the scheme informed by best practice on safer neighbourhoods. For firefighting purposes the development will provide water supply and fire hydrants.

5.0 Phasing, timing and delivery

5.1 Planning and delivery

The Long Marston Airfield site already benefits from outline planning permission for a first phase of development comprising 400 homes and some associated uses. This SPD will inform both the reserve matters for this first phase and the overall planning for the remaining phases, to be brought forward as a further outline planning application in 2018, with individual phases to be planned over the anticipated c.20 year delivery period. The delivery of the Garden Village needs to balance a range of potentially competing factors, on a brownfield site with a number of delivery challenges, in order to achieve an exemplary new community where people are proud to live and work. These various factors, as outlined in this SPD, will all shape the overall planning approach ensuring that Long Marston Airfield Garden Village is, and remains, a deliverable prospect to contribute towards meeting the acute homes and infrastructure needs of Stratford-on-Avon.

5.2 Land remediation

Long Marston Airfield has been a working airfield since WW2, has accommodated a number potentially contaminating uses and comprises a site with large amounts of fixed surface infrastructure. Before a new community is built, there will need to be significant land remediation and ground works to prepare the site.

Initial site specific investigations indicate the site is on a bedrock of mudstone and siltstone. At the surface there are large amounts of concrete from existing structures which will need to be broken-up and moved, whilst some areas of the site form filled or made-ground, comprising a surface of rubble. The noise attenuation bund alongside the existing drag strip is a prominent feature of the site and comprises what is understood to be inert fill brought onto the site over a number of years.

Long-term decontamination and management of the site will be needed as the site is likely to include land that is contaminated. Potential contamination sources are most likely to be associated with the former airfield (aviation fuel/de-icing agents); the areas of made ground; areas of open material storage; nearby areas of landfill; and localised contaminants from crashed/scrapped planes, infilled/raised areas and unexploded ordnance.

A detailed site investigation will be completed prior to development to include specific soil, gas and ground water contamination testing and identify any potential risk. Should contaminants be identified, the application of a risk based assessment, based on potential harm, will be completed and proposals developed to adequately protect Controlled Waters, the natural environment and occupiers of the site. A Construction and Environmental Management Plan (CEMP) will be agreed with the regulatory authorities to mitigate potential environmental effects. It should include information on ground conditions where known, site investigation proposals, risk assessment, remediation methodology, and proposals for validation testing.

5.3 Phasing

The delivery of infrastructure and phasing of the development has been approached in accordance with the following principles:

- Infrastructure should be provided in a timely way in order to reduce/ mitigate the impact of the development;
- Avoiding in so far as possible the creation of parcels of land or pockets of development that do not relate to their surroundings or are isolated from each other.

As this development is expected to take place over approximately 20 years, it is recognised as important that an element of flexibility is retained in order that the development can respond to changing circumstances over time.

It is expected that a process of monitoring and review of delivery will be undertaken by the District Council in conjunction with the developers.

The overall approach taken towards phasing and infrastructure delivery in this SPD is to seek to ensure that each phase of development is as self-sufficient as possible whilst delivering necessary strategic elements of infrastructure in a timely manner and not prejudicing the ability of the following phases to do the same.

5.4 Housing and employment trajectory

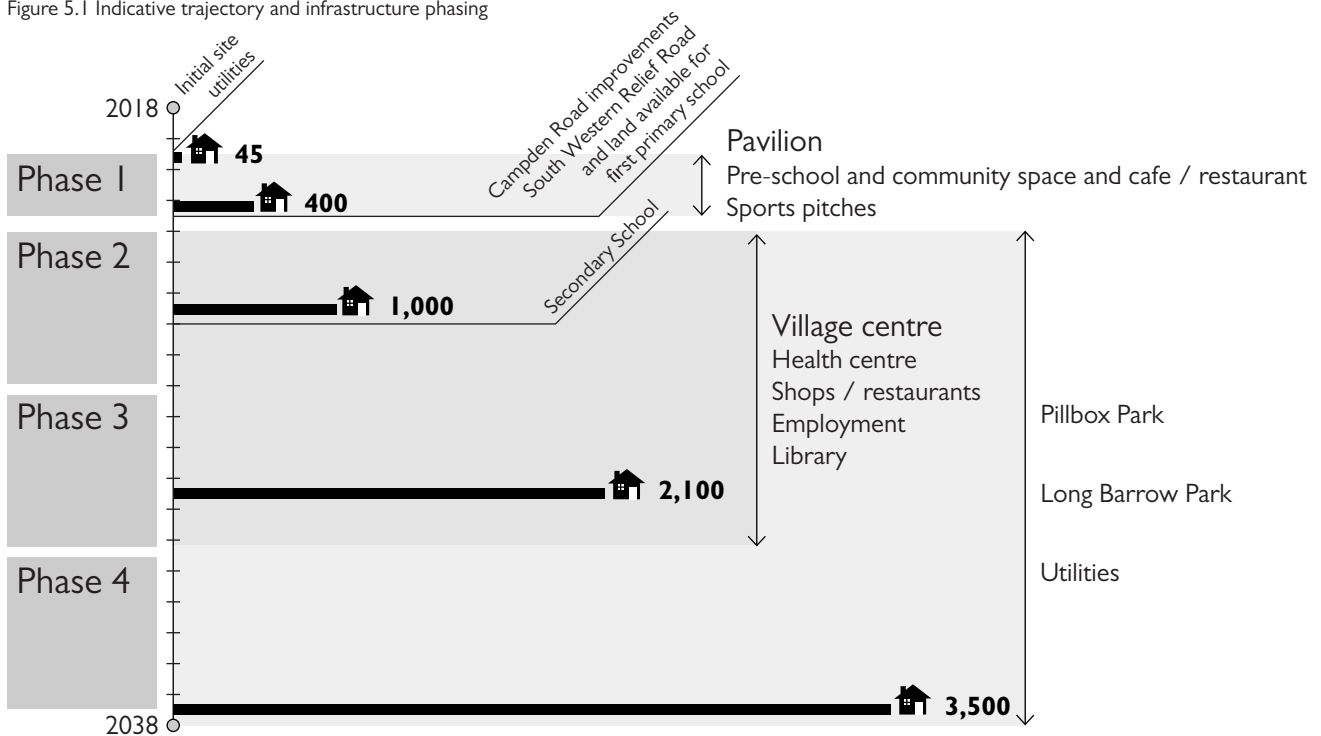
It is anticipated that delivery of the Garden Village will start with a small number of development parcels, delivering between 60 and 120 dwellings per annum in the formative years. As a critical mass is built up at the new settlement, this will increase to peak annual delivery rates of 200 to 220 dwellings per annum. However the pace of delivery will be related to, firstly, the critical infrastructure triggers and, secondly, how quickly demand for new homes will build up as a desirable place well served by community facilities is delivered.

Alongside housing, the Garden Village will create new jobs, both within the shops, services, schools and facilities that are built, but also through the provision of specific employment areas, with offices, workshops and light industrial units. The delivery of employment areas will be dependent on market demand, and are likely to come forward later in the development trajectory than housing given the market for new employment space will be driven in part by its own residential population. However, it is envisaged that up-to 8ha worth of land for potential employment space will be made available by 2031.

5.5 Infrastructure required and triggers

The infrastructure necessary to support the Garden Village must be delivered in a timely way in order to reduce the impact of the development and ensure that residents have access to the necessary amenities which mean the Garden Village will be a superb place to live and work. At Appendix I to this SPD, an Infrastructure Delivery Plan (IDP) for 'Proposal LMA' is provided. This updates a version of the IDP that accompanied the adoption of the Core Strategy in 2016, and will continue to be updated as and when the way in which precise items of infrastructure will be delivered becomes clear. It includes the identification of when infrastructure works are likely to be phased and indicates if

Figure 5.1 Indicative trajectory and infrastructure phasing



5.5.1 Gas pipeline

The gas pipeline which traverses the site currently precludes delivery of new housing within 170m of its route. Therefore, it is necessary to re-lay and partly divert this gas main using a thick-walled and reinforced pipeline, which will reduce the area around the pipeline where housing cannot be sited within to approximately three meters. In practical terms, this means that until such a time as the reinforced pipeline is operative, the phasing of the delivery of new

there are specific triggers for the infrastructure (i.e. a point at which it becomes critical the infrastructure is provided). The following diagram (Figure 5.1) combines the housing trajectory, along with the potential phasing of infrastructure, to illustrate how the Garden Village could grow.

Three of the most important infrastructure schemes related to the development of Long Marston Airfield, relate particularly to issues which, if not resolved in a timely manner and associated with specific trigger points, could slow down, or even stop, the delivery of the Garden Village. These are the high pressure gas pipeline which traverses the LMA site, the South Western Relief Road and necessary improvements to Campden Road.

homes will need to work around the existing pipeline. It is anticipated that at least Phase 1 and the majority of Phase 2 could be delivered before it is necessary for the pipeline diversion works to be complete. The necessary works to the gas pipeline could take between two and five years, subject to manufacturing timescales for the pipeline and any further necessary works detailed investigation identifies. The developer will be expected to provide the Council with information in respect of the phasing of these works following design and procurement stages.

5.5.2 South Western Relief Road

The South Western Relief Road (SWRR) will link the A3400 Shipston Road and the B439 Evesham Road which, together with the West of Shottery Relief Road, will provide a route around Stratford-upon-Avon from the south to the A46 to the north. It is necessary to provide an alternative route for through traffic to ensure development and growth in all of the communities to the south of Stratford-upon-Avon do not have an unacceptable impact upon traffic over the Clopton Bridge and within the town centre.

Core Strategy Policy 'Proposal: LMA' requires the completion of the South West Relief Road before more than 400 homes can be occupied within Long Marston Airfield Garden Village. More detailed transport modelling through future planning applications may show this threshold to be higher, but it is most likely that the SWRR will need to be operational before the second phase of the Garden Village delivers new homes, currently anticipated to be around 2022. This provides a critical timeline for the delivery of the road to ensure it does not affect the delivery of the Garden Village. The Council is expecting a full planning application for the road to be submitted alongside a future outline planning application for the remaining phases. This planning application for the road will be subject to full public consultation.

5.5.3 Campden Road improvements

Campden Road provides the points of access for the site as well as the main vehicular route north towards Stratford-upon-Avon. There are a number of individual road and junction improvement schemes which have been identified as necessary to improve the safety of Campden Road and ensure it can accommodate the increase in traffic which will use it. The Council will expect these improvements to Campden Road to be carried out in conjunction with the first phase of development, as shown in the IDP.

5.6 Planning applications

Long Marston Airfield Garden Village will be delivered over a time period of approximately 20 years. It is likely to come forward via the submission of outline planning applications to set the overall parameters for development followed by reserved matters applications for individual phases based on a subdivision of the site into smaller parcels. Public consultation will be expected to be undertaken by the applicants prior to the submission of any planning application.

Outline planning permission has already been granted on the site for a first phase of 400 new homes (reference 14/03579/OUT). The reserved matters application for this first phase is being worked-up by the applicant in consultation with the Council, and in conjunction with, the development of this SPD. It is envisaged that any determination of this reserved matters application will have due regard to this SPD, reflecting the status of the SPD at that point. It is understood that the remainder of the site (i.e. 3,100 and all associated uses) will be covered by a single outline planning application.

Each planning stage will require the submission of supporting documents and information. Planning permissions granted are also expected to result in planning conditions, the discharge of which are also likely to require the submission and approval of further reports and documents on topics.

A list of information to be submitted as part of the planning application process for the development of the site is provided below. This list is not exhaustive and further requirements may be identified. Some elements may also be more appropriately submitted at reserved matters stage dependent upon the scope of the application made at outline application stage. The final scope of any application will ultimately be agreed through pre-application discussion between the applicant and the Council. This list should be read in conjunction with the previous sections of this SPD and the District Council's Planning Application Validation Checklist.

Masterplanning and design

- Outline application: Design and Access Statement in accordance with Core Strategy Policy CS.9
- Reserved matters: Detailed design proposals for the area applied for. Compliance with this SPD and subsequent masterplanning and design stages above will need to be demonstrated

Planning

The following elements will be expected to be submitted either as standalone statements or as part of sections of reports submitted as part of overall application material:

- Planning Statement
- Statement of Community Involvement
- Affordable Housing Statement
- Parking Provision

- Planning Obligations
- Landscape Details

Sustainability

The below will be submitted either as separate statements or sections of reports submitted elsewhere as part of the application:

- Sustainability Statement
- Energy and Climate Change Statement

Traffic & Transport

- Travel plan (see Section 5.10 below)

Environmental Impact

An Environmental Statement incorporating the following chapters/assessments:

- Landscape and Visual Appraisal
- Ecology and Nature Conservation
- Transport
- Noise and Vibration
- Air Quality
- Heritage Statement (including archaeology)
- Water Environment (including Flood Risk Assessment and Sustainable Drainage Strategy)
- Socio Economic
- Ground Conditions and Contamination

The following assessments which may form separate assessments or may form supporting information to the Environment Statement:

- Utilities Report
- Lighting Assessment
- Agricultural Land Use Classification Survey
- Arboricultural Survey

The following construction plans (see section 5.11 below):

- Construction Method Statement (incorporation Site Waste Management Statement); and
- Construction and Environmental Management Plans

5.7 Travel plan

The development has the potential to generate considerable amounts of motorised traffic, which will need to be accommodated on the surrounding highway network. However, there are significant and unique opportunities to reduce the amount of car traffic by increasing the attractiveness of local facilities, by providing high quality public transport and by making proper provision for cycling and walking along the greenway, which in turn will have widespread environmental benefits, including reduction in the use of energy and environmental pollution.

To promote the use of modes other than the private motor car, a comprehensive Travel Plan for non-residential uses will be developed for the Garden Village in order to minimise the adverse environmental effects of development related travel from the outset.

A holistic approach to the development proposals will result in a successful travel plan where the need to travel by private car is reduced inherently by design. Any targets set within a Travel Plan should encourage the use of alternative and sustainable modes of travel, and in so doing, reduce the number of vehicle journeys to, from and within the development. This can be achieved by:

- Reducing the need to travel
- Providing realistic alternatives to the car
- Making alternatives to driving alone more attractive
- Managing car parking provision

The Travel Plan should seek to encourage visitors and employees to use alternative modes to the single occupancy car and to emphasise the health benefits of more sustainable modes of travel.

The Travel Plan should include specific measures to maximise sustainable forms of travel, including car share databases (such as the Care Share Warwickshire initiative), car clubs and offer discounted vouchers for public transport trips. Modal split targets should be set that are both ambitious and achievable.

5.8 Construction

The construction of Long Marston Airfield is likely to occur over a period of approximately 20 years. Whilst construction is ongoing, the developer will need to ensure that it does not unduly affect the residential amenity of either residents of the Garden Village or of people living in nearby locations. This will include seeking to manage and minimise any adverse impacts from construction, such as noise, dust and dirt, traffic and access. In particular, to ensure a satisfactory level of environmental protection, highway safety and to minimise disturbance to residents, prior to construction of any phase of development, the developer will be expected to submit a Construction Method Statement for that phase to be approved by the Council. This will include, but will not be restricted to, details of:

1. The arrangements for access, parking and loading/unloading of vehicles;
2. HGV and construction traffic movements as informed by the Vale of Evesham Freight Quality Partnership's Advisory Lorry Route Map, including hours of movements, routing plans and signage, seeking to minimise conflict with peak AM and PM movements and/or impacts upon road safety and traffic on routes to/from the site;
3. Siting and specifications of compounds, offices, hoardings and storage areas;
4. Wheel washing and dust/dirt control measures;
5. Recycling and disposal scheme for waste materials from construction of the site; and
6. Details of lighting and any generators required.

In addition, the Council will require the submission and agreement of a Construction and Environmental Management Plan (CEMP) for each phase of development, to include details of protection and mitigation during the construction phase for any bio-diversity or protected species on site and to detail proposals for the investigation, monitoring and remediation of any contamination that may be present on the site.

The delivery of the Garden Village will bring a large amount of construction jobs to the site. This provides a unique opportunity to build local skills in the construction industry. The delivery of the Garden Village should capitalise on this opportunity by providing an on-site 'academy' delivering programmes for skills training and/or formal qualifications. This could include collaboration with local colleges or other educational establishments, delivery and support of apprenticeship schemes on the site, a programme of events or short courses in construction skills and/or a 'job shop' providing a details of construction employment opportunities at the Long Marston Airfield development and support in starting a career in the construction industry.

5.9 Monitoring and Review

The delivery of phases of Long Marston Airfield will be overseen by the Council working with landowners/ developers and stakeholders to ensure a co-ordinated approach throughout the development of the new community. The Council will monitor the progress and delivery of homes, employment space, shops and services, and infrastructure to inform the production of the Authority Monitoring Report and the delivery of infrastructure in accordance with relevant infrastructure delivery plans. The delivery trajectory set out in this SPD will be kept under review as part of the Council's standard monitoring processes. Other monitoring may also have to be carried out by the County Council and developers.

5.10 Community Infrastructure Levy and Section 106

The residential element of the new settlement is zero rated for CIL purposes. However, retail development (A1-A5) will be charged at £10 per square metre. The developer may be required to make Section 106 contributions to fund specific items of infrastructure and services required for the development.

Appendix I:
Infrastructure delivery plan

IDP Reference	Scheme Reference/ Infrastructure Requirement	Indicative Cost ²	Funding/ Delivery Mechanism	Lead Delivery Organisation	Trigger/ Phase
Access and Transport					
LMAT15 & 16	Schemes 1 & 2: Tiddington Rd/Shipston Rd Gytratory (Alveston Manor) & Bridgeway/Bridgefoot Gytratory	£1,890,000	S106	WCC	100 homes trigger
LMAT1	Scheme 3: A4390/B39 Evesham Place Roundabout	£800,000	S106	WCC	TBC
LMAT17 & 18	Schemes 6 & 7: Shipston Rd/Clifford Ln Roundabout & Shipston Rd/Severn Meadows Rd/Trinity Way Roundabout	£1,100,000	S106	WCC	100 homes trigger
LMAT4	Scheme 9: Improvements to Birmingham Road/A46 'Bishopton Roundabout'	£1,250,000	CIL / S106	WCC	TBC
LMAT3	Scheme 8: A3400 Birmingham Road widening and 'Study' schemes	£2,030,000	CIL / S106	WCC	TBC
LMAT5	Scheme 10: Improvements to Alcester Road/A46 'Wildmoor Roundabout'	£1,250,000	CIL / S106	WCC	TBC
LMAT20 & 21	Schemes 11 & 12 Shakespeare St./Mulberry St. one-way & Guild St./Great William St. traffic signals	£200,000	CIL / S106	WCC	TBC
LMAT23	Scheme 13: Improvements to Warwick Road/A46 'Marroway Roundabout'	£750,000	CIL / S106	WCC	TBC
LMAT8	Other Stratford Town: A4390 Grove Rd/A422 Alcester Rd/A4390 Arden St./Greenhill St. signals	£750,000	S106 / S278	WCC	TBC
LMAT9	Other Stratford Town: Greenhill St./Windsor St./Wood St./Rother St. signals	£750,000	S106 / S278	WCC	TBC
LMAT6	Other Stratford Town: Warwick Road Dynamic Signage ('Variable Messaging') Strategy	£1,000,000	S106 / S278	WCC	TBC
	Other Stratford Town: A4390 Seven Meadows Rd/Old town Mews/Wetherby Way roundabout	TBC	S106 / S278	WCC	TBC
LMAT7	Welford Road (Pear Tree Close)/Station Road Priority Junction	£750,000	S106 / S278	WCC	TBC
LMAT10	B4632 Campden Road/Station Road priority junction	£750,000	S106 / S278	WCC	TBC
LMAT11	Campden Road improvements	£1,000,000	S106 / S278	WCC	Before first occupation
LMAT22	Contingency for unforeseen traffic impacts	£2,100,000	S106 / S278	Developer	TBC
LMAT2,4 & 25	South Western Relief Road (SWRR)	TBC	S106 / S278	WCC in partnership with Developer	400 homes trigger
LMAT26	Site entrances (x2)	£1,000,000	S278	Developer	1st – Phase 1 2nd – Phase 2
LMAT12	LMA public transport	£2,800,000	S106	WCC & public transport operator	Phase 1
LMAT14	LMA Walking and cycling enhancements	£1,200,000	S106 / S278	Developer/WCC	TBC

Footnote 2. Costs are indicative only as projects are subject to ongoing assessment.

Footnote 3. Costs associated with the Stratford Transport Package will also be funded by other developments

IDP Reference	Scheme Reference/ Infrastructure Requirement	Indicative Cost ²	Funding/ Delivery Mechanism	Lead Delivery Organisation	Trigger/ Phase
LMAT13	Travel Plan	£300,000	S106	Developer	At point of occupation of residential and business properties
LMAT27	Rail Contribution (or other transport initiatives/contingency for SWRR as necessary)	TBC	S106	Developer	TBC
Education					
	Pre-school / day-care nursery	TBC	S106	Developer/WCC Early Years Team	Phase 1 (Community Hub)
LMAE25	2 x Primary Schools	£10,000,000	S106	Developer/WCC	1st - 400 homes 2nd - TBC
LMAE26	1 x Secondary School	£25,000,000 (£20,000,000 from LMA)	S106	Developer/WCC	1,000 homes
LMAE26	Shipston High School/Interim Capacity Contribution	£1,700,000	S106	WCC	Phase 1
Community Infrastructure					
	Community/Gateway Hub (e.g. Information Centre, Community Space, Café, Police etc.)	TBC	TBC	Developer	Phase 1
	Village Centre (e.g. main retail area, main community and amenity facilities etc.)	TBC	TBC	Developer	Phase 2+
LMAO127	Primary Health Care: Meon Vale surgery contribution/GP Surgery/Dental Surgery	£2,400,000	S106	Developer/GP/SW CCG	Phase 1/2
LMAO129	Library	£950,000	S106	Developer/WCC	Phase 2+ (part of Village Centre)
LMAO130	Community buildings (Village Hall, Community Space etc.)	£950,000	S106	Developer/WCC	Phase 1 (Community Hub) & Phase 2+ Village Centre
ESPOL4	Police	£100,000	S106	Developer/Warwickshire Police	Phase 2+ (Village Centre)

IDP Reference	Scheme Reference/ Infrastructure Requirement	Indicative Cost ²	Funding/ Delivery Mechanism	Lead Delivery Organisation	Trigger/ Phase
CCTV3	CCTV	TBC	SI06	Developer/Warwickshire Police/SDC	Phase 2+ (Village Centre)
	Acute Health Care (Hospitals)	TBC	SI06	NHS/SW CCG	TBC
Open space, sport, recreation and play					
LMAOI28	On-site sport (incl. pavilion), recreation, play areas and allotments	TBC	SI06	Developer	Phased throughout
	Bund ('Long Barrow') Park	TBC	SI06	Developer	Phase 2-3
Utilities and Other Infrastructure					
N/A	Off-site Utilities (Gas & Electric to Site)	£1,500,000	N/A	Developer/Utilities Company	Before first occupation
N/A	Off-site Utilities (Sewer)	TBC	N/A	Developer/Utilities Company	Before first occupation
ITI	Utilities (Super-fast Broadband)	TBC	Condition	Developer/Telecoms Company	Before first occupation
N/A	High pressure gas pipeline	£4,000,000	N/A	Developer/National Grid	Phase 2
N/A	Demolition and Site remediation (contamination)	TBC	N/A	Developer	Pre-commencement
N/A	District Heat Network (CS Policy CS.3)	TBC	SI06	Developer	TBC
	Sustainable Urban Drainage Systems (SuDS)	TBC	Condition	Developer	Phased throughout

