

## Stratford-on-Avon District Council – Site Allocations Plan

### Heritage Impact Assessment

|                 |                             |
|-----------------|-----------------------------|
| SHLAA Reference | STUD.22                     |
| Site Address    | East of Green Lane, Studley |
| Site Capacity   | Approx. 30 dwellings        |

### Site Description:

Site STUD.22 lies between the A448 and Backyard Lane, just east of green lane and west of the settlement of Studley. The site was overgrown on the day of the visit with long grasses covering the site. West of the site are a number of new-build houses that look out over the site in question, that have been constructed on part of the former station yard associated with the railway.



**Assessment criteria:**

**Heritage Asset 1:**

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|--|--|
| Name of Heritage Asset affected by allocated site                | Former Evesham and Redditch Railway  |
| Type of heritage asset/Listed Grade                              | <ul style="list-style-type: none"> <li>• Non-designated Heritage Asset</li> <li>• Historical Transport Link</li> </ul>   |
| Contributing elements to significance of the heritage asset      | The Evesham and Redditch Railway was built under powers granted by a Parliamentary Act dating to 13th July 1863. The line was opened between Alcester and Redditch on 4th May 1868, the section between Alcester and Evesham having already opened in June 1866. From the outset the railway was operated by Midland Railway being legally absorbed into the latter in July 1882 and becoming known as Barnt Green, Evesham and Ashchurch Branch of the Midland Railway. Between Alcester and Redditch there were two stations at Coughton (WA7298) and Studley Astwoodbank (WA7301). The line was closed in the early 1960s, with the track being lifted in 1965.               |
| Assessment of impact of development on significance of the asset | The former Evesham and Redditch railway runs along the western edge of the proposed site. In other areas along the railway the footprint of the line has been tarmacked and used to create a road. Historical maps show that none of the land to the east of the railway line (including the land parcel STUD.22) formed part of the line or the associated infrastructure – this was to the west, including the station and yard. Therefore, it is highly unlikely there would be anything of historical importance associated with the railway line within the proposed site. Development next to the line is unlikely to cause any harm to the non-designated heritage asset. |
| Potential mitigation measures for identified harm                | No mitigation measures would be necessary, although should the site ever be developed, a condition could always be added to the planning consent requesting an archaeological survey of the site.  |
| Conclusion of harm on the heritage asset                         | Based on the assessment of the non-designated heritage asset, it is concluded that development of site STUD.22 would not cause any harm to the significance of the asset.<br><br><b>Conclusion on harm to heritage asset: No Harm</b>  |

**Heritage Asset 2:**

|  |   |
|--|---|
| Name of Heritage Asset affected by allocated site                | Turnpike Road from Alcester to Lickey and Bromsgrove  |
| Type of heritage asset/Listed Grade/Significance Value           | <ul style="list-style-type: none"> <li>• Non-designated Heritage Asset</li> <li>• Historical Transport Link</li> </ul>  |
| Contributing elements to significance of the heritage asset      | The site of a toll road. During the Imperial period, travellers had to pay to use the road. It ran from Alcester to Lickey and Bromsgrove (1751 AD to 1913 AD).   |
| Assessment of impact of development on significance of the asset | Turnpike Road runs south of the proposed site and now lies underneath the A448. Given the development of the road to create the A448 it is unlikely that any archaeological traces of the old road remain. Development within the site is unlikely to cause any harm to the significance of the heritage asset. |
| Potential mitigation measures for identified harm                | The road already lies under the tarmac of the A448 and no harm would be caused as a result of development in the proposed site, therefore no mitigation measures are required.  |
| Conclusion of harm on the heritage asset                         | <p>The historical road has been developed to serve modern vehicles and as such lies under tarmac. Development in the proposed site would not cause any additional harm to the non-designated heritage asset.</p> <p><b>Conclusion on harm to heritage asset: No Harm</b></p>                                    |

**Conclusion:**

Based on the assessment of the non-designated heritage assets adjacent to this particular site, it is concluded that development would cause no harm to two historical transport links. Mitigation measures would not be required to reduce the impact of development. It is concluded that development in this location would result in no harm to the non-designated heritage assets.