

**SOUTHAM**  
**NEIGHBOURHOOD PLAN**  
**2011 TO 2031**



**SOUTHAM**  
**Neighbourhood Plan**

**REFERENDUM VERSION**

Purpose

When made (adopted) this Neighbourhood Plan will form part of the Development Plan for Stratford-on-Avon District in accordance with the Localism Act of 2011. The Act gives local people more say in the future of where they live.

As such, this Neighbourhood Plan records and reflects a vision for Southam that was developed through consultation with residents and sets out clear planning objectives to support this vision over the Plan term.

Version 180423

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## 1 Introduction

1. The Localism Act of 2012 is intended to give people the opportunity to have a greater say in the planning process taking place within their area. This is achieved by enabling communities to produce a Neighbourhood Development Plan.
2. This Neighbourhood Development Plan aims to make Southam an even better place to be now and for future generations and is intended to meet the aspirations of all members of the community. The Plan term covers a period up to 2031 and will be subject to review during this time.
3. The Plan is based on extensive research gathered through robust engagement with the local community. Written by over 30 volunteer townsfolk and informed by contributions and survey results from Southam's residents, this Neighbourhood Plan seeks to:
  - Shape the place parishioners work and live,
  - Inform how and what development takes place,
  - Influence the type, quality and location of development,
  - Ensure that change brings with it local benefit, including to the natural environment, in transport choice and job creation.
  - Explore opportunities for inter-generational activities and interaction.



**Figure 1      Market Hill and St James Church 2017**

4. All Neighbourhood Plans must meet the following basic conditions:
  - Contribute to sustainable development.
  - Be in general conformity with the strategic policies of the Local Plan for the area. For Southam this is the Stratford-on-Avon Local Plan (known as the Core Strategy)<sup>1</sup>.
  - Have appropriate regard to national policy.
  - Have regard to the current work being undertaken on the South Warwickshire Local Plan.

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<sup>1</sup> A new South Warwickshire Local Plan, merging the Stratford on Avon and Warwick District plans, is noted and this Neighbourhood Plan will be reviewed when appropriate to align.

- Remain compliant with the National Policies as specified in the National Planning and Policy Framework (NPPF) 2021 published version.
  - Be compatible with EU regulations and directives relating to Strategic Development and Habitats assessment.
5. The contribution to sustainable development is required to demonstrate:
- An economic role – contributing to building a strong and competitive economy.
  - A social role – supporting a vibrant and healthy community.
  - An environmental role – contributing to the protection and enhancement of our natural, built and historic environment.
6. The final version of a Neighbourhood Plan will be subject to independent examination and then to a local referendum where a simple majority of those residents that vote will determine the outcome. Once approved, the Neighbourhood plan policies will be applied alongside the Core Strategy strategic policies when considering planning applications within the defined Neighbourhood Plan area.
7. National and local planning policy can change (e.g. the emerging Southam Warwickshire Local Plan) and supporting evidence cited in this Plan will be updated over time. The Town Council therefore commits to monitor changes in national and local policy and review and updated this Plan as necessary no less frequently than every five years.

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### 1.1 HOW TO READ THIS PLAN

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8. This document is organised as follows:
- **Southam Today** – A short profile of Southam.
  - **Southam's Past** - This is to demonstrate the origins of Southam's environment, key buildings and community.
  - **Maps** – Key maps relevant to understanding of the Plan.
  - **A Vision for Southam** – This is what the residents of Southam hope Southam will be like in the future.
  - **Objectives, Policies and Aspirations** – This is the “meat” of the Plan. Objectives have been formulated that, if achieved, would make Southam more like the Southam in the Vision. They are meant to be in plain language for the lay reader. Under each objective there are policies for developers to follow that will help to achieve the objectives. Policy wording tends to be more technical. Aspirations reflect the desires of the community that are not land-use planning based policies. They can be projects (e.g., social or infrastructure such as addressing parking problems) that the community has identified and which may be funded through Community Infrastructure Levy (CIL).

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### 1.2 SOUTHAM TODAY

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9. Southam is a small market town with a population 7,327<sup>2</sup> situated in the north east of Stratford on Avon District of Warwickshire. It is classified as a Main Rural Centre (MRC) in the District Council's Core Strategy with amenities that serve surrounding villages such as secondary schooling, shops, medical and leisure facilities and places of employment.

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<sup>2</sup> Population estimate is the sum of Warwickshire County Council's figures for 2020 for each of the two District wards of Southam parish. See [data.warwickshire.gov.uk/population/reports](https://data.warwickshire.gov.uk/population/reports)

10. The settlement developed over a thousand years ago at the junction of the Welsh Road driving route to London and the route north from Oxford. Livestock markets were held in Southam at the western side of the main thoroughfare and the buildings set back to accommodate. This has given the centre an open and spacious character.



**Figure 2     Market Hill**

11. Architecture has been influenced by local materials including its proximity and connections with the limestone quarry on the northern edge of the parish boundary. A fire in 1742 accounted for much of the town centre but some pre-Georgian buildings survived including the Manor House (now a retail letting). As a result, there is a wide variety of styles in the town centre with many listed buildings and monuments<sup>3</sup> and much to interest visitors.
12. Industry has developed in the last century centred on automotive suppliers with Jaguar Land Rover and Aston Martin both in nearby Gaydon.
13. Being on an ancient transport hub, the town has always had good access to the road network and in 1991, due to heavy traffic in the high street, a north/south bypass was opened that skirted the eastern side of the built-up area. Pressures on further development since then has led to significant number of dwellings being built to the east of the bypass leading to the situation today where approximately 30% of Southam's population lives on that side.
14. Further residential development is hampered by infrastructure constraints not least of which being secondary education capacity provided by Southam College, established on its current central site in the 1950s. A further limitation is the route of HS2 which passes through the southwestern lobe of the parish boundary.
15. The fact that there is little land suitable for development within reasonable walking distance of the centre of Southam means accommodating those less able to use private transport,

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<sup>3</sup> See Appendix 2

including the growing number of elderly people<sup>4</sup>, will be increasingly difficult and also meet the Public Sector Equality Duty<sup>5</sup>.

16. Outside the town itself, the rest of the Plan area is mostly low to medium value agricultural land.
17. The river Stowe flows through Southam from east to west where it runs through a shallow valley, part of which is designated an Area of Restraint in the Core Strategy, much valued by residents as a place of recreation and well-being.

### 1.3 SOUTHAM'S PAST

18. In considering the future shape of Southam's development, it is useful to also understand a little of its history and what has influenced its development to date.

#### 1.3.1 Ancient History

19. Referred to as 'Sucham' in the Domesday Book, Southam is a Saxon town which can trace its archaeology back to Roman times. The town and surrounding villages are steeped in history and Southam itself played a significant role in the English Civil War.

Southam is famous for the minting of its own currency (Southam tokens) which came about because the locals found the regular English currency too high in value for everyday use. Today you can visit The Olde Mint public house on Coventry Street.



**Figure 3 Southam's Holy Well is way-marked from the town centre**

20. Southam's most ancient structure is the Holy Well. With its natural spring, the well was once the town's only source of fresh water and was also used to treat eye ailments. Still flowing

<sup>4</sup> Warwickshire County Council population projections at [data.warwickshire.gov.uk/population](http://data.warwickshire.gov.uk/population) based on ONS figures

<sup>5</sup> See Stratford-on-Avon District Council's "Single Equality Scheme 2017-2021" available from [democracy.stratford.gov.uk](http://democracy.stratford.gov.uk)



freely today, the well, about half a mile from the town centre, can be reached by a pretty and accessible trail along the Stowe valley.

### 1.3.2 Middle Ages

21. In 1043 Leofric, the husband of Lady Godiva, granted the Manor of Southam to Coventry Priory.
22. St James Parish Church dates from the 13th Century and occupies the site of an earlier Saxon Church.
23. The town's Market Charter was granted in 1227 by Henry III and, focusing on farming and agriculture, Southam grew substantially maintaining strong links with Coventry through the wool and weaving trades.
24. After the dissolution of the monasteries, in 1542 Southam was granted to Sir Edmund Knightley. When he died later that same year, the manor was divided between his five nieces.

### 1.3.3 Civil War



**Figure 4 Sealed Knot 2013 re-enactment of Charles I arrival in Southam**

25. The town is particularly noted for its role in the English Civil War when both Charles I and Oliver Cromwell garrisoned troops here. A significant skirmish between Royalists and Parliamentarians took place near the town in August 1642 (the so-called "Battle of Southam") and later Charles I stayed in the town's new Manor House immediately before the Battle of Edge Hill.



**Figure 5 Cottages in Banbury Road**

### **1.3.4 Droving**

26. Southam was once on a main droving route from Wales to London and huge numbers of sheep and cattle were regularly driven through the town on their way to city markets.
27. The main stage coach route from Glasgow to London crossed the droving route at Southam and many coaching inns and market taverns were established in the town as a result. The Craven Arms (still standing and now converted to private homes) was the town's most significant coaching inn and at one time was said to stable 80 horses.



**Figure 6 The Craven Arms, a former coaching inn is the white building in the centre**

Later, because of its market town status, Southam hosted the district Magistrate's Court and Union Workhouse.

### **1.3.5 Social Medicine**

28. In 1818, Mr Lilley-Smith, a local surgeon, founded an Eye and Ear Infirmary. In 1823 he also founded the country's first free dispensary – a forerunner of the National Health Service. The Dispensary cottage location is marked by a monument to the work of Mr Lilley-Smith on the junction of Warwick Road and Wattons Lane. In the 20th century, the infirmary building

served as the town's principal hotel. It is now a wedding and event venue known as Warwick House.

### 1.3.6 Industry

29. Things started to change for the town from the mid-18th century with the development of the canals and, later, from the railways. Small cottage industries disappeared to be replaced in more recent years by light industrial units on the edge of town.
30. In the mid-1800s, when the railways bypassed the town and the droving and coaching trade had died away, the local lime quarries developed, ensuring the town's survival. Several different cement works grew up around Southam, one of which, now run by Cemex, still survives today, with disused as well as working quarries on the northern outskirts of the town.

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## 1.4 SOUTHAM'S CHARACTER

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31. Each town or village has a local distinctiveness that its residents seek to maintain as part of the identity of the community. However, it can be difficult to articulate this in such a way as to provide guidance for developers.
32. A general review of the various areas of distinctiveness within the district<sup>6</sup> describes the building materials of the Lias Uplands in which Southam is mostly situated as being White Lias Limestone (now known as Langport Member Limestone), Blue Lias Limestone and brick. The land to the east of the bypass is in the Clay Vale zone but has similar building materials.



**Figure 7 A sympathetic design combining a light brick and Blue-Lias colouring**

33. At Southam's centre is a mediaeval market town shape with an old market square next to the church the extra-wide Coventry Street which was once the cattle market. The Welsh drover's road passed through from west to east and crossed the north/south coaching road. The buildings bordering these spaces and roads consist of an individual mixture of mainly

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<sup>6</sup> Stratford on Avon District Council 'Development Requirements Supplementary Planning Document (SPD) Part B Character and Local Distinctiveness' section B4

Georgian houses with Victorian additions surrounding two distinctive large mediaeval houses. Later, the influence of the nearby quarry has led to a significant amount of cement rendering giving the centre a unique open and heterogeneous look.



**Figure 8 Juxtaposition of brick and whitewash walls typical in Southam**

34. While there are always exceptions, the predominant building material is red or light brick with tiled roofing. The walls of many dwellings are whitewashed and this is a feature of Southam's residential and retail streets since many stone buildings are cement rendered.
35. Although light coloured stone is present in some buildings in Southam, a new development in this kind of material is unlikely to be appropriate. Any new buildings using mock sandstone or yellow/ochre-coloured or similar materials would not be appropriate in Southam.
36. Southam's industrial activity is mainly to the south of the town and where typical modern industrial and office units are located away from residential streets.



## 2 Neighbourhood Plan Maps

### 2.1 SOUTHAM NEIGHBOURHOOD AREA BOUNDARY

37. The Neighbourhood Plan takes appropriate regard to the National Planning Policy Framework 2021 (NPPF), the Stratford-on-Avon Core Strategy and related advice. The Stratford-on-Avon District Design Guide and the Landscape Sensitivity Study 2011 also provided essential guidance.

The area covered by the Neighbourhood Plan is defined by the parish boundary of Southam (see Figure 9).

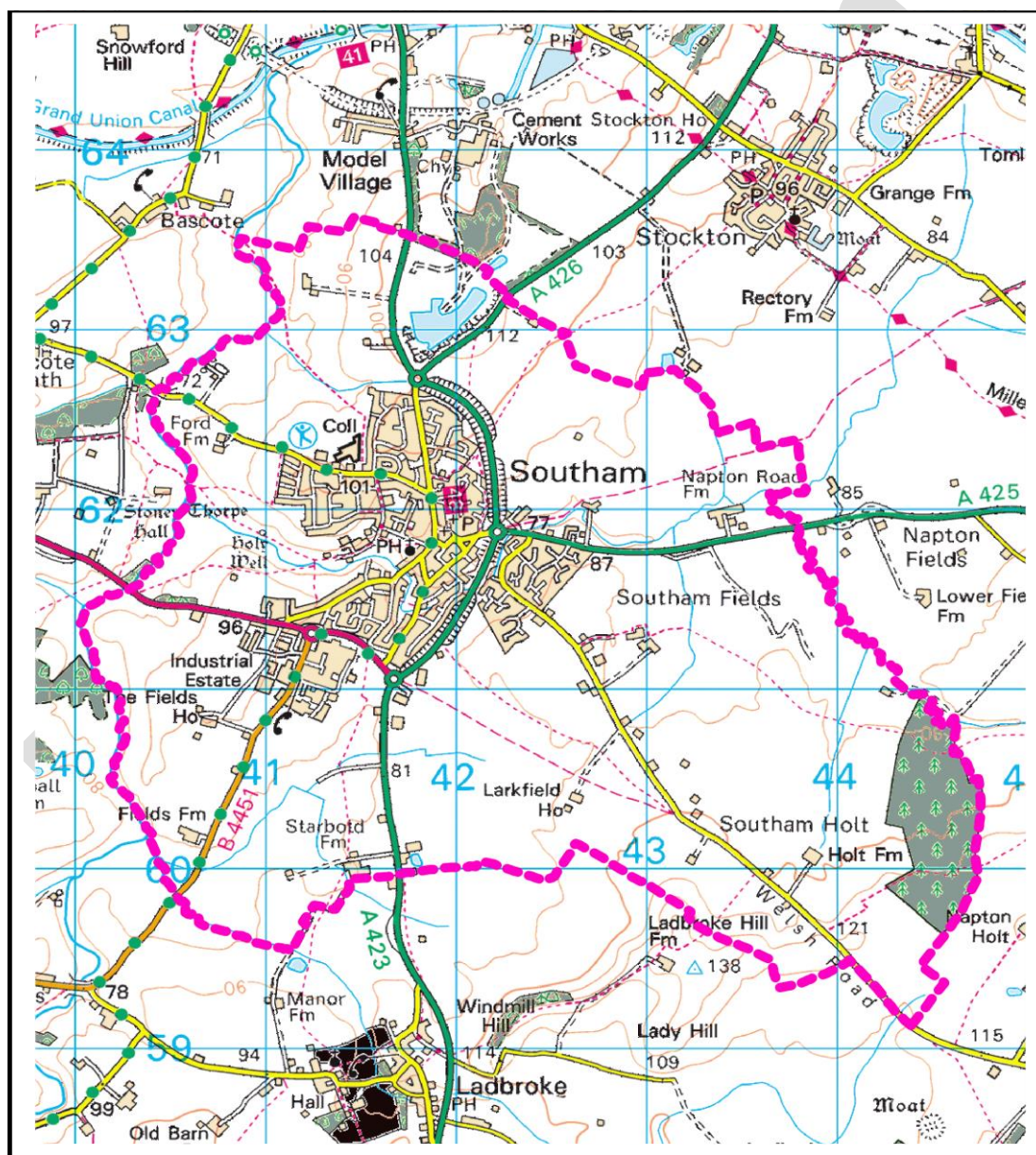


Figure 9 The Neighbourhood Area

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## 2.2 POLICY MAPS

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The map in Figure 10 shows the development sites in the Core Strategy together with other already committed sites, the current Built-Up Area Boundary, the Conservation Area and Area of Restraint. The Scheduled Ancient Monument is the Holy Well. HS2 has reserved a large area along the south west of the plan area for siting and construction of the line.

Referendum



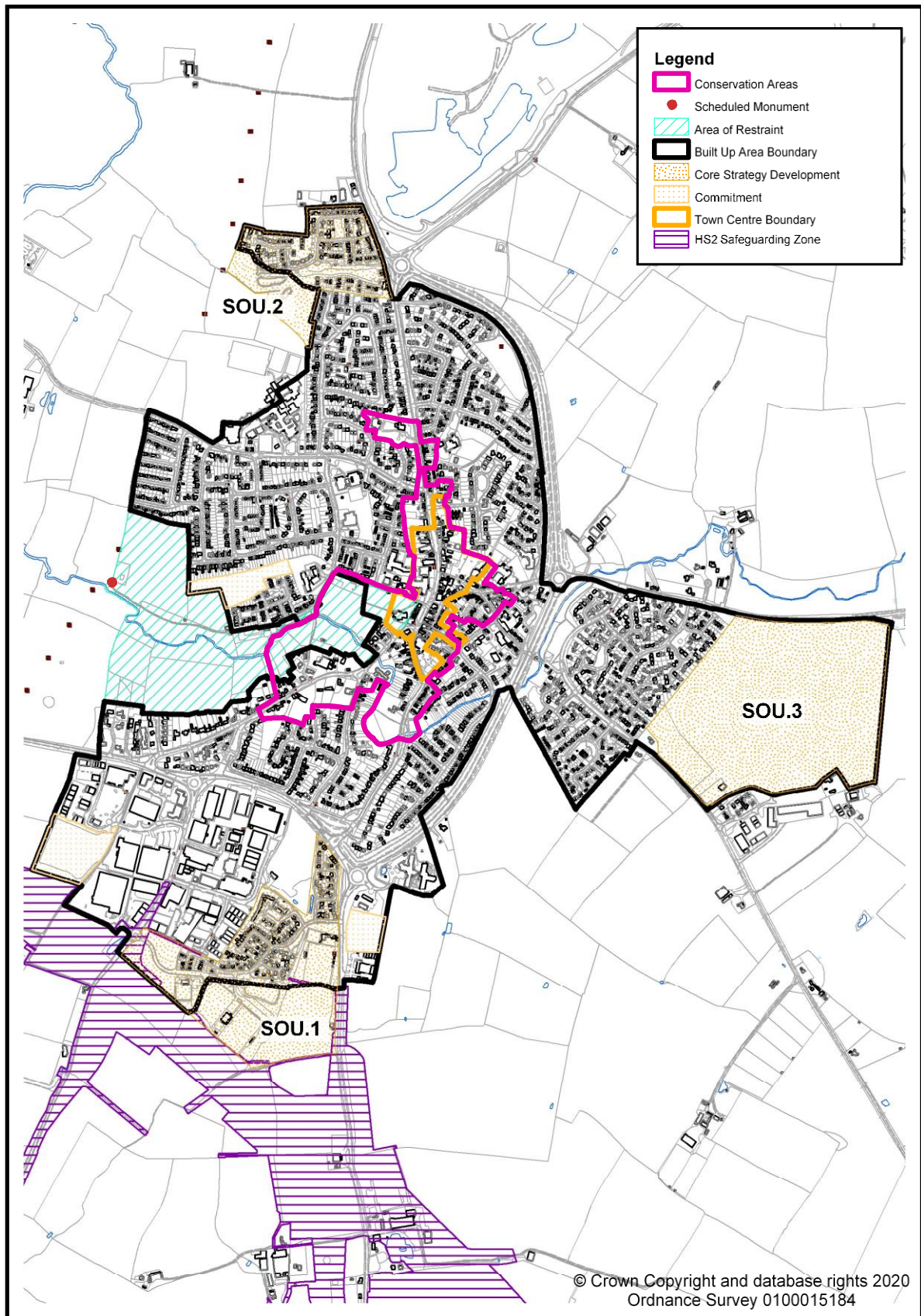


Figure 10 Boundaries of Built, Conservation, Town Centre, Development and HS2 Areas

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### **2.3 PUBLIC SECTOR EQUALITY DUTY**

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38. This Plan has been prepared having regard to the Public Sector Equality Duty (“the Duty”). This is a general legal duty placed upon all ‘public authorities’ by s.149 of the Equality Act 2010. They must ‘have regard’ to the Duty when exercising their functions. In this context, it means when preparing this Plan and taking subsequent planning decisions. Briefly, the law defines certain ‘protected characteristics’ to which the Duty applies: the most relevant of which in a land use plan will be those relating to ‘age’ and ‘disability’. Southam Town Council has therefore considered the impact of the Plan on all age groups and people with disabilities.

Referendum

### 3 Southam Vision

39. Southam will be a desirable place to live, being a sustainable rural community where people feel happy to live and work safely with plentiful opportunities for sport and recreation. The environment, community services, economic growth, cultural development and infrastructure of the neighbourhood will be protected and enhanced for future generations.
40. Utilising the results of the Stratford-on-Avon District Council survey of Southam households in 2016,<sup>7</sup> the Neighbourhood Plan Steering Group organised around the four key themes that mattered to Southam people:
  - Housing,  
Further growth in Southam will meet the needs of people of all ages and abilities with respect to access to community, infrastructure and retail amenities. The built environment will reflect and enhance the qualities of Southam.
  - Environment,  
All residents, including the disabled, will have non-motor access to preserved and protected green spaces, landscape views and dark skies.
  - Infrastructure  
Visiting the town centre will be a safe and pleasant experience with ready access for those with or without motor transport. Places for healthcare, education and employment will keep pace with growing and evolving population needs.
  - Community  
Visitors will be attracted to the town to add to the already strong community spirit and maintain a vibrant retail centre.

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<sup>7</sup> Southam Neighbourhood Plan Survey 2016

## 4 Plan Policies

### Introduction

41. In considering the Vision Statements, a number of objectives emerged that, if achieved, would help realise the vision. The objectives are:
- Conserve and develop local green spaces
  - Reflect and enhance Southam qualities
  - Enhance the public realm
  - Meet the housing need
  - Refine the housing mix
  - Reduce carbon and resource demand
  - Safe walking and cycling
  - Manage parking and traffic
  - Manage flood risk
  - Encourage a vibrant commercial centre
  - Conserve Southam's heritage
42. It was noted that these objectives could not be classified simply as belonging to any single key theme. For instance, housing mix serves housing and community; safe walking and cycling serves environment and infrastructure.
43. The Plan's policies therefore are presented under each of these objectives.
44. Taking into account that within the Stratford-on-Avon District Council (SDC) Core Strategy term, Southam is to make available about 1100 new dwellings. At the time of issue of this neighbourhood plan, Southam has committed to 1108 new dwellings.

#### 4.1 OBJECTIVE # 1: CONSERVE AND DEVELOP LOCAL GREEN SPACES (ENVIRONMENT)

45. To conserve and develop Southam's green spaces to ensure that all current and future residents of Southam have green and open spaces of a suitable quality and quantity to appreciate and enjoy.

##### 4.1.1 Explanation

46. 97% of respondents to a survey of Southam residents wished that the Neighbourhood Plan designates local green spaces.<sup>8</sup> 89% of Southam Christmas Market survey respondents (December 2016) ranked the conservation of our parks and green spaces as vital or most important – the highest-ranking topic of all those tested. In addition, 83% of the respondents deemed the protection of local countryside as vital or most important. With over 1,000 new houses being built in Southam based on the site allocations in the Core Strategy, Southam residents are most passionate about this topic and so the Plan acknowledges the requirement for town growth but within a sensitive framework of green space, countryside and landscape preservation. Another benefit of more open space is to prevent obstruction of natural drainage and hence mitigate overall flood risk.

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<sup>8</sup> 'Southam Neighbourhood Plan Initial Consultation Survey Results 2016' Chart 11.

## **POLICY 01: LOCAL GREEN SPACES**

This Plan designates the following areas of Local Green Space as defined on 1.1 at the following locations in the town of Southam:

- LGS 1: Stowe Valley including the Holy Well
- LGS 2: Abbey Lane Green
- LGS 3: Park Lane Recreation Ground
- LGS 4: Tithe Lodge
- LGS 5: Grange Gardens and Peace Garden
- LGS 6: Merestone Park
- LGS 7: Tollgate Road Play Area
- LGS 8: River Stowe off A425
- LGS 9: Riverside Walk
- LGS 10: Welsh Road East Allotments

The management of development within areas of Local Green Space will be consistent with that for development within Green Belts.

### **4.1.2 Justification: Local Green Spaces**

47. Consultation with residents<sup>9</sup> made clear that there was a lot of concern to conserve green spaces in Southam. The Core Strategy also recognises that Southam is deficient in its publicly available amenity green space compared to that required for healthy communities.<sup>10</sup>
48. This policy specifies particular Local Green Spaces of high utility and affection in the community. In addition, a major new site is specified as a possible site for a new public amenity.

The Local Green Spaces are shown on the map (see 1.1) and described in paragraphs 50 to 76.

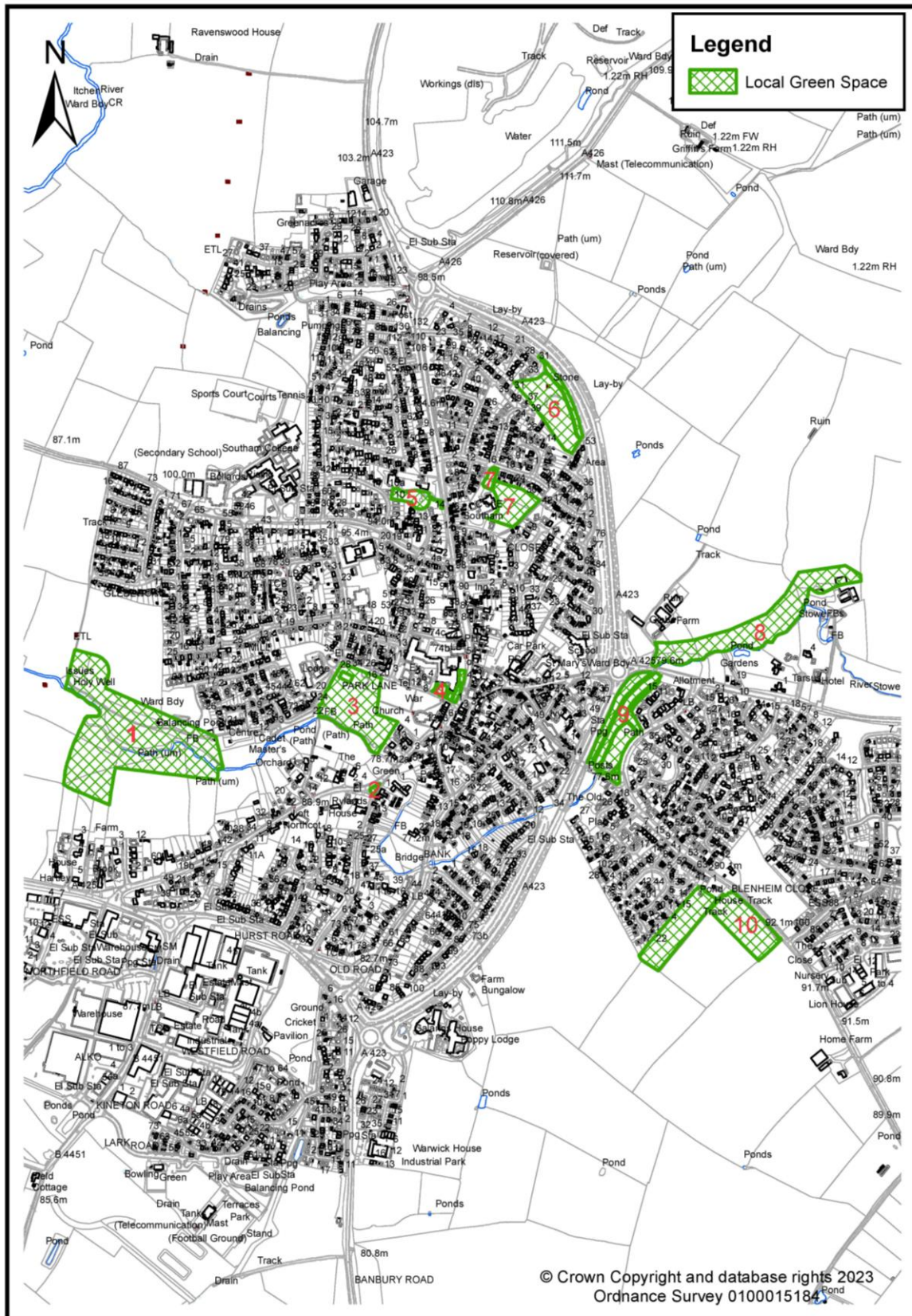
49. An independent assessment of these sites has been provided by an external consultant.<sup>11</sup>

<sup>9</sup> Town Survey 2016, Christmas Market 2016.

<sup>10</sup> Core Strategy Policy AS7 para B.2

<sup>11</sup> 'Avon Planning Services Southam Neighbourhood Development Plan Local Green Space Site Assessments April 2018.





**Figure 11 Local Green Spaces**



### 4.1.3 List of Local Green Spaces

#### 4.1.3.1 LGS 1 – Stowe Valley including the Holy Well

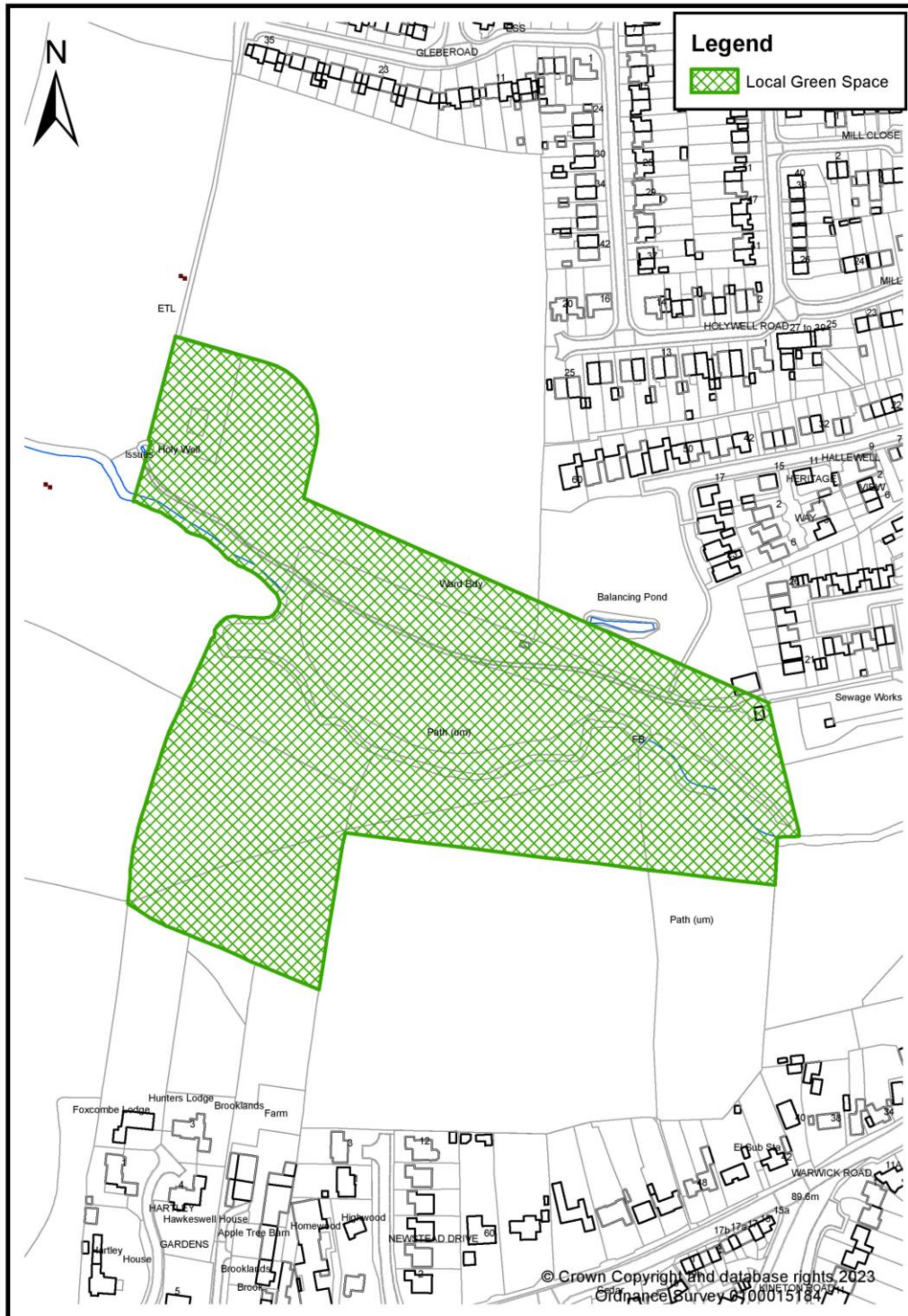


Figure 12 LGS 1 Boundary

50. Traversed by a network of public rights of way and leading to the Blue Lias Ring walk this section represents a major part of the Holywell walk experience and lies in the highly valued Stowe Valley, the last true extensive tract of mixed open farmed and semi-wild land left in Southam. Holywell Walk is steeped in local historical significance. This extends south of the river to include this site. Along the walk is the thousand year old, Grade II listed and scheduled monument, the Holy Well and adjacent to the southern/western boundaries are the grounds of the Grade II listed Stoneythorpe Hall. Just south of the site are the medieval Old Barn and Mill Pits (mentioned in the Domesday Book).



**Figure 13 The Path Along the Stowe Valley towards the Holy Well**

51. Panoramic views of the northern part of the town are evidenced when entering Southam from the A425 and for walkers and ramblers using the public rights of way. The vistas to the East provide a clearer view of St James church and the recreation ground.
52. Rich in wildlife and natural habitats the valley floor and Stowe riverside walk provides an environment enabling residents to exercise or enjoy quiet reflection, vital to resident health and wellbeing. Considered the `green lung` of Southam, it delivers sweeping unbroken panoramic vistas in all directions. Part of this section is currently classed as an Area of Restraint.<sup>12,13</sup>

<sup>12</sup> Core Strategy para 4.4.3.

<sup>13</sup> Landscape Sensitivity Study for Stratford-on-Avon District Part C – Areas of Restraint Assessments



**Figure 14 The Holy Well**

53. The special qualities of the site include distinctiveness due to its natural beauty. It is well-used and cherished by the community, connecting the countryside to the built-up area. As such, it offers a sense of peaceful tranquillity for local residents, visitors, walkers, dog-walkers and ramblers.



4.1.3.2 LGS 2 – Abbey Lane Green

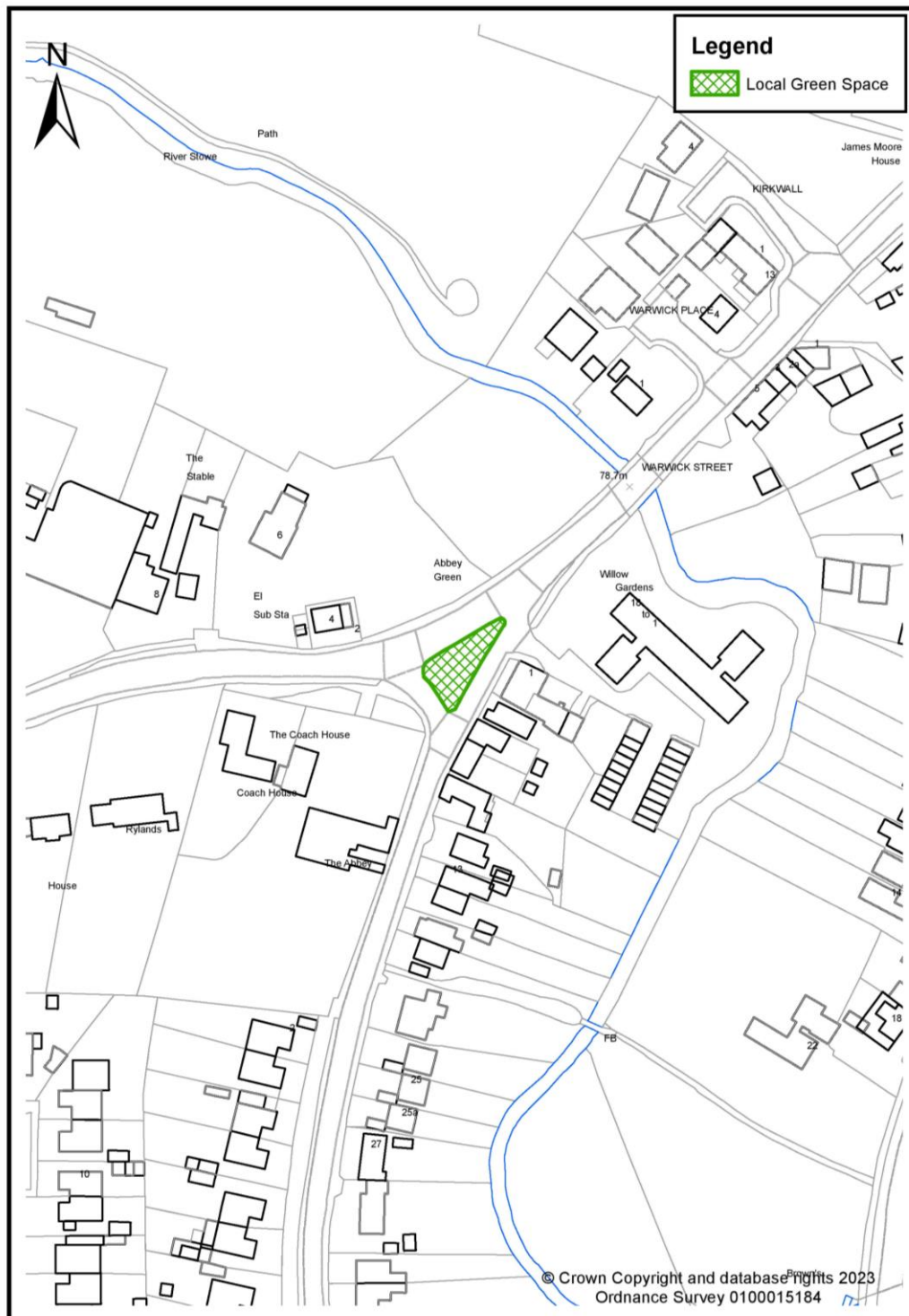


Figure 15 LGS 2 Boundary

54. The special qualities of the site include its strong contribution to local character. It has the feel of a small green and sits firmly in the centre of the conservation area. It is surrounded by listed buildings and monuments and helps break up the surrounding built form.

55. The site offers a sense of openness and restful spot for users and visitors to the site while taking in the surrounding listed buildings and their grounds.



**Figure 16 Abbey Lane Green**



- 26



This space is a conduit to the Stowe Valley walk and, in the opposing direction, St. James churchyard. Here is one of the best viewpoints of the church and its spire.



**Figure 18 Part of Park Lane Recreation Ground**

57. This well-used and maintained facility creates a positive setting for the church and forms an important green corridor linking the built-up area to the countryside to the west. As a large open space with the River Stowe running alongside it, the site provides a tranquil and relaxing place for visitors, walkers and dog-walkers.
58. The special qualities of the site include its strong contribution to local character and distinctiveness due to its natural beauty.

#### 4.1.3.4 LGS 4 – Tithe Lodge Garden



**Figure 19 LGS 4 Boundary**

59. Under the ownership of Orbit Housing this relatively new landscaped green space is the only visible and accessible green space in the main retail centre and defines the outer form of Tithe Lodge itself. It adds a natural break to the High Street / Market Hill street scene and provides



a restful place for visitors and residents to enjoy café facilities and al fresco dining. As a blank canvas for colourful planting schemes it serves to contribute positively to Southam in Bloom.



**Figure 20 Part of the Tithe Lodge Garden**

60. The special qualities of the site include its strong contribution to local character though the Southam Stories sculpture and views to the church as well as its distinctiveness due to its natural beauty. This “green lung” in the centre of the town is widely appreciated for its broad amenity value as it offers a sense of openness and tranquillity for users and visitors to the site.

#### 4.1.3.5 LGS 5 – Grange Gardens and Peace Garden



**Figure 21 LGS 5 Boundary**

61. This site provides an open setting to the Grade 2 listed Grange and the Grange Hall Community Centre. The terraced and landscaped Peace Garden is probably the most accessible part of this space and does what its name suggests. The green area closest to the

Grange Hall has recently started to be used for outdoor events such as markets hosted by the Grange Hall with others being planned.



**Figure 22 Grange Peace Garden**

62. The special qualities of the site include its strong contribution to local character and distinctiveness due to its natural beauty. The site offers a sense of openness and tranquillity in a built-up area for users and visitors to the site.



**4.1.3.6 LGS 6 – Merestone Park**



**Figure 23 LGS 6 Boundary**

63. The park is an open green space serving the north Merestone Estate, linking the estate with The Furrows and Tollgate Road. It has recreational value, being popular with families,

walkers and dog-walkers as well as providing a sense of tranquillity and relaxation for visitors with its notable views of the countryside from its highest point. The special qualities of the site include its strong contribution to local character and distinctiveness due to its natural beauty.

64. The park also has local historical significance. In 1999, the Town Council decided to erect a new Merestone to mark the Millennium, in what is now Merestone Park on the edge of Southam. The original stone of the year 998 had been lost many years ago because of excavation at the cement works quarry.



**Figure 24 Merestone Park**

65. According the Southam Heritage website,<sup>14</sup> “In the year 998 Aethelred (the Unready) gave some land, which included Southam to Leofwine, the father of Earl Leofric of Coventry whose wife was the famous Lady Godiva. The description of the land still exists written in Old English in a Charter. The Charter describes the boundaries of Southam referring to these local landmarks, one of which is mentioned as a ‘maerestane’ (boundary stone). It is believed that the stone mentioned in the Charter was at the meeting point of three communities – Southam, Long Itchington and Stockton to the north of ‘Sutham’.

<sup>14</sup> See [www.southamheritage.org/2017/11/14/the-merestone/](http://www.southamheritage.org/2017/11/14/the-merestone/)



#### 4.1.3.7 LGS 7 – Tollgate Road Play Area



**Figure 25 LGS 7 Boundary**

66. The majority of the area has, for the last few years, been enclosed for the sole use of St James C of E Primary School but a small area has been retained for public use as a children's play area.

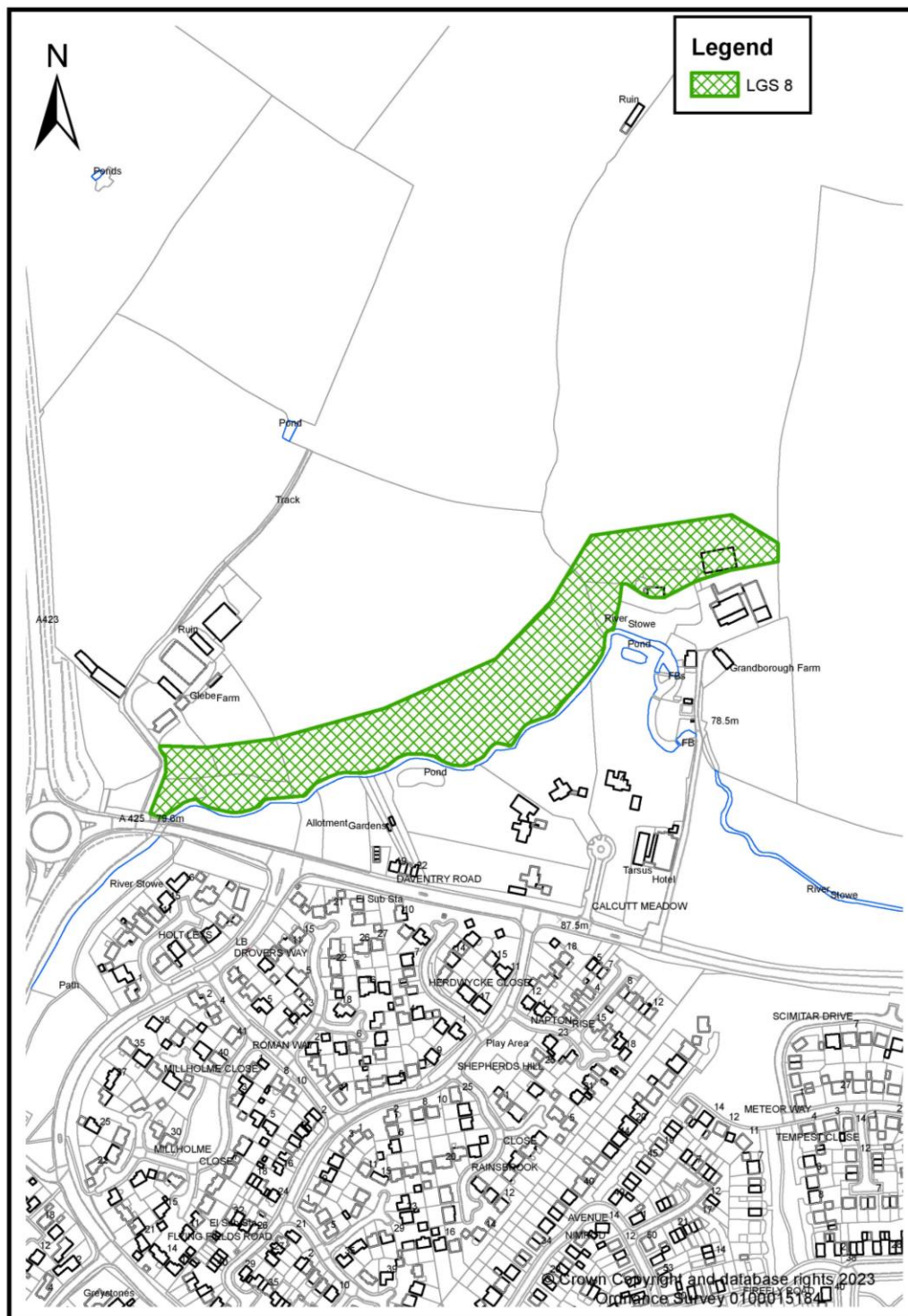
67. The site is an open green space part of which is used daily as a recreational ground/facility by both the children of the school of the town. The special qualities of the site include the field's openness, which creates a sense of space and tranquillity as well as contributing to the local character of the town.
68. The site is demonstrably special and locally significant as it is actively used and valued by the local community as a formal, recreational area of open space for school children and other children of the town.



**Figure 26 Tollgate Road Play Area**



#### 4.1.3.8 LGS 8 – River Stowe off A425



**Figure 27 LGS 8 Boundary**

69. One of the few places along the river on the east side of Southam, this area provides access to countryside and the opportunity for physical exercise, open air activity that improves wellbeing.



70. The area is regularly used by the Southam Ramblers society, dog walkers and families. PROWs run through the site linking the settlement to open countryside. The site forms part of the Blue Lias Rings Walks with panoramic views across open countryside to the north and east.



**Figure 28 Area Along the River Stowe**

71. The Blue Lias consists of a sequence of limestone and shale layers, laid down in late Triassic and early Jurassic times, between 195 and 200 million years ago. The Blue Lias is famous for its fossils, especially ammonites.
72. The special qualities of the site include its distinctiveness due to its natural beauty, openness and sense of tranquillity.

### 4.1.3.9 LGS 9 – Riverside Walk



**Figure 29 LGS 9 Boundary**

73. Serving the local communities to the East of the by-pass, this green space runs alongside the river to the underpass, is popular with dog walkers and in the summer caters for residents wishing to picnic. Situated in a heavily built-up area set to substantially increase in size over

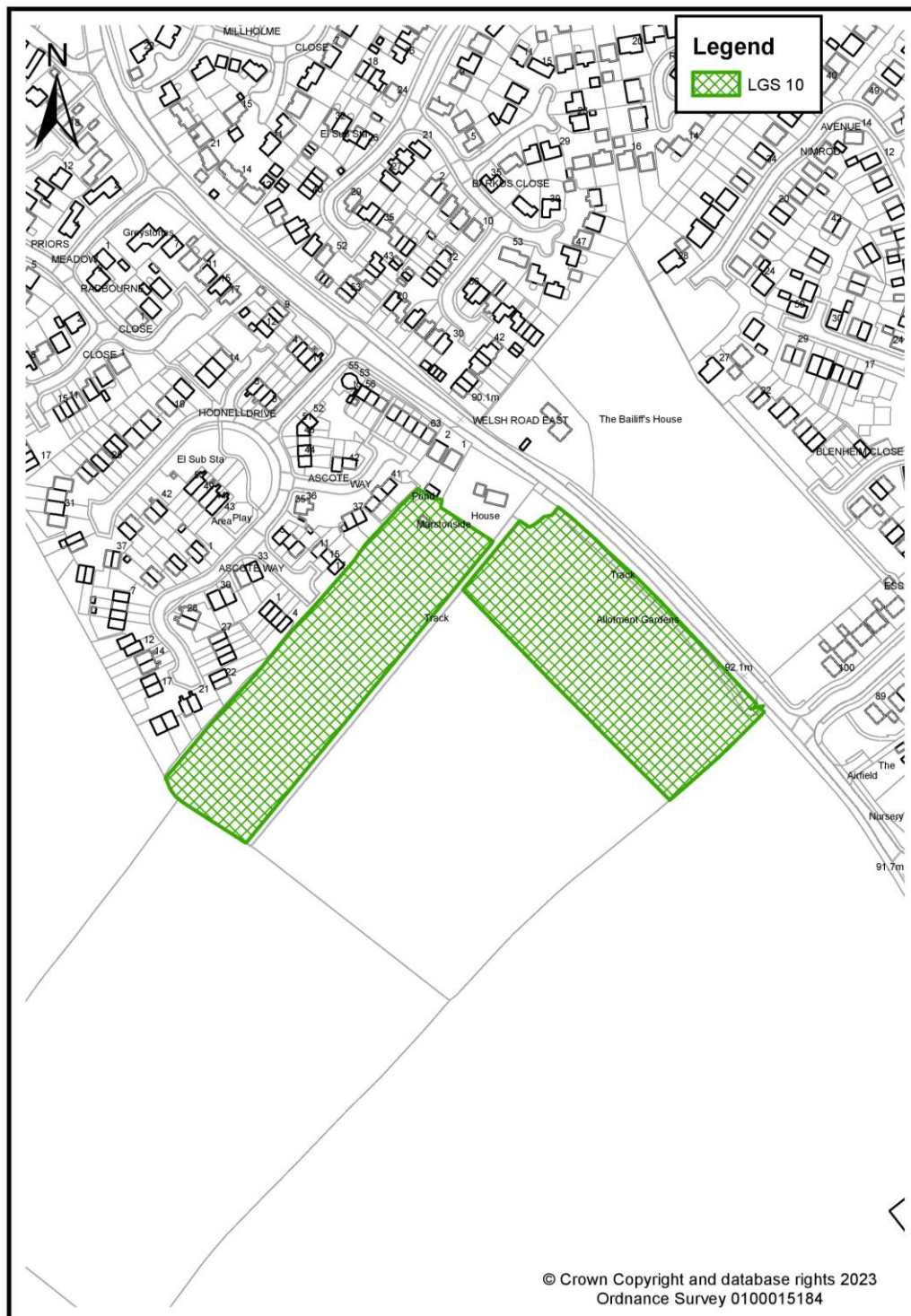


the next 5 years this space is important for resident health and wellbeing. The special qualities of the site include its strong contribution to local character and distinctiveness due to its openness within a built-up area. It offers recreational value to users and visitors to the site.



**Figure 30** Part of Riverside Walk

#### 4.1.3.10 LGS 10 – Welsh Road East Allotments



**Figure 31 LGS 10 Boundary**

74. Southam has had allotments since 1538. Today's allotments are broadly laid out as they were in 1824. The site is considered to be the second oldest allotment site in Warwickshire (ref: Southam Allotment Association website). Until 1967, the lands on which the allotments are



situated were managed by the Town Council at which point the Southam Produce Association (SPA) took over the day-to-day running of the sites. In 1990, following discussion with the Town Council, it was agreed that SPA would lease the land directly from Southam United Charities. The allotments at Welsh Road East are also home to an old air-raid shelter.



**Figure 32 Welsh Road East Allotments**

75. The allotments
  - Facilitate a healthy life style by providing a social experience with likeminded people, exercise and fresh fruit and vegetables,
  - Encourage a sustainable ecosystem by providing a green corridor to prevent wildlife becoming stranded by impassable concrete,
  - Form a break between the built-up area and the agricultural fields.
76. The special qualities of the site include its strong contribution to local character and distinctiveness due to its natural beauty. The site provides popular recreational value (high demand is shrinking individual allocations) and a sense of openness and community for its users and visitors as well as contributing to local sustainability.

### **POLICY 02: USE OF BROWNFIELD LAND**

Proposals for the redevelopment of Brownfield land within the Plan Area to create new housing will be supported subject to the following criteria:

- a) The new use would be compatible with the surrounding uses;
- b) Any remedial works to remove contaminants are satisfactorily dealt with; and
- c) The proposal would lead to an enhancement in the character and appearance of the site.

### 4.1.4 Justification: Use of Brownfield Land

77. Opportunities for the redevelopment of brownfield land sites within the Plan Area are limited. The built form within the boundary is dense with the industrial centre confined to a dedicated sector to the South of the town and the A425. Elsewhere very few brownfield sites exist that would each be capable of redevelopment for housing schemes of more than a handful of dwellings.
78. Southam does not lie within a designated Green Belt. Most of the land in the Neighbourhood Area outside of the Built- up Area Boundary is agricultural and was assessed in the Landscape Sensitivity Study in Area Strategy AS.7 of the Stratford-on-Avon Core Strategy as being of medium value to the East of the by-pass (para 6.7.10), and to the West in the Stowe Valley as medium/high value (para 6.7.11). Development constraints exist to the East of the by-pass, a barrier to development that exacerbates the issues of severance and disconnection with the rest of the town, making sustainability difficult to achieve without significant levels of infrastructure investment.
79. The NPPF dictates in (para 69.a) that “Local Planning Authorities should through the development plan and brownfield registers, identify land to accommodate at least 10% of their housing requirement on sites no larger than one hectare”. The NPPF also promotes the effective use of land (para 119) in a way that makes as much use as possible of previously developed or brownfield land.
80. The intention of this Policy is to indicate a preference for brownfield development over greenfield.
81. Brownfield land refers to previously developed land which is, or was, occupied by a permanent structure no longer in active use. It includes the curtilage of the developed land (although there is no presumption that the whole of the site will be suitable for development) and any associated fixed surface infrastructure.

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## 4.2 OBJECTIVE #2: REFLECT & ENHANCE SOUTHAM QUALITIES

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82. To ensure that future development in the Neighbourhood Area reflects and enhances the distinctive qualities that make Southam a pleasant place to live, work or visit.

### 4.2.1 Explanation

83. Every town and village has a kind of “style” that is unique to the place (see section 1.4). With large-scale housing development, this style is often lost in rows of prefabricated designs. .

## **POLICY 03: CONSERVATION AREA**

Proposals should demonstrate how they will conserve or enhance the character of the Southam Conservation Area.

Development that would harm the special character of the Conservation Area will not be supported unless there are clear public benefits (such as the enhancement of town centre community activities and/or attraction to visitors) which outweigh the harm to it.

### **4.2.2 Justification: Conservation Area**

84. As can be seen in Figure 10, an extensive part of central Southam is designated as a conservation area under the terms of the Planning (Listed Buildings and Conservation Areas) Act 1990. Any developments that may be allowed must align with the immediate surroundings and building styles. For instance, a crowded development of small houses planned to replace single house and garden in the Conservation Area would not be considered sympathetic with the surroundings and therefore would not be supported.
85. Plan Objective #10 (see section 4.10) seeks to encourage a vibrant commercial centre in Southam. The town centre occupies a large proportion of the Conservation Area and therefore this Policy makes allowance for the possibility of sympathetic developments that help achieve this objective.

It should be noted that trees within a Conservation Area are deemed to be protected to the same degree as with Tree Protection Orders (see ASPIRATION A8).

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## **4.3 OBJECTIVE #3: ENHANCE THE PUBLIC REALM**

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86. To enhance the attractiveness of the town's public realm creating a safe environment that both residents and visitors can enjoy walking around.

### **4.3.1 Explanation**

87. Design can play a big part in discouraging crime and anti-social behaviour<sup>15</sup> and these factors must be considered in any new developments, whenever they may happen. While the use of wheelie bins has transformed levels of recycling, the bins themselves can be an eyesore if left out front which is more likely if they are difficult to stow.

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<sup>15</sup> 'Secured by design – an investigation of its history, development and future role in crime reduction' 2004 page 11.

## **POLICY 04: DESIGNING OUT CRIME**

All development proposals will be expected to demonstrate how design has been influenced by the need to plan positively to minimise crime. Developments will be expected to achieve Secured By Design (SBD) Silver Level certification or, if not, the developer must demonstrate why it is not possible.

Proposals that fail to satisfactorily create a safe and secure environment will not be supported.

### **4.3.2 Justification: Designing Out Crime**

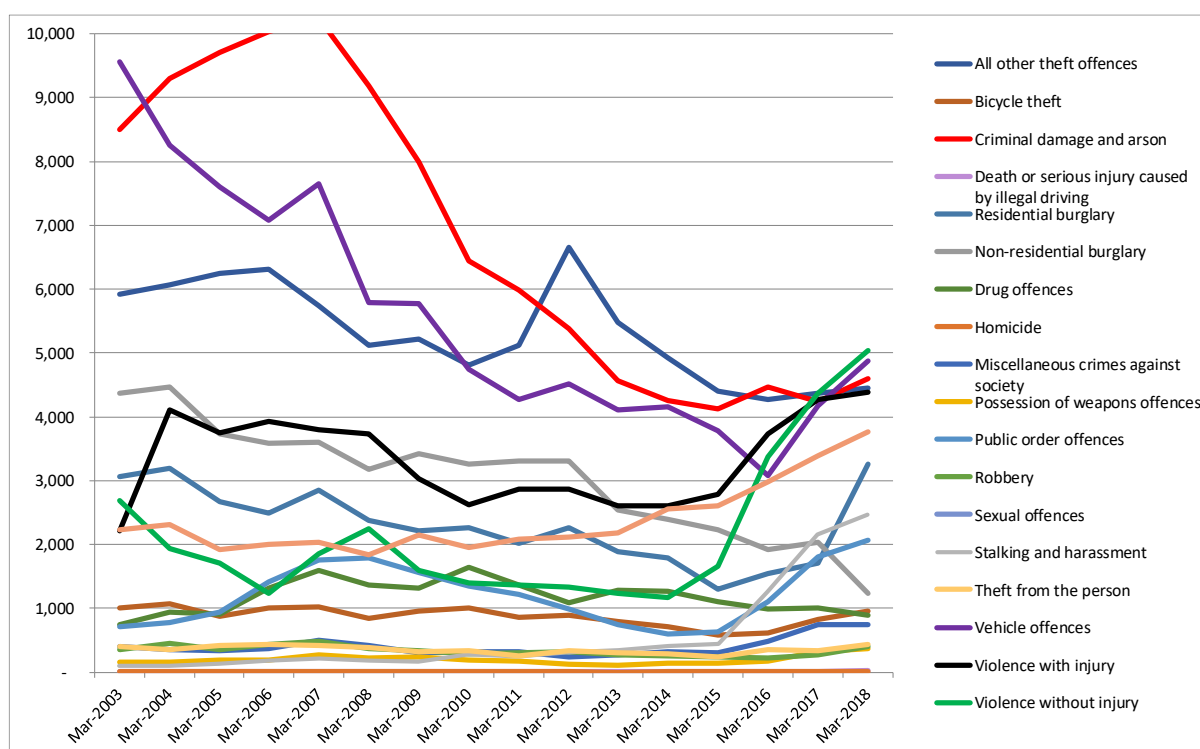
88. Although Southam is perceived as safe, residents perceive that ASB-related crime is a problem<sup>16</sup> and there is an upturn in crime as attested by the Police's own Community Bulletins. The overall figures for Warwickshire (see Figure 33) show in particular a rise in vehicular crime and residential burglary. The Police initiative "Secured By Design" (SBD) has produced guides on the factors to be considered in the layout and design of new developments.
89. This Policy seeks to ensure that this advice, set out in the SBD Design Guide 'Secured By Design Homes 2019' is heeded in new developments and Southam retains its reputation as a safe and friendly environment.
90. Although Silver level is specified in the Policy, Gold level is preferred. Gold is not specified due to the additional assessment burden on the local police.

<sup>16</sup> SDC Residents Surveys 2017, 2019



# Southam Neighbourhood Plan

## 2011 to 2031



**Figure 33 Chart showing crime figures for Warwickshire 2003-2018**

## 4.4 OBJECTIVE #4: MEET THE HOUSING NEED

To ensure that Southam has homes available to meet the needs in the Neighbourhood Area especially for its young people and those wishing to self-build.

### 4.4.1 Explanation

91. The Core Strategy identified Southam as one of eight Main Rural Centres (MRCs) in the Stratford on Avon District to accommodate 3,800 homes between them. As of December 2018, Southam had planning commitments or completions for 1,108 dwellings. It is acknowledged that the Planning Authority will be required to identify reserve sites in order to meet possible additional housing demand.
92. Children coming from these new dwellings will mature and seek their own homes. Southam is a relatively affluent town and average house prices and affordable rental prices are strong. Consequently its young people already find it difficult to find and finance truly affordable dwellings if they want to live in their home district. There is also a self-build expression of interest register for the Southam area that evidences the need for a small development to meet this demand.

## **POLICY 05: SITING OF GROUND FLOOR, SINGLE LEVEL DWELLINGS**

Development proposals, including any community-led schemes aligned with CS.15 Part G and AS10, that help meet the need for ground floor, single level dwellings and that are near to central amenities will be supported in principle provided that such proposals also meet the needs of Policies 03 and 04.

### **4.4.2 Justification: Siting of Ground Floor, Single Level Dwellings**

93. The town is experiencing rapid housing expansion with 1,100 dwellings currently being constructed. In total, approximately 980 are derived from the Core Strategy allocation. Of these around 350 will be affordable homes but the housing mix demonstrates that 13 of the total housing provision will be bungalows.
94. The 2017 Housing Needs Survey endorsed the need for a small housing scheme being built in the parish based on the identified needs of local people and highlighted in part 3 a specific need for more bungalows.
95. A 2021 Town Benchmark Study found that Southam has a larger than average proportion (33%) of visits to the town centre compared to similar sized towns are to access amenities rather than for shopping.<sup>17</sup>
96. The Housing Needs Survey identified a deficit of single storey dwellings with an immediate need of 10 as identified by 20% return rate. Such accommodation, needed by those with age and disability, needs to be near the centre help to meet Public Sector Equality Duty for such provision.
97. This policy is designed to encourage any development opportunities that may open up close to the town centre to plan for a high proportion of single storey, ground floor dwellings.
98. For the avoidance of doubt, the term “near to central amenities” can be defined as being within 1km of the location of the current Post Office.
99. Specific emphasis on supporting any developments under this policy does not preclude other types of development in the town.

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<sup>17</sup> Southam Benchmarking Report 2021(People and Places Insight)

## **POLICY 06: SELF-BUILD & CUSTOM HOUSEBUILDING PROVISION**

Proposals that involve schemes for self-build and custom-build housing will be supported provided the site lies within or adjacent to the Built Up Area Boundary.

In supporting self-build projects, preference will be given to applicants registered with Stratford-on-Avon District Council.

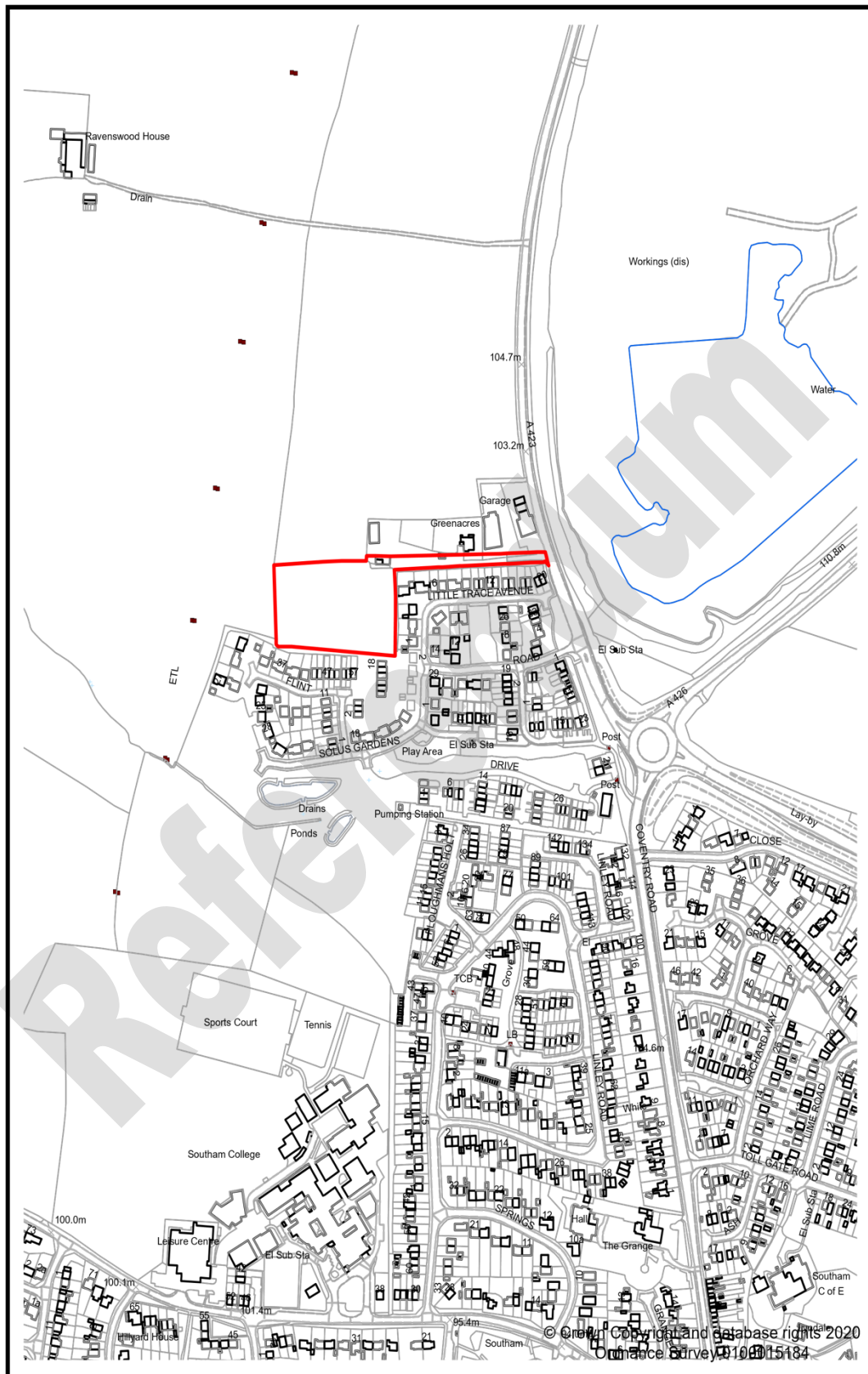
### **4.4.3 Justification: Self-Build Provision**

100. Evidence has been obtained for a need to provide a scheme to address self-build dwellings. The District Council's Self-Build and Custom Housebuilding Register, updated as at 1<sup>st</sup> April 2019 lists 41 expressions of interest identifying Southam as a preferred site or one of the preferred sites. Under the Self Build and Custom Housebuilding Act 2015 local authorities are required under sections 2 and 2A of the Act to have regard to this and to give enough suitable development permissions to meet the identified demand. Self and custom-build properties could provide market or affordable housing. Section 5, Development Strategy under 5.2 Housing Development of the Core Strategy supports self-build as a delivery mechanism. The register suggests a Southam development would comprise a mix of detached market rate and affordable dwellings.
101. Such a site has been identified under the Stratford on Avon District Council Site Allocations Plan (SAP)<sup>18</sup> for self and custom build at Greenacres on the east side of Coventry Road near the northern edge of the parish boundary (see Figure 34).

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<sup>18</sup> SCB9 in "Site Allocations Plan Regulation 18 Revised Preferred Options Consultation" Stratford on Avon District Council June 2022





**Figure 34 Proposed Site for Self-Build Homes**

## 4.5 OBJECTIVE #5: REFINE THE HOUSING MIX

All developments should accommodate residents of all ages to encourage mixed communities.

### 4.5.1 Explanation

102. New developments should offer a wide mix of dwelling type and tenure to cater for all ages and requirements. Statistics show that offering a wide choice results in vibrant communities with a strong sense of belonging that contributes to health and wellbeing for residents whilst reducing cases of social isolation.

### POLICY 07: HOUSING MIX

Housing developments of 6 or more dwellings should reflect the housing mix table below. Departure from this approach by developers will require justification having regard to local need and character of the area.

In order to meet the specific needs of the Neighbourhood Area Market Housing to be provided with the following mix.

#### Market Housing

Storeys	1 bed	2 bed	3 bed	4+ bed	Total
2+ storeys	10%	32%	37%	15%	94%
1 storey (ground floor)	0%	3%	3%	0%	6%

Allocations for 1 storey are to be rounded up where the fractional part of the calculated allocation is 0.25 or more.

2 bed, 1 storey dwellings are to be designed to accommodate 4 persons.

#### Affordable Housing

Affordable housing will be provided in accordance with Core Strategy Policy CS.18 for Housing Developments of 11 or more dwellings or 6 or more dwellings with a combined floorspace of more than 1,000 sqm.

Developments that include affordable homes should demonstrate that the government's First Homes scheme has been taken into account.

In order to meet the specific needs of the Neighbourhood Area, affordable housing will be provided with the following size mix.

Storeys	1 bed	2 bed	3 bed	4 + bed	Total
2+ storeys	20%	37%	32%	5%	94%
1 storey (ground floor)	0%	3%	3%	0%	6%

Allocations for 1 storey are to be rounded up where the fractional part of the calculated allocation is 0.25 or more.

### 4.5.2 Justification: Housing Mix

103. The Stratford-on-Avon District Core Strategy Policy CS.19 sets out a preferred type and mix of homes that apply to new developments. The policy includes the statement “To maximise flexibility in the housing stock, 1 and 2 bed affordable homes should be provided by an appropriate mix of bungalows, flats, apartments, maisonettes and houses.” Meanwhile the Housing Needs Survey of 2017<sup>19</sup> showed a population age-biased towards over-45s and underrepresented in the younger age groups, indicating issues to come with community viability.
104. Southam needs to accommodate its current ageing residents, ideally to remain self-reliant and not cut off from community life. This leads to the conclusion that bungalows should feature strongly in the 2 bed mix. Recent residential developments in Southam<sup>20</sup> have had a very low proportion of single storey dwellings (13 out of 1100) and so the policy targets are partly to address this backlog as well as cater for natural growth in need.
105. Available housing also needs to encourage young families to live in Southam and its young people to stay in Southam and bring up their own children in order to preserve a healthy age balance. This policy is designed to meet the objective of mixed communities by ensuring the requirements for 2-3 bed houses and 2 bed bungalows are met uniformly, thus encouraging mutual support rather than having groups of houses separated from groups of bungalows.
106. The evidence from the Strategic Housing market Assessment<sup>21</sup> (SHMA) 2013 indicates that the need for more affordable housing with 3 or more bedrooms was more evident in Stratford-on-Avon itself and rural areas than in the MRCs.
107. The report also concludes that for market housing the evidence points to a focus of need on 2 and 3 bed properties in all areas but with a greater demand for 1 bed properties in the MRCs. The Housing Needs Survey showed only 27% of households numbered more than four<sup>22</sup> leading to the conclusion that the larger 5 and 6 bedroom houses were not in high demand.
108. Specialist accommodation for older and less able people must be located in areas with easy access to public transport, to everyday amenities to shopping needs and to primary health care facilities.

## 4.6 OBJECTIVE #6: REDUCE CARBON AND RESOURCE DEMAND

109. To reduce Southam’s carbon footprint and demand on water, energy and sewerage services with aim for all new builds to be carbon neutral by 2031.

### 4.6.1 Explanation

110. As the town grows so does the demand for energy supply and services. To mitigate this demand, new housing development and infrastructure will be encouraged that makes use of high-level renewable, sustainable energy sources and emerging technology. Properly planned, this should be possible to achieve whilst retaining the historic character of the town. Notably, the Climate Change Act 2004 provides statutory targets to reduce greenhouse gas emissions. The government’s Clean Growth Strategy seeks to accelerate the pace of “clean growth” by decreasing emissions as well as increasing economic growth. It will do so by supporting and encouraging homes, businesses and industrial operations to reduce their carbon footprint in line with the Climate Change Act. The NPPF paragraph 152 states that ‘the planning system

<sup>19</sup> WRCC ‘Housing Needs Survey Report for Southam Parish (sic) Council’ July 2017 Q1(i)

<sup>20</sup> Refers to the SOU1, SOU2, SOU3 sites specified in the Core Strategy section 6.7.

<sup>21</sup> ‘Strategic Housing Market Assessment Update’ G L Hearn January 2013 Fig 8.15

<sup>22</sup> WRCC ‘Housing Needs Survey Report for Southam Parish (sic) Council’ July 2017 Q1(ii)



should support the transition to a low carbon future in a changing climate, taking full account of flood risk. [...] It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support low carbon and renewable energy and infrastructure.’ Before the end of the Plan period, it is realistic to expect that only buildings that directly consume no fossil fuel will be planned.

### **POLICY 08: ENVIRONMENTAL SUSTAINABILITY**

All development should be designed to be environmentally sustainable. This includes:

- a) Plans for renewable technology will be supported provided that proposals, including solar panels and heat pumps, are situated so as to minimise any harm to the conservation area and the appearance of buildings and the street scene.
- b) Any new buildings should contribute to the achievement of sustainable development in reducing the environmental impact through resource efficient design, the use of suitable, ‘eco-friendly’ forms of construction and where appropriate, locally sourced building materials. New builds should be designed so as to allow any occupier to maximise use of sustainable forms of energy.

#### **4.6.2 Justification: Environmental Sustainability**

- 111. The initial survey responses and later community events highlighted a concern that as the town grows so does the demand for energy supply and services.
- 112. Respondents suggested that new housing should use renewable/low-carbon forms of energy (for example: fitting solar panels to all new builds).
- 113. This is in-line with general government aims expressed in the NPPF 2021 but in particular section 14: “Planning for Climate Change”. Furthermore, it is consistent with the SDC Core Strategy policies CS.2 (especially CS.2 B: “Sustainability Standards in Buildings”) and CS.3 (“Sustainable Energy”). SDC has also recently adopted their Climate Change SPD which is a further source of reference.
- 114. Recent encouragement by government to increase uptake of renewable systems by schemes such as Feed-in Tariff (for electricity), the Renewable Heat Incentive (for heat) and the Heat Networks Investment Project for district heating demonstrate the seriousness and commitment to renewable energy that our new-builds must allow.
- 115. When sites include the opening up of existing culverts, the amenity value is increased and contributes to bio-diversity.<sup>23</sup>

<sup>23</sup> Comment from Warwickshire County Council Flood Risk Management team in Regulation 14 Consultation

## **POLICY 09: WATER CONSERVATION**

- a) Proposals for new development should demonstrate that rainwater harvesting has been considered and included at the outset of design for grey water recovery and its use in place of mains water where appropriate.
- b) Plans that include the recycling of grey water and captured rainwater and, where possible, integration into SuDS systems will be supported.
- c) Suitable techniques for “domestic grey water recycling” should be adopted where it will reduce the volume of grey water reserve storage required.

### **4.6.3 Justification: Water Conservation**

- 116. Local people are very concerned with flooding in the town evidenced by the creation of the “Residents Against Flood Threat” (RAFT) organisation following the severe flooding of 1999 (see para. 140). Flooding was also a frequent topic in the initial survey responses and discussed in community events. This was linked to a concern that new developments are placing a strain on the existing water supply, drainage and sewerage infrastructure. Residents suggested that new housing should be designed to mitigate this problem by, for example, retaining rainfall run-off water etc.
- 117. Policy 9 combines the desires to reduce run-off and to reduce strain of the drainage and sewerage infrastructure (and thus, in part, reduce flood risks) by requiring that rainwater run-off and other grey water from housing is not fed directly into the sewerage system. It also addresses the related concern, that the town should be reducing its carbon footprint, by reducing the demand on mains water and thus the energy used in treating it. It also helps to reduce demand on such an essential resource.
- 118. This is in-line with general government aims expressed in the NPPF (National Planning Policy Framework) but in particular section 14: “Planning for Climate Change”<sup>24</sup>. Furthermore, it is consistent with the SDC Core Strategy policies CS.2 A1. “Flood prevention and mitigation measures”, CS.3 “Sustainable Energy” and CS.4 “Water Environment and Flood Risk” especially section ‘Surface Water Runoff and Sustainable Urban Drainage Systems’.

## **POLICY 10: ELECTRIC VEHICLES**

Consideration should be given to the provision of electric vehicle charging points for all new dwellings. In order to provide maximum flexibility and capacity, 3-phase supplies are encouraged for all domestic meters installed in new development.

<sup>24</sup> NPPF paras 159-169

### 4.6.4 Justification: Electric Vehicles

119. The survey of residents showed a general concern for the environment and to reduce the town's carbon footprint. Specific requests for charging points for electric/hybrid vehicles were made by some respondents. This policy thus supports the general desire for more environmentally sound choices and directly supports the specific requests. Furthermore, it is directly in line with the NPPF Section 9 "Promoting Sustainable Transport"<sup>25</sup> and also the SDC Core Strategy policies: CS.26 B ('Transport and New Development' – which states that "The Council will encourage the provision of electric charging points for low emission vehicles in new development as part of the transition to a low carbon economy.") and CS.3 ('Sustainable Energy').
120. In a paper from the Renewable Energy Association and sponsored by Western Power Distribution<sup>26</sup> the clear recommendation in the light of increasing demands on domestic EV charging and heat pumps is that all new homes should have three phase electricity supply. Such a move would help domestic users needing faster charging, multiple vehicle charging and also allow the power distribution networks to be better balanced for load. The paper (ibid p13) shows that the cost is marginal when planned from the outset but increases significantly for retrofit. This Policy includes apartment buildings on the assumption that communal EV charging points will be required in the future if not so equipped at the outset.

Reference should also be made to the recently adopted SDC Climate Change SPD.

### POLICY 11: DARK SKIES

Consideration should be given in new development to the careful use of lighting including dwelling external lighting so that it does not cause light pollution outside the specific area intended to be illuminated.

- a) Development should aim to minimise light pollution by avoiding obtrusive external property lighting.
- b) All applications for new development should show that they accord with current professional guidance to achieve an appropriate lighting environment for the area. In particular, they should demonstrate that the luminance level and period of illumination are necessary for the lighting to perform its function and that there will be minimal light spillage beyond the property boundary.
- c) In considering applications, parties will be encouraged to assess whether the proposed development could take place without external lighting.

<sup>25</sup> NPPF 2021 Section 15 'Promoting Sustainable Transport' paras 107(e) and 112(e)

<sup>26</sup> "REA Position Paper: The feasibility, costs and benefits of three phase power supplies in new homes" August 2018.

### 4.6.5 Justification: Dark Skies

121. CPRE states that dark skies are a key characteristic of a rural area<sup>27</sup> and Southam is a small rural town. It is recognised that lighting levels and times balance community safety and cost. This Policy seeks to add the control of light pollution as a design consideration so that the light goes where it is needed and nowhere else.
122. The NPPF, in section 15 ‘Conserving and Enhancing the Natural Environment’ paragraph 185c, stresses that planning policies should limit the impact of light pollution in and from new developments. There are two pertinent SDC Core Strategy Policies. Firstly, CS.2 Climate Change and Sustainable Construction, section B ‘Sustainability Standards in Buildings’ aims to reduce carbon dioxide emissions from buildings. One method highlighted is via “efficiency measures”. This policy falls into this category. Secondly, CS.9 ‘Design and Distinctiveness’, section B (Ensuring High Quality Design) part 8 (Healthy: Proposals) seeks to ensure that “occupants of new and neighbouring buildings will be protected from unacceptable levels of...” [amongst other things] “pollution” and “adverse surroundings”. This policy would help to achieve this aim.

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## 4.7 OBJECTIVE #7: SAFE WALKING & CYCLING

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To provide pedestrians and cyclists with the routes (infrastructure) to move safely throughout our town especially for safe walking routes to schools.

### 4.7.1 Explanation

123. Southam arterial roads - namely, Coventry Street, Warwick Road, Welsh Road, Daventry Road and Banbury Road are wide, fast vehicular routes in contrast to the pavements for pedestrians which are generally narrow and unsuitable for use by mobility vehicles or other perambulators. The roads are too fast to allow children safe cycle routes to our schools. Southam aspires to a continental European model of carriageway in town shared by slow moving vehicles on perhaps a cobbled surface alongside smooth, wide pavement and cycleway. Southam would like to re-purpose its arterial carriageways so that our amenities (library, doctors, schools etc.) are accessible safely by foot and cycle so as to reduce the need for town centre traffic, parking spaces and the safety hazards so caused.
124. There is a need for fresh infrastructure investment, outside land usage policies, for the provision of safe non-motor routes.

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<sup>27</sup> CPRE publication “Night Blight: Mapping England’s light pollution and dark skies” page 4, first paragraph.



## POLICY 12: SAFE WALKING & CYCLING

Developments should provide safe pathways and cycleways within them and should link with such similar routes external to the development as may exist.

Development should incorporate the use of even, well-lit and well-surfaced paths and cycleways and should be wide enough for 2-way movements.

As appropriate, development must demonstrate how safe walking and cycling opportunities have been prioritised and connection made to existing routes. Proposals which either adversely affect existing walking and cycling routes or does not encourage appropriate new walking and cycling opportunities will not be supported.

### 4.7.2 Justification: Safe Walking and Cycling

125. The provision of safe, well planned footpath routes and cycleways are essential if Southam is to continue to grow in a controlled and responsible manner. As key sustainability components, walking and cycling provide access to facilities and schools by promoting alternative travel methods, thereby reducing the reliance on private motor vehicles and goes some way to reducing the town's carbon footprint and congestion problems.
126. Southam has a compact built form, available space for development within the Built- up Area Boundary (BUAB) is limited. Consequently, recent housing expansion has occurred in peripheral areas, particularly to the east of the by-pass which itself presents a man-made barrier for provision of safe access to the main shopping centre and majority of our schools to the west.
127. To ensure the safety of our residents, developers are encouraged to adhere to the guidance produced by the District Council<sup>28</sup> and planning obligations stated in the NPPF<sup>29</sup>. Reference should also be made to the recently adopted SDC Climate Change SPD.
128. All footpaths and cycleways within developments should be designed that provide adequate safe space for freedom of movement, be of a surface type that can withstand all weather conditions<sup>30</sup> and be designed to be safe and accessible so that crime and disorder does not undermine quality of life.<sup>31</sup> Inter-connectivity between adjacent developments is encouraged that avoids highway routes.
129. Housing development plans that incorporate dementia friendly pathways and signage in their layouts are encouraged.
130. Medium and large-scale developments generally revolve around plots of land that provide direct access onto a major highway. Applications that arise where this is not possible and would require a new trunk road or major highway must in the first instance necessitate pre-application consultation with Warwickshire County Council Highways. Good planning ensures that traffic flow and management through and around the town is maintained.

<sup>28</sup> Design Requirements Supplementary Planning Document Part C Access and Connectivity

<sup>29</sup> National Planning Policy Framework 2021 Section 9 paras 104e & 106d, 112b

<sup>30</sup> Local Transport Note 2/08 Cycle Infrastructure Design para 1.3.5

<sup>31</sup> NPPF 2021 Section 8 para 92

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## **4.8 OBJECTIVE #8: PARKING & TRAFFIC**

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Development designs should have adequate off-road parking and encourage good traffic flow especially for service vehicles.

### **4.8.1 Explanation**

131. In addition to community service and emergency vehicles, the emergence and growth of internet trading has increased the number of larger service vehicles using our roads with constant daily deliveries around town from multiple logistics company providers. Internet shopping is scheduled to grow massively during the plan term and thought is to be given to turning spaces, visibility and pick-up/drop-off type parking in our designs. For safety's sake equal thought is to be given to pedestrian and cycle routes that share the carriageway.

Referendum

## POLICY 13: RESIDENTIAL PARKING

All new dwellings shall ensure by design that spaces will be allocated as in the table below:

Property Size	No. allocated car parking spaces	No. unallocated (visitor) car parking spaces	No. allocated cycle spaces (houses)	No. unallocated cycle spaces (apartments)
1 bed units	1	0.25	1	0.3
2 bed units	2	0.25	2	0.3
3 bed units	2	0.25	2	0.3
4 bed units	3	0.25	3	0.3
5+ bed units	3	0.25	3	0.3

The number of spaces derived from this table is to be rounded up to the nearest whole number i.e. a development of 6 dwellings that totals 18 bedrooms should provide 2 additional visitor car parking spaces and 2 additional cycle spaces.

Allocated car parking spaces are preferred to be “on-plot” rather than in a shared parking area. Visitor parking is defined as a space that is unallocated to a house that visitors or the general public can use. Cycle spaces should be covered and be designed such that cycles can be secured.

The minimum sizes for car parking spaces are:

- a) 2.75m by 5m for on-plot external parking
- b) 3m by 5m internal dimensions for garage parking
- c) 2m by 6m for on-street parallel parking.

The provisions of any applicable SDC Supplementary Planning Document on Design Requirements apply other than as specified in this policy.

### 4.8.2 Justification: Residential Parking

132. In a recent survey<sup>32</sup> 56% of Southam residents felt that cars parked inconveniently, dangerously or illegally are a fairly or very big problem (compared to 37% for the rest of the district). Residents of Southam in both older estates not designed for modern levels of car ownership and in poorly planned recent developments find the lack of sufficient residential parking both frustrating and dangerous. Vehicles are parking on both sides of a road cause access problems for deliveries, school buses and emergency vehicles and / or pavements are obstructed by cars parked fully or partially on them. It poses increased risk to cyclists and pedestrians (especially those in wheelchairs, pushing prams or the partially sighted). The aim is to prevent this situation being perpetuated in future developments.

<sup>32</sup> SDC Residents Survey 2017 Final Detailed Report, Table 65





**Figure 35 On-road parking on a new development**

133. This is consistent with government thinking as expressed in the NPPF (National Planning Policy Framework) in sections: 9 “Providing Sustainable Transport” (see especially paragraphs 104(d) and (e), 108 and 112(b)) and section 12 “Achieving Well Designed Places” (especially paragraph 127).
134. The policy is also in accord with the SDC Residents Survey, in which the top concern (at 51%) was traffic congestion, and the SDC Core Strategy Policies: CS.9 “Design and Distinctiveness” (especially section B “Ensuring High Quality Design” part 7) and CS.26 “Transport and Communications”.

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## **4.9 OBJECTIVE #9: FLOOD STRATEGY**

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To reduce the number of properties being flooded on a regular basis to zero.

### **4.9.1 Explanation**

135. Parts of Southam lie in a flood zone (Figure 36). The topography shows that land rises to the North and mirrors the path of the River Stowe to its source. Flood incidents are becoming more frequent, possibly due to climate change. The situation is exacerbated by new developments with hard surfaces replacing open landscapes, affecting the water table and causing water run-off. It is national policy to provide mitigation solutions. The Environment Agency and SDC Core Strategy<sup>33</sup> support a major upstream flood prevention scheme.

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<sup>33</sup> Stratford on Avon Core Strategy Policy AS7 A.10

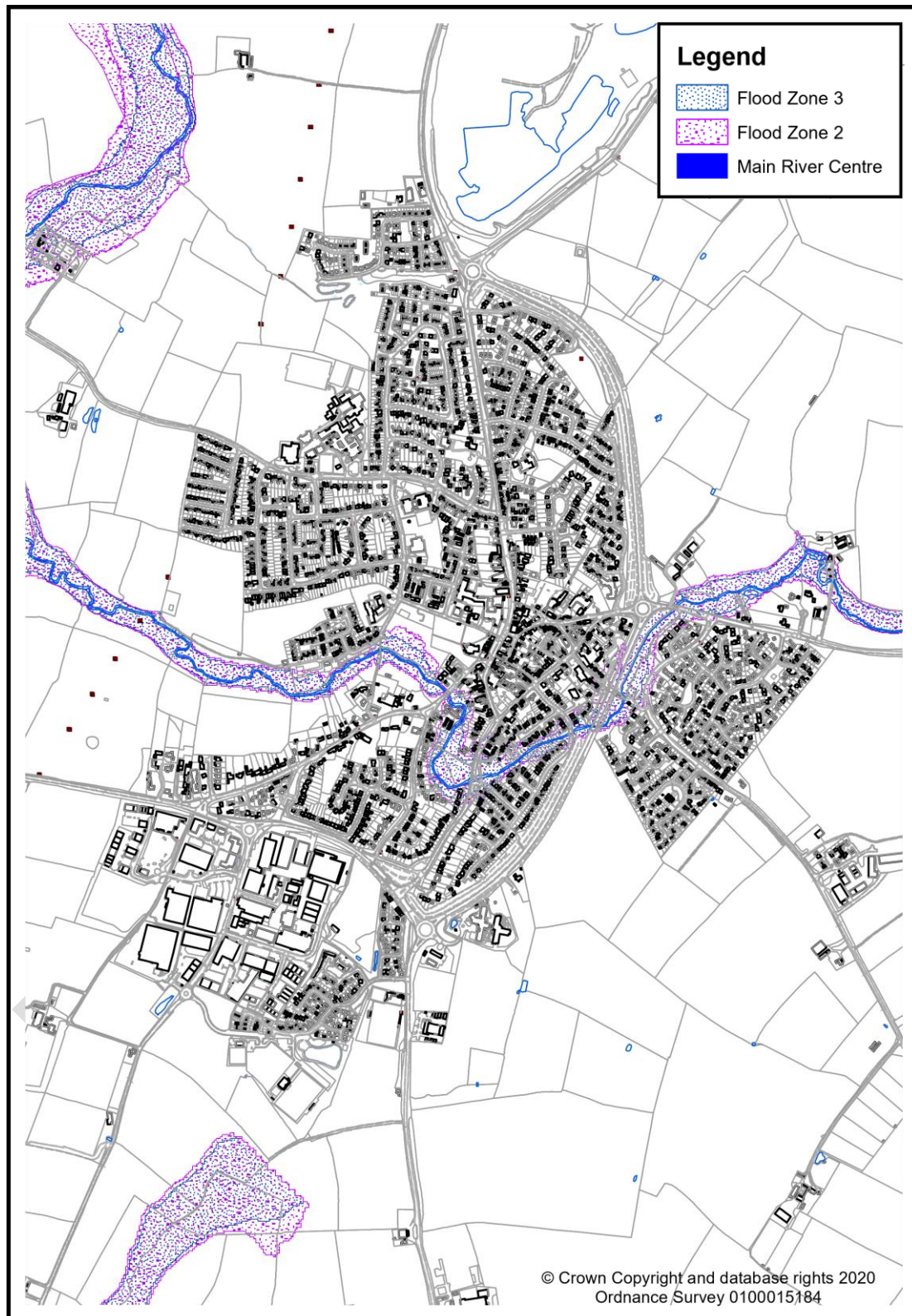


Figure 36 Overall Flood Risk Map

## **POLICY 14: FLOOD RISK MITIGATION**

a) Proposals will only be supported if they satisfactorily identify and address the risk of fluvial and pluvial flooding, do not increase the risk of flooding, and where existing flood risks are identified, are supported by a site-specific flood risk assessment.

b) Sustainable Drainage Systems (SuDS) in accordance with the LLFA Flood Risk Management Plan will be proportionally incorporated in all scales of development to accord with Core Strategy (2016) policy CS.4 and designed to control run-off generated on-site to the greenfield run-off rate (Qbar1) for all return periods up to and including the 1 in 100 years plus climate change critical storm event criteria.

c) SuDS features must be located outside areas of identified flood risk.

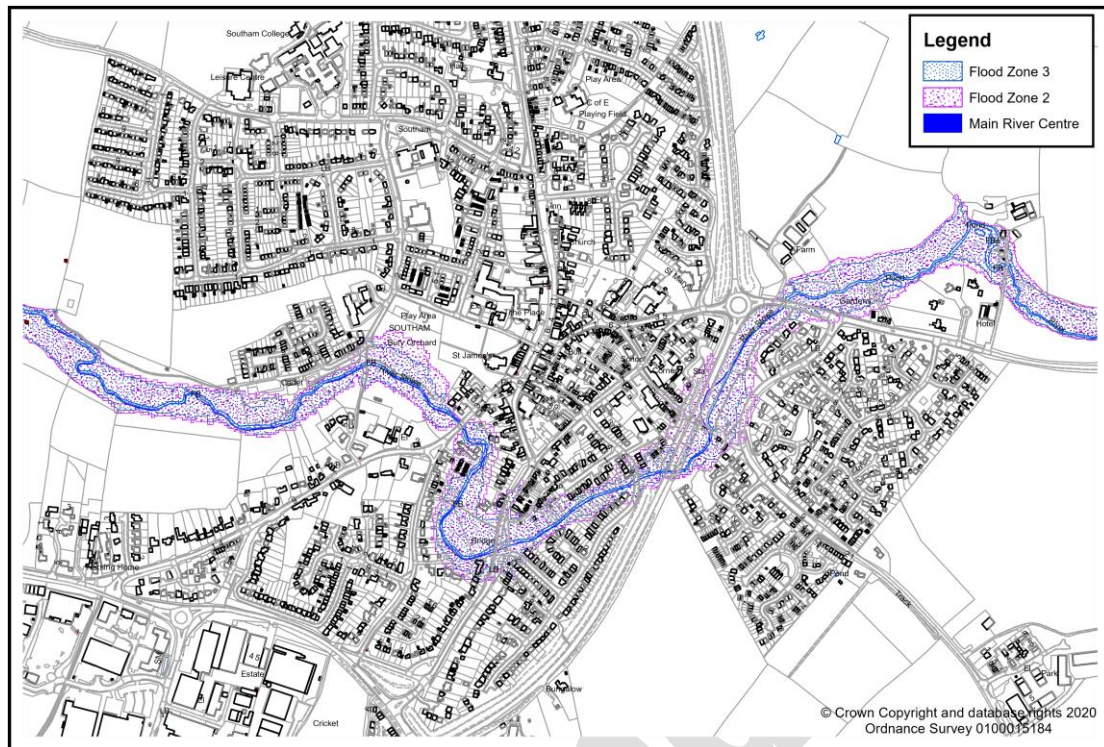
### **4.9.2 Justification: Flood Risk Mitigation**

136. Developing projects in flood risk areas should encompass due consideration of preventative measures such as Sustainable Drainage Systems (SuDS) and property resilience. Details of these can be found in documents such as The Homeowners Guide to Flood Resilience<sup>34</sup>.
137. Southam is a riparian town with the River Stowe meandering through its heart and built environs (Figure 36), continuing through the Stowe Valley past the Holy Well and joining the River Itchen at the Stoneythorpe Estate (Figure 9). Whilst the river vastly enriches the lives of those that live along its banks it can also be a threat when heavy rain causes the river to overstretch its boundaries. The Stowe Valley through Southam is designated as lying within Flood Zone 3a (Figure 37 and Figure 38).<sup>35</sup>

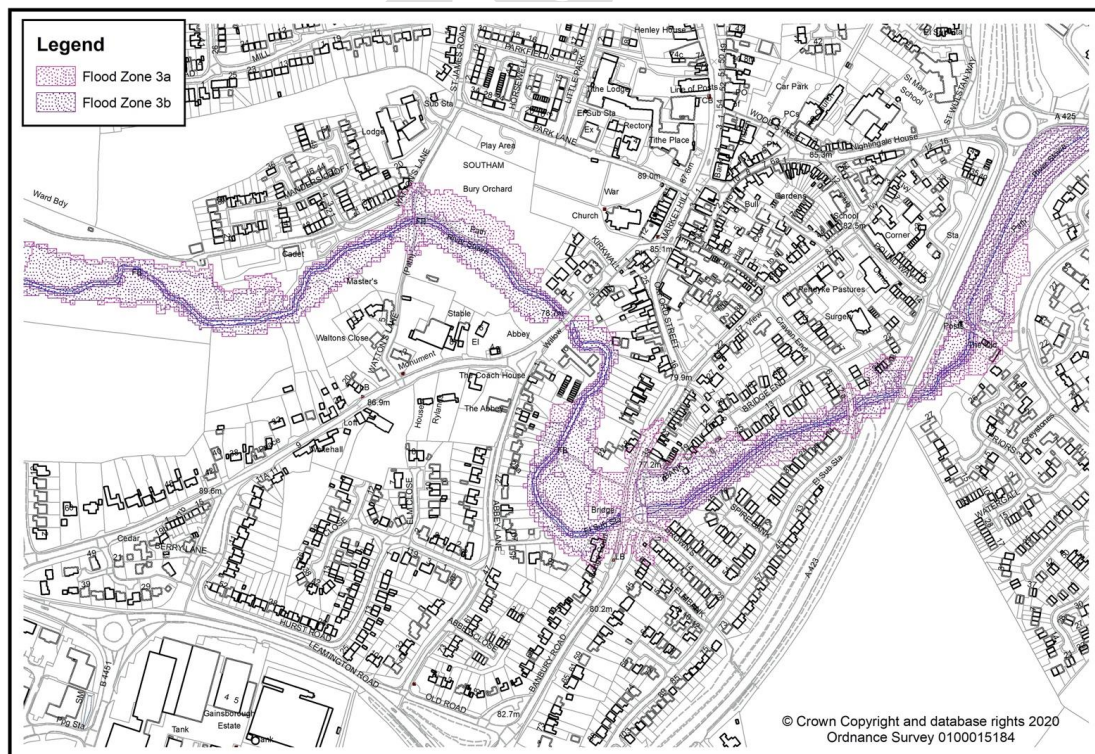
<sup>34</sup> 'Homeowners guide to flood resilience' published by the Know Your Flood Risk Campaign

<sup>35</sup> Core Strategy para 6.7.15.



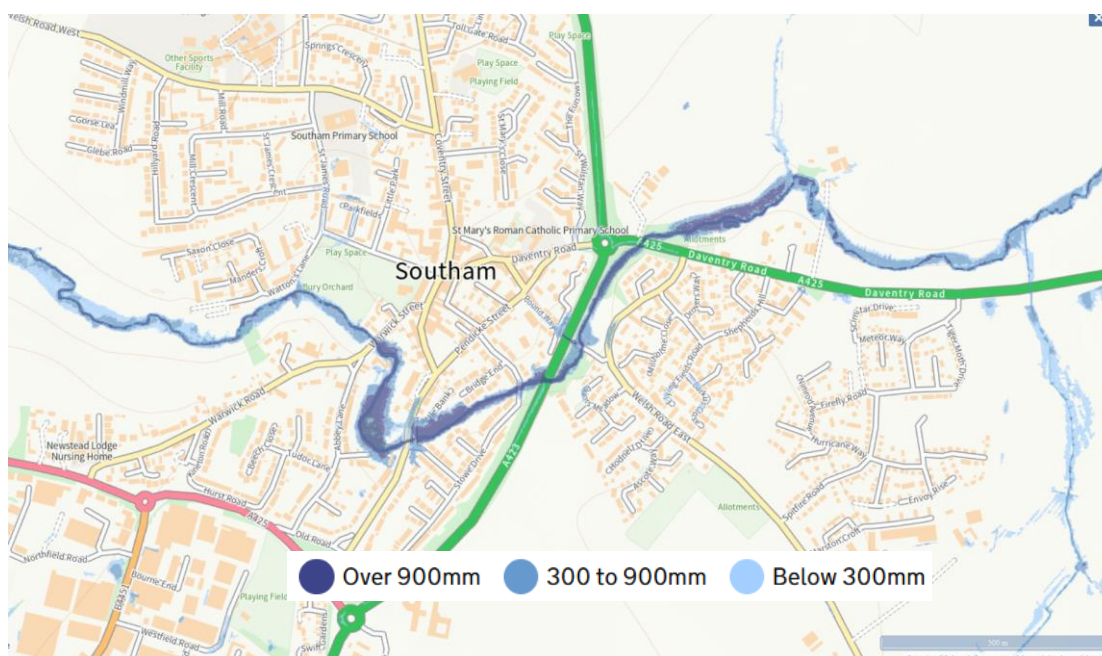


**Figure 37 Fluvial Flood Risk Through Town Centre showing Flood Zones 2&3**



**Figure 38 Fluvial Flood Risk Through Town Centre showing Flood Zones 3a & 3b**

138. The only pedestrian route that avoids crossing the 60mph bypass becomes impassable regularly due to flooding. This is shown at the centre of Figure 39<sup>36</sup> as an area of high risk of surface flooding to depths of over 900mm. The County and District Councils, supported by the Town Council, are considering plans to alleviate the flood risk.



**Figure 39 Areas of High Surface Water Flood Risk**

139. The risk of flooding is such that a number of official and non-official measures are in place to reduce the risk of loss. Southam is listed on the UK Government's flood information page - <https://flood-warning-information.service.gov.uk/warnings?location=River%20Itchen%20at%20Southam> which shows the area at risk. Further information on real time river levels can be accessed at <https://riverlevels.uk/river-itchen-southam#.XHwifYj7QT0>.
140. Notable floods in recent years occurred in 1999, 2007 and 2016 which at the time were considered as 1:100 year events because of their seriousness. The first of these caused the residents to set up a group called Residents Against Flood Threat (RAFT) to tackle the issues causing flooding in the town. The 2007 event precipitated the installation of an early warning system in the town. Flood affected residents can participate and get a chance to deploy their own property level resilience (PLR) measures when a threat is imminent. This early warning system is now maintained and controlled by Southam Town Council.
141. Following the 2016 flood RAFT was adopted into the Warwickshire Flood Action Group supported by Warwickshire County Council and the National Flood Forum to tackle the issues causing flooding. A multi-agency meeting was held in 2018 to enable progress to be made on issues such as surface water run-off, riparian owner maintenance, river catchment and to gain an understanding how developments are considered in respect of increase in flood threat that can occur.

<sup>36</sup> Information taken from [check-long-term-flood-risk.service.gov.uk](https://check-long-term-flood-risk.service.gov.uk)



142. The Environment Agency has published a guide that those considering a community project to manage water and flood risk should consult.  
<https://acre.org.uk/wp-content/uploads/community-water-guide.pdf> .
143. Note that the term “Qbar1” referenced in the Policy is the pre development greenfield site runoff rate for any proposed development as defined in the Environment Agency / Defra document “Preliminary Rainfall Runoff Management for Development (W5-074/A/TR/1).

## **POLICY 15: RIVERSIDE MANAGEMENT**

To ensure the river is managed along the riverside and that the water flows freely away from risk areas:

- a) All riverside development proposals must ensure a minimum easement of 8 metres from the top of the river bank to allow access for river maintenance and to ensure that the natural features and functions of the river corridor are retained or reinstated, and
- b) Proposals should demonstrate how long-term management will be realised post development and for the future.

### **4.9.3 Justification: Riverside Management**

144. A common-sense approach to flood risk management is outlined in the 2013 Level 1 Flood Risk Assessment<sup>37</sup> and goes on to recommend that “An 8m buffer strip must be maintained along fluvial river corridors respectively, to ensure that maintenance of the channel can be undertaken”.<sup>38</sup> Such a corridor would also serve to reduce the possibility of obstruction to through-flow in times of high water volume.
145. The combination of Policy 15, Policy 1 and Aspiration A10 forms the Southam Neighbourhood Plan flood strategy.

## **4.10 OBJECTIVE #10: ENCOURAGE A VIBRANT COMMERCIAL CENTRE**

To conserve and encourage footfall in the town (especially at weekends), to improve the social and commercial viability of the high street and discourage anti-social behaviour.

### **4.10.1 Explanation**

146. The Town Survey<sup>39</sup> reported that ‘community spirit’ and ‘feeling safe’ is what Southam residents treasure most and this is reflected in the Community Vision Statement (para 40). A

<sup>37</sup> Stratford-on-Avon DC, Warwickshire CC, North Warwickshire BC & Rugby BC Level 1 Strategic Flood Risk Assessment 2013 section 12.1.

<sup>38</sup> Ibid section 12.2 Recommendation 5.

<sup>39</sup> Southam Neighbourhood Plan Initial Consultation Survey Results 2016 Final Report.



thriving town with people out and about is crucial in conserving and enhancing a sense of community and attractive shops, amenities and activities in a pleasant environment support this objective. Currently, although there is still a variety of pubs, general grocers and coffee shops, Southam has light footfall during the working week and surveys indicate a need for an improved retail offer in the centre<sup>40</sup>. Some road traffic is necessary to keep the centre alive and to convey people to the centre but it should be subservient to pedestrians and cycles.

147. This objective is not supportable with land-use policies but a number of aspirational projects are proposed (section 5) that will contribute to regenerating a vibrant commercial centre.

### **POLICY 16: COMMERCIAL AREA DEVELOPMENT**

Any development that results in an increase in the vitality and viability of Southam's commercial centre will be supported in principle provided that such proposals also meet the needs of Policies 03 and 04.

#### **4.10.2 Justification: Retail Area Development**

148. Policy AS7 of the Core Strategy seeks to strengthen the role of Southam town centre as a focus for shops and services. Activity and "bustle" in the heart of a town is essential to community life and a thriving retail area is a foundation of such activity.
149. Retail businesses also provide local employment opportunities.
150. The intention is that this Policy encourages developments that improve the existing commercial centre in preference to those that involve changes of use.
151. In CS.23, the Core Strategy discourages changes of use from retail unless meeting the criteria set out in policy CS.25 (Healthy Communities). Policy 16 supports this. It is clear that any conversion of retail to residential, while possibly providing a limited number of additional dwellings, would have a proportionately larger detrimental impact on the retail centre.<sup>41</sup>
152. The trend towards more working from home, accelerated by the pandemic, presents more opportunities for residents to visit their local town centre, particularly in the middle of the day. Commercial developments designed to make the centre more attractive for such residents would be supported under this policy.

## **4.11 OBJECTIVE #11: CONSERVE SOUTHAM'S HERITAGE**

To conserve and enhance Southam's rich heritage and history for future generations.

### **4.11.1 Explanation**

153. Southam's heritage and history help define the town today. In particular, Southam residents are respectful of their war dead as evidenced by the tremendous gatherings in town on

<sup>40</sup> Footfall surveys done in 2013, 2019 and a 2021 benchmarking study commissioned by Stratford on Avon District Council and conducted by People and Places Insight.

<sup>41</sup> Each new dwelling would be only a very small percentage increase in the total number of dwellings but each lost retail unit would represent a much larger proportion of total retail units.

Remembrance Day each year. Many of the families of the fallen live on in the town today. With evidence to suggest Southam residents are keen to reduce littering<sup>42</sup> and dog fouling<sup>43</sup> in the town, the objective is to draw on the civic pride around permanent, environmentally beautiful memorial sites (the weeping trees) to re-direct any potential anti-social behaviour towards having more pride in the town and associated environmentally sustainable activity.



**Figure 40** Residents attending the dedication of the “There But Not There” figure for Remembrance 2018

154. This objective is not supportable with land-use policies but a number of aspirational projects are proposed (section 5) that will contribute to conserving Southam’s heritage.

<sup>42</sup> SDC Residents Survey 2017 Final Detailed Report Chart 62 and Table 60.

<sup>43</sup> *ibid* Chart 68 and Table 66.

## 5 Projects and Aspirations

155. This section contains aspirational statements and projects that are not realisable by land use policies but nevertheless play an important part in achieving the Plan's objectives.

### ASPIRATION A1. Safe Walking Routes

Safe walking routes to local schools are to be encouraged with safe access to the town's cycle and pedestrian network. Investment in infrastructure will be sought through S106 agreements and via the usage of CIL payments to ensure that connectivity by foot and cycle is made available when and where appropriate.

#### 5.1.1 Explanation

156. Travel to school can be a frustrating, even dangerous process with motor vehicles vying with pedestrians for limited space, particularly in St James Road and Welsh Road West. Traffic congestion at school opening and closing times and the minimal on street drop-off/parking zones makes walking and cycling hazardous. This is particularly an issue when the weather is inclement, causing increased traffic and decreased visibility. Cycle routes to Southam College are deemed so hazardous that the school actively discourages pupils from cycling to school.
157. When asked to judge the importance of various topics for the Neighbourhood Plan, 57% of respondents said that access to better footpaths and cycleways was vital or very important.<sup>44</sup>
158. SDC's Sustainable Community Strategy (SCS) includes a statement that: "We want to encourage alternatives to private car use by promoting and supporting public transport, car sharing, home working, better facilities for cyclists and pedestrians..."
159. Core strategy POLICY CS.26 (Transport and Communications) includes the statement that "Development will only be permitted if the necessary mitigation is provided against any unacceptable transport impacts ...achieved as appropriate, through: ...the provision of new, and the improvement of existing, pedestrian and cycle routes;"
160. However, as new development continues on the eastern side of the A423 Southam bypass (speed limit currently 60mph) and with only one underpass providing safe crossing, private car use will remain a popular option for parents wishing to see their children travel to and from school safely.

### ASPIRATION A2. Three Gateways

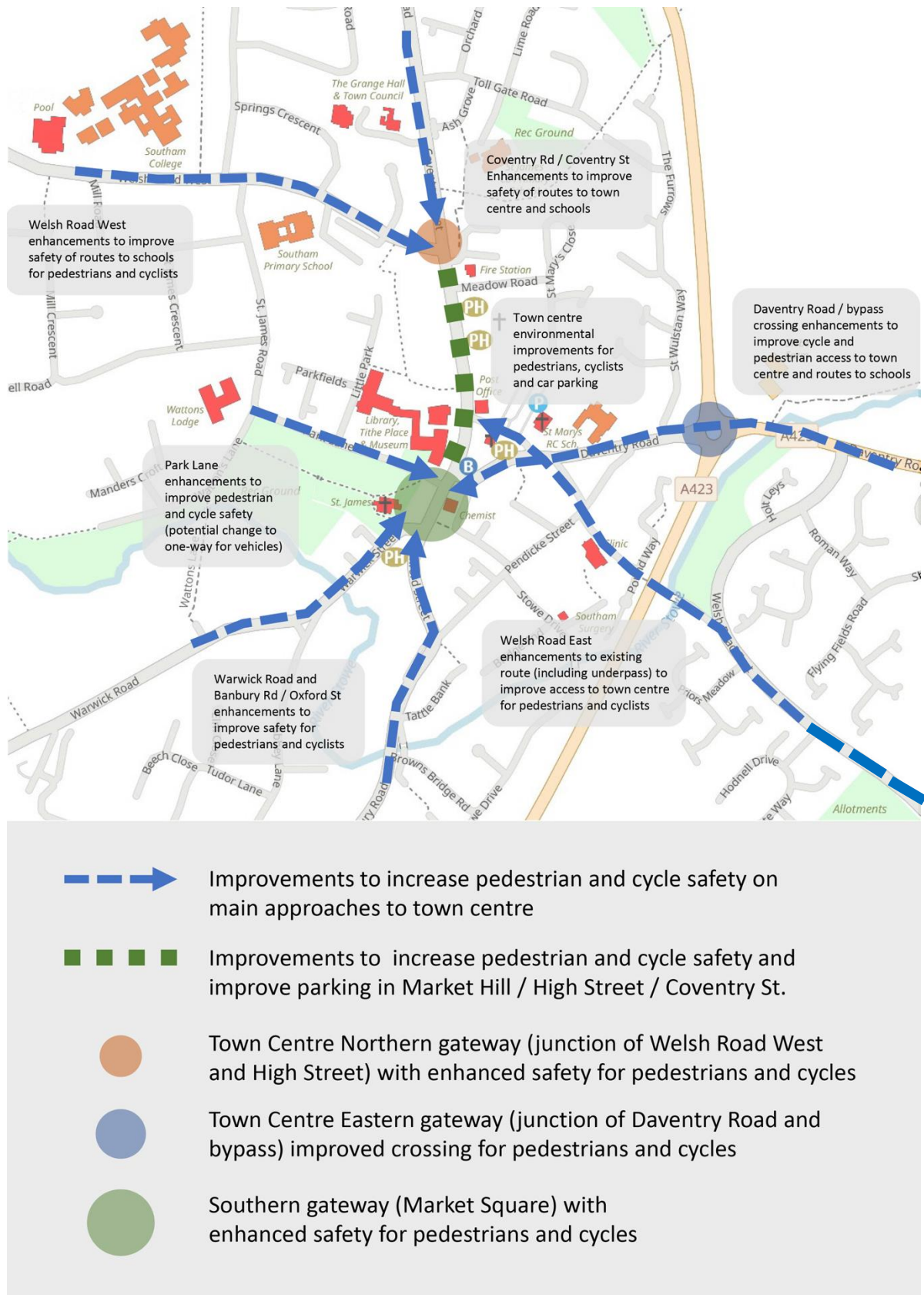
We encourage the introduction of town "gateways", these being a clear change in road surface and markings to encourage slower motorised traffic and wider thoroughfares for pedestrian and cycle traffic. Three suggested gateways are shown in Figure 41 – northern, southern and eastern. Ultimately, it would be preferable to have multiple eastern gateways including a cycle-friendly footbridge across the bypass as the population on the eastern side of town grows with the occupation of the SOU3 development. In the short term, the current 60mph speed limit on the bypass should be reviewed considering multiple surface crossing points which are especially busy on school days.

<sup>44</sup> 2016 Christmas Market Survey

### 5.1.2 Explanation

161. The diversity in age and residence location of the volunteers assisting with the production of this Neighbourhood Plan combined with the input from our numerous public consultations and showcases has informed this aspiration of making Southam a safer and more welcoming environment to move around in.
162. Taken into consideration was easier access and parking for the benefit of Southam town centre businesses, the safety and well-being of children moving to and from school by foot or bicycle, improved traffic flow at known rush-hour hot-spots, as well as the safety and well-being of all Southam residents and visitors who are moving between town amenities, work places and recreation spaces.
163. It is observed that the Southam By-Pass is no longer a by-pass since it now bisects the town and forms a barrier to the new developments in the east of town. This project seeks to improve foot and cycle access to and from the east and so reduce the number of car journeys into town by residents of the eastern side.
164. Because of the volume of movement at school start and finish times, particular attention was given to safer school access by foot and cycle. Schools in town would be well served by this project with improved priority for walkers and cyclists.
165. By reducing the traffic bottlenecks with this project, we also consider that commuter traffic to our industrial estates and Southam through traffic would be better served.
166. The essence of the project centres on three new, simple gateways and an improved look and feel to the carriageways.
167. Figure 41 is a graphic depicting possible Northern, Southern and Eastern “gateways” with notes on suggested changes to traffic flow. In Figure 42 are some suggested visuals for how Southam could look if the sharing of our road space is addressed in line with community opinion and aspiration.





**Figure 41** Locations Proposed Improvements

### ■ ■ ■ Town centre improvements

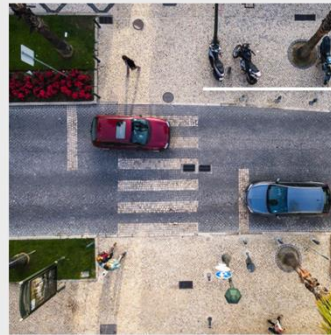
Improved crossing points



Example images of town centre improvements to pedestrian and cycle priority



Opportunities for increased parking



Quality paving materials

### — — — Improvements to town centre links

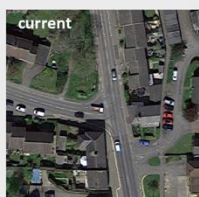
Potential opportunities for segregated lanes



Examples of cycle lanes sharing road space



### Town Centre Northern gateway indicative proposal



Increased space for pedestrians and safer crossing point



Improvements to pedestrian, cycle and parking facilities continue south through town centre

Potential new raised table junction to mark northern end of town centre improvements

Designed to:

- encourage traffic bound for Daventry Road to choose by-pass
- to slow traffic entering town centre
- to reduce bottleneck at Welsh Road West

Reduction in expanse of highway to create clearer routes for pedestrians

**Figure 42 Concepts of Some of the Improvement Proposals**

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### ASPIRATION A3. Public Charging Points for Electric Vehicles

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The public car park in Southam is now equipped with charging points for Electric Vehicles. Provision of extra charge points should maintain pace with demand.

#### 5.1.3 Explanation

168. In the National Planning Policy Framework published in July 2021, section 9 makes reference to Promoting Sustainable Transport with Section 107 stating: “If setting local parking standards for residential and non-residential development, policies should take into account:
- a) the accessibility of the development;
  - b) the type, mix and use of development;
  - c) the availability of and opportunities for public transport;
  - d) local car ownership levels; and
  - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”
169. The abstract below is taken from a report from the Institute of Chartered Engineers.

#### **“Who is delivering the infrastructure investment?”**

“EV charging infrastructure across the UK is delivered both by the public and private sector, with a range of grants and incentives in place to motivate uptake. Ultimately the consumer pays via taxes or direct charging.

“Currently, there is no duty on local authorities to provide electric charging points; it is up to them to decide based on local priorities whether to do so.<sup>45</sup> However, in its recently published National Infrastructure Assessment (NIA), the National Infrastructure Commission (NIC) recommended that government should place a requirement on local authorities to work with charge point providers to:

*‘allocate 5 per cent of their parking spaces (including on-street) by 2020 and 20 per cent by 2025 which may be converted to electric vehicle charge points.’<sup>46</sup>*

“Currently several grant schemes exist, but applications to the UK Government’s £4.5m On-Street Residential Chargepoint Scheme have been limited, with only five local authorities securing funding in 2017.”<sup>47</sup>

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### ASPIRATION A4. Information Signage

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To provide public information signage for Holywell/ civil war/heritage trails and other attractions for visitors.

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<sup>45</sup> House of Commons Library (2018) Electric vehicles & infrastructure. Briefing paper CBP07480.

<sup>46</sup> National Infrastructure Commission’s Infrastructure Assessment July 2018

<sup>47</sup> Although in recent evidence to the Business, Energy and Industrial Strategy Select Committee it was reported that there had been an increase in uptake during early 2018.



### 5.1.4 Explanation

170. Regular visitors attract retail business and a varied retail offering attracts visitors. Although this is a virtuous circle, it does need boosting and this aspiration is designed to make the attractions of Southam more widely known and enjoyable to visit, helping with Policy 0901 above. Visitors do come from outside Southam to see the Holy Well and residents have personal experience of the current signage being inadequate to guide those unfamiliar with the area. A Heritage Trail, covering a large part of the town, would not only be an attraction in itself but would also run past several retail businesses.

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### ASPIRATION A5. Outdoor Gathering Area

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171. Provide open air entertainment space near Market Hill on Tithe Place such as a shaded pétanque area.

### 5.1.5 Explanation

172. Drawing upon the recommendations within the Stratford-Upon-Avon District Council Open Space, Sport and Recreation Assessment - update to the PPGA 2011 Study dated September 2014, a town centre recreation area proved to be a very popular idea with Southam residents at the 2018 Neighbourhood Plan Consultation. The ubiquity of an informal recreation area appeals to young and old, therefore the aspiration is to build an informal, semi-natural meeting space along the lines of many French and Spanish town centre areas comprising a “pétanque square” and simple bench/block seating from which to spectate.
173. According to the assessment, 1.03ha of space for children and young people is required to address the demand of the population increase and the existing shortfall. This scheme can contribute to this space.





**Figure 43** Example of a simple pétanque activity area

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## **ASPIRATION A6. High Street Layout**

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The high street layout to be redesigned to give impression that pedestrians having the same priority as traffic and so inspire “a nice place to be”.

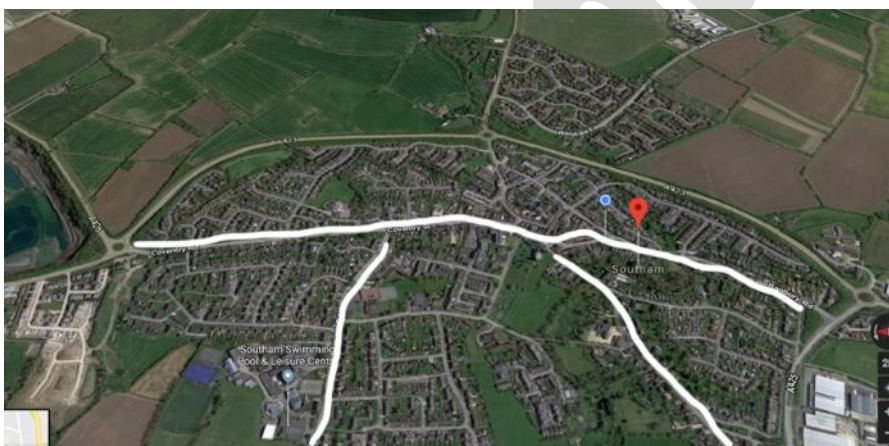
### **5.1.6 Explanation**

174. There was significant support and interest from Southam residents in the continental Europe style carriageway re-purposing to slow traffic and create a safe walking and cycling experience on our arterial roads.
175. The aspiration is for a shared carriageway scheme aiming to increase town centre parking spaces for cars so as to encourage the use of town centre businesses, slow down motorised traffic (we have a 60mph by-pass), and improve safety for pedestrians, cyclists and the disabled.



**Figure 44** An impression of a shared carriageway

176. The re-purposing of our main access highways within town shown below would make the many thousand daily journeys to school and local amenities safe and pleasant for Southam residents and commuters.



**Figure 45** Main Access Highways requiring improvement

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### **ASPIRATION A7. High Street Speed Limit**

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Consider a 20mph limit in the high street (covering Coventry Street from its junction with Welsh Road West, High Street and Market Hill).

#### **5.1.7 Explanation**

177. In the Stratford-upon-Avon Area Transport Strategy May 2018, under Policy 5, the County Council and District Council will work together and with other agencies to develop a high-quality network of walking and cycling routes and related facilities that support and encourage walking and cycling. As a means to achieving this it is documented that in point 2 'Improve provision for cyclists and pedestrians within the town centre by reallocating road space for walking and cycling, prioritising cyclist and pedestrian access and introducing 20mph speed limits in appropriate locations.'

178. As Southam's schools continue to grow, enabling a road network that encourages cycling to school and local businesses will only benefit the local air quality and road network.
179. Research of the RoSPA website highlights their position as being '20mph zones are very effective at preventing injuries and RoSPA would like to see their wider use in residential areas.  
  
'20mph zones significantly decrease the risk of being injured in a collision and their greater use, especially in residential areas, would help to reduce the number of traffic injuries in the UK.  
  
'Local Authorities are responsible for determining where 20mph zones and limits should be introduced but should take advantage of opportunities to introduce them where they are needed.  
  
'Consultation and engagement with local communities and other stakeholders is of vital importance, to make sure that safer roads are prioritised where needed and that local communities have input into the schemes development.'

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### **ASPIRATION A8. Weeping Trees in the High Street**

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To preserve and maintain the weeping trees in the high street.

#### **5.1.8 Explanation**

180. Stratford on Avon Core Strategy 2011-31 Section 6 Southam Area Strategy - Policy AS.7 "Enhance the character of Southam as a market town" and to "Support the role and provision of heritage and tourism attractions."
181. 28% of Southam residents feel that littering in the town is a very or fairly big problem (compared to 20% across the whole district).<sup>48</sup> The questionnaire during Southam Christmas Lights Market resulted in 81% of residents requiring both ASB and littering to be dealt with.
182. The DEFRA "Clean neighbourhoods and Environment Act 2005" identifies and further updates environmental enforcement of the need to control associated ASB and litter.
183. An attractive street scene helps to maintain pedestrian presence and helps to deter littering and conserving the weeping trees contributes to this.

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### **ASPIRATION A9. Commemorating the Fallen**

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To ensure that there are enough trees to have 74 commemorative plaques with the names of the fallen in all conflicts from the Great War.

#### **5.1.9 Explanation**

184. The town has thriving RAF Air Cadets, Squadron 2028 and Royal British Legion elderly residential home 'Galanos House'.
185. Forestry Commission Urban Tree Survey 1991 concludes that trees visually improve the urban landscape, that vandalism is less of a problem than perceived and that smaller tree varieties establish well and can thrive better in urban paved areas than in equivalent grassed areas.

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<sup>48</sup> SDC Residents' Survey 2017 Final Detailed Report Chart 62 and Table 60.



186. The Localism Act 2011 includes increased public involvement with local planting.

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### **ASPIRATION A10. Flood Risk Management**

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The creation of a flood prevention scheme further upstream such as a balancing pond system in Daventry Road fields that would regulate the inflow of water to Southam's flood-risk areas.

To make the free flow of water away from Southam more consistent, for example with a river corridor clearing and maintenance scheme.

#### **5.1.10 Explanation**

187. Southam was nominated by the Environmental Agency for a fluvial flood alleviation scheme that may benefit the local community.<sup>49</sup>
188. In addition to specific fluvial alleviation upstream such as balancing ponds, the regular clearance of debris and removal of other obstructions along the water course within and downstream of the immediate built-up area would serve to improve the throughput reduces the flood impact within the town.

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### **ASPIRATION A11. Southam College**

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The very popular Southam College currently occupies and is confined by its current site in Welsh Road West. In order for secondary education capacity with safe access to keep pace with the growth in demand arising from multiple housing developments within and immediately surrounding Southam, planning should start as soon as possible for such provision.

#### **5.1.11 Explanation**

189. Southam is the main rural centre for the north east of the District but there are few sites for further development. The current college site would be ideal to provide further sustainable and accessible development, particularly with reference to the identified housing need for more bungalows. As the population ages, there is little merit in housing an ageing population kilometres from the amenity centre.
190. The Stratford on Avon District Council Infrastructure Delivery Plan identifies significant expenditure required on Secondary School provision for the district as a whole in order to deliver the Core Strategy.
191. The current capacity of Southam College is not just constrained by the size of the current site but also by access. Welsh Road West is a minor road that is unable to accommodate the combination of coaches, parked vehicles, pedestrians, cyclists and passing road traffic.

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<sup>49</sup> Stratford-on-Avon DC, Warwickshire CC, North Warwickshire BC & Rugby BC Level 1 Strategic Flood Risk Assessment Final Report para 5.3.2



### **ASPIRATION A12. Potential Local Green Space**

192. The southern extremity of the current Cemex quarry works, now disused, is a potential site for expanding the available Green Space for Southam and nearby villages. The site is to be reserved as a wildlife area and nature reserve for the benefit of Southam, Long Itchington and surrounds. As well as its importance as a nature reserve, its future potential lies in its recreational value and tranquil setting for local residents, walkers and visitors.
193. However significant investment would be needed to make it viable and accessible.



**Figure 46 Aerial View of the Southern End of the Quarry**

## APPENDIX 1 Glossary and Abbreviations

The language of local planning uses many specialised terms and the ones used in this document are defined here.

Term	Meaning	Remarks
<b>Affordable Housing</b>	Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the definitions specified in the NPPF for a) Affordable Housing for Rent, b) Starter Homes, c) Discounted Market sales Housing, d) Other affordable routes to home ownership.	The definitions for the categories a) to d) are in NPPF 2021 Annex 2.
<b>Aspiration</b>	A project or development that helps to achieve an Objective but that cannot be realised by means of a Policy.	
<b>Brownfield Land</b>	Land that has already been used for some sort of development.	In this case “development” means buildings or in some cases agricultural use.
<b>BUAB</b>	Built-Up Area Boundary	
<b>Curtilage</b>	The boundary of a property including gardens, drives etc.	
<b>Flood Zone 1</b>	Areas in Flood Zone 1 have been shown to be at less than 0.1% chance of flooding in any year.	This is sometimes known as a 1:1000 years chance of flooding.
<b>Flood Zone 2</b>	Areas in Flood Zone 2 have been shown to have between 0.1% – 1% chance of flooding from rivers in any year.	Between 1 flood in 1000 years and 1 in 100 years.
<b>Flood Zone 3a</b>	Greater than 1% chance of flooding in any given year.	More often than 1 in 100 years.
<b>Flood Zone 3b</b>	Essentially a flood plain with a 5% chance of flooding in any one year.	This classification is not used by the Environment Agency (it’s all Zone 3)
<b>LGS</b>	Local Green Space; an open green area designated and protected for local recreational use.	

Term	Meaning	Remarks
<b>LLFA</b>	Lead Local Flood Authority.	For Southam, the LLFA is Warwickshire County Council.
<b>Neighbourhood Plan</b>	A local development plan derived for residents and landowners that puts additional detail to Planning Authority Strategic Development Plans.	Interchangeable with Neighbourhood Development Plan
<b>Objective</b>	A specific goal that would support a Vision	
<b>Plan Area</b>	The extents of the Neighbourhood Plan coverage.	Usually the parish boundary.
<b>Policy</b>	A land use rule that would help achieve an Objective.	
<b>Rural Exception</b>	Sites used for affordable housing where normal development would not normally be permitted.	Tend to be smaller sites.
<b>SBD</b>	Secure By Design	A Police initiative that sets out guidelines that lead to lower levels of crime.
<b>SDC</b>	Stratford on Avon District Council	The Planning Authority for Southam
<b>Self-Build</b>	Housing built by the occupier(s).	
<b>SHLAA</b>	Strategic Housing Land Availability Assessment	A “top down” look at what land in the district on which it may be practical to develop new housing.
<b>Sustainable Development</b>	Meeting the needs of the present without compromising the ability of future generations to meet their own needs.	Resolution 42/187 of the United Nations General Assembly
<b>Valued Landscape</b>	An aspect or view that residents in the Plan Area particularly appreciate.	Developments that impact a Valued Landscape should be avoided.
<b>Vision</b>	A desired general outcome	

### APPENDIX 2 A Record of Listed Buildings in Southam Parish

Some building names may be abbreviated or partial; this is how they are recorded in the original register.

- **Church of St James**  
Grade I  
Warwick Street, Southam, Warwickshire
- **2 Chest Tombs and Headstone Approximately 12 Metres South of South Aisle of Church of St James**  
Grade II  
Warwick Street, Southam, Warwickshire
- **Chest Tomb Approximately 6 Metres South West of South West Corner of South Aisle of Church of St James**  
Grade II  
Southam
- **Holy Well at Sp 4100 6186**  
Grade II  
Southam, Warwickshire
- **Brown's Bridge** (On the Banbury Road)  
Grade II  
Tattle Bank, Southam, Warwickshire
- **The Manor House – Currently unoccupied shop and Rockingham Motorcycles**  
Grade II  
Southam
- **9, Market Hill** (Myton Hospice shop)  
Grade II  
28 Oxford Street, Southam, Warwickshire
- **Craven Arms Hotel** (Apartments)  
Grade II  
Market Hill, Southam, Warwickshire
- **Taylors Chemist**  
Grade II  
Southam
- **The Black Dog Public House**  
Grade II  
1 Warwick Street, Southam, Warwickshire
- **Vivian House and Attached Railings** (Corner of Park Lane)  
Grade II  
Park Lane, Southam, Warwickshire
- **Apartments (was the Bull Inn)**  
Grade II  
Bull Street, Southam, Warwickshire
- **2 and 3, Bull Street**  
Grade II  
Bull Street, Southam, Warwickshire
- **Congregational Church**  
Grade II  
Wood Street, Southam, Warwickshire
- **4, Daventry Road** (Middle of triangle of School Street, Pendicke Street and Daventry Road)  
Grade II  
Pendicke Street, Southam, Warwickshire



# Southam Neighbourhood Plan

## 2011 to 2031

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- **Five (was the Crown Inn)**  
Grade II  
Daventry Street, Southam, Warwickshire
- **Napton Road Farmhouse** (A425 beyond Tarsus Hotel)  
Grade II  
A425, Southam, Warwickshire
- **4,5 and 5a, High Street** (Next door to Lloyds Bank)  
Grade II  
High Street, Southam, Warwickshire
- **The Old Mint Public House**  
Grade II  
Coventry Street, Southam, Warwickshire
- **50, Coventry Road** (Arundel House next door to Old Mint))  
Grade II  
Coventry Street, Southam, Warwickshire
- **85 and 87, Coventry Road** (No 84 is Connells estate agents)  
Grade II  
Coventry Street, Southam, Warwickshire
- **The Woodlands** (Between Bowling Green and Goodwin's shop)  
Grade II  
Coventry Street, Southam, Warwickshire
- **The Bowling Green Public House**  
Grade II  
Coventry Street, Southam, Warwickshire
- **Beech House** (Opposite Bowling Green)  
Grade II  
Coventry Street, Southam, Warwickshire
- **Yew Tree House** (Opposite Fire Station)  
Grade II  
Coventry Street, Southam, Warwickshire
- **The Grange**  
Grade II  
Coventry Road, Southam, Warwickshire
- **Vernon House** (Opposite Factory Shop)  
Grade II  
15 Oxford Street, Southam, Warwickshire
- **3 and 5, Banbury Road** (2 Thatched cottages on the (Tattle) bank)  
Grade II  
Banbury Road, Southam, Warwickshire
- **Bridge House And Attached Barn**  
Grade II  
Warwick Street, Southam, Warwickshire
- **The Abbey** (Corner of Abbey Lane)  
Grade II  
Abbey Lane, Southam, Warwickshire
- **Pair of Gatepiers and Gates Approximately 25 Metres North West of the Abbey**  
Grade II  
4 Warwick Road, Southam, Warwickshire
- **Hill House** (Attached to Warwick House)  
Grade II  
14 Warwick Road, Southam, Warwickshire

- **The Stoneythorpe Hotel** (Warwick House)  
Grade II  
Warwick Road, Southam, Warwickshire
- **Monument Approximately 50 Metres South West of Warwick House 1**  
Grade II  
14 Warwick Road, Southam, Warwickshire
- **Beech Hurst** (Almost opposite Warwick House)  
Grade II  
3 Warwick Road, Southam, Warwickshire
- **24 and 26, Warwick Road** (Further along and over the road from Beech Hurst.)  
Grade II  
18 Warwick Road, Southam, Warwickshire
- **Whitehall Barn Whitehall House** (Same side as Beech Hurst, next but one house)  
Grade II  
3 Warwick Road, Southam, Warwickshire
- **47 and 49, Abbey Lane** (About half way along Abbey Lane)  
Grade II  
47 Abbey Lane, Southam, Warwickshire
- **Lower Fields Farmhouse** (In the fields between A425 and Welsh Rd East)  
Grade II  
Southam, Warwickshire
- **The Fields House** (Along the Kineton Road to Deppers Bridge)  
Grade II  
Southam

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### APPENDIX 3 Southam History Timeline

Thanks to Southam Heritage Collection, we have a wonderful timeline of our town – a town built on 1000 years of history. This helps define and informs us- how our town has developed to define what we are today, and to help inform us as we develop our community to be fit for the next millennia.

- 998 *King Æthelred gave land at Southam to Leofwine, the father-in-law of Lady Godiva.*
- 1043 *Leofric and King Edward granted lands, including Southam Manor, to Coventry Priory.*
- 1086 *The Domesday Book included Southam (Sucha).*
- 1206 *The Holy Well first mentioned in Warwickshire Feet of Fines. (Medieval court agreements.)*
- 1227 *King Henry granted Southam's first Market Charter to Coventry Priory.*
- 1327 *Town doubled in size from Domesday and earlier church was replaced by one of greater size.*
- 1410 *Southam became the centre of a small cloth market.*
- 1538 *Henry VIII dissolution of the monasteries and Coventry Priory lost Southam to the crown.*
- 1540 *John Leland visited the town and described it as a "meane market towne of one street"*
- 1542 *Sir Edmund Knightly gained Southam Manor from the Crown, but died within a year and it passed to his five nieces and their husbands.*
- 1590 *Shakespeare in Henry VI Part 3 (Act V, Scene I, lines 10-16) mentions Southam.*
- 1641 *Charles I passed through Southam and the church refused to ring the bells for him.*
- 1642 *First English Civil War skirmish was at Southam and followed by the first battle at Edgehill.*
- 1645 *Cromwell stayed in Southam with 7000 troops.*
- 1657 *The tannery suffered a fire and it spread to three adjoining houses.*
- 1710 *Brown's Bridge, the old bridge on Banbury Road, was built.*
- 1742 *The great fire of Southam when nearly forty houses burnt down in the town centre.*
- 1756 *The First Turnpike Road passed through Southam from Coventry to Banbury (A423).*
- 1761 *Enclosure Act and Lord Craven and the Rector became the largest landowners in the parish.*
- 1762 *Education was financed from the Enclosure with the building of a Charity School.*
- 1778 *The Craven Estate map became the earliest map of Southam.*
- 1816 *The National School replaced the Charity School.*
- 1818 *Mr Henry Lilley Smith opened his ear and eye infirmary at Stoneythorpe (Warwick House)*
- 1819 *The new canal system bypassed Southam.*
- 1836 *Southam Poor Law Union was formed to represent the town and nineteen surrounding parishes.*
- 1838 *The Union Workhouse replaced Southam's 'House of Industry' which had been for twenty inmates, to take 120 poor from Southam and the surrounding villages.*

- 1840s *The first industrial cement works opened from numerous small existing lime works.*
- 1846 *The new railway system bypassed Southam*
- 1853 *Last Turnpike Road built from Harbury to Southam; Kineton Road through Deppers Bridge.*
- 1876 *The German Religious Sisters established the “Convent of Our Lady”, orphanage and school.*
- 1920 *The Workhouse closed and the Junior School stands on that site today.*
- 1925 *“Our Lady and St Wulstan” Catholic Church was built, replacing the corrugated tin hut.*
- 1940 *Southam Airfield in Welsh Road East was opened for WW2 training for just four years.*
- 1960 *The population of Southam doubled between 1961 and 1971, but modernisation is the cause of the loss of many old buildings.*
- 1974 *A Mayor was elected for the first time and Southam became a town.*
- 1988 *The M40 was built through Warwickshire.*
- 1992 *The Southam Bypass was built.*
- 2013 *The Library and Victor Hodges House were demolished and foundations of a medieval tithe or great barn were discovered underneath.*
- 2015 *Tithe Lodge and Tithe Place were opened.*