
SOUTH WARWICKSHIRE LOCAL PLAN

ISSUES AND OPTIONS (REGULATION 18)
CONSULTATION

REPRESENTATION MADE ON BEHALF OF CATESBY ESTATES

March 2023

South Warwickshire Local Plan

Issues and Options (Regulation 18) Consultation

Prepared on behalf of Catesby Estates

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CONTENTS

1.0	Introduction.....	1
2.0	Vision and Strategic Objectives	2
3.0	Meeting South Warwickshire’s Sustainable Development Needs	4
4.0	Delivering homes that meet the needs of all our communities	15
5.0	A Climate Resilient and Net Zero Carbon South Warwickshire.....	22
6.0	A Well Designed and Beautiful South Warwickshire	26
7.0	A Well-Connected South Warwickshire	28
8.0	A Biodiverse and Environmentally Resilient South Warwickshire	29
9.0	Land South of Main Street, Tiddington	30
10.0	Summary	37

APPENDICES

Appendix 1 – Accessibility Review (prepared by DTS)

Appendix 2 – Archaeology and Heritage Appraisal (prepared by EDP)

Appendix 3 – Vision Document (December 2020)

1.0 INTRODUCTION

- 1.1 Barton Willmore, now Stantec is instructed by Catesby Estates to prepare a representation to the South Warwickshire Issues and Options (Regulation 18) Consultation ('the Local Plan'), including relevant documents within the evidence base.
- 1.2 This representation follows the structure of the Local Plan and seeks to respond to the questions posed within the document, where relevant. They are made in respect of Catesby Estate's land interests at Land South of Main Street, Tiddington, Stratford upon Avon. The site's location is set out in the appended Vision Document. The site has been promoted through Stratford's Site Allocations Plan (SAP) and it has been submitted as part of the South Warwickshire Local Plan Scoping and first Call for Sites Consultation, which took place between May-June 2021; Ref. ID 441: 'Land South of Main Street, Tiddington'.
- 1.3 Catesby Estates, part of Urban & Civic, is a specialist strategic land promotion business, who work closely with local communities, key stakeholders and the LPA top deliver sustainable development.
- 1.4 Accompanying this Representation to the Issues and Options Consultation, is the following material:
 - Vision Document
 - Accessibility Review
 - Archaeology and Heritage Appraisal
 - Concept Masterplan (within Vision Document)
- 1.5 For reference, the Site has capacity for around 200 dwellings, set within a framework of open spaces, including the provision of new public benefits. An overview and assessment of our site is included in Section 9.
- 1.6 Catesby Estates welcomes the opportunity to provide a response to the Local Plan consultation and looks forward to engaging with the Councils as the Plan progresses.

2.0 VISION AND STRATEGIC OBJECTIVES

Issue V1: Vision for the Local Plan

Q-V3.1

Do you agree that the Vision and Strategic Objectives are appropriate?

- 2.1 Catesby Estates broadly supports in principle the Vision set out within Chapter 3 which stipulates 'The Vision is to meet South Warwickshire's sustainable development needs to 2050, while responding to the climate emergency. Where appropriate and agreed, this could include unmet need from neighbouring authorities. The Plan will provide homes and jobs, boost and diversify the local economy, and provide appropriate infrastructure, in suitable locations, at the right time.'
- 2.2 In particular, Catesby Estates supports the identification of the potential to meet unmet need from neighbouring authorities. However, it is crucial the scale and distribution of this need should be agreed through the plan making process. This Vision should accordingly evolve and become more specific, once the detail surrounding the unmet need is established.
- 2.3 In addition, clarity should also be provided in respect of what is meant by 'Warwickshire's sustainable development needs' which is currently absent.
- 2.4 Similarly, the Strategic Objectives laid out to address the Vision are also broadly supported, however further detail is requested.
- 2.5 Catesby Estates supports Strategic Objective 2 (*Providing infrastructure in the right place, at the right time*) whereby infrastructure is required to support growth in new homes, in order to fully support the communities within South Warwickshire, and contribute towards achieving sustainable development. However, the Objective states infrastructure will be secured through new development, but additional evidence is required to demonstrate what infrastructure is needed where, and how and when it is funded and delivered.
- 2.6 Strategic Objective 4 (*Delivering homes that meets the needs of all our communities*) acknowledges the need for further housing within South Warwickshire, and that a variety of house types, mixes and tenures are required to fulfil wider needs, also contributing towards sustainable development. Whilst this concept is supported by Catesby Estates, reference should also be made to meeting the unmet needs of neighbouring authorities, in order to align with and support the delivery of the Vision.

- 2.7 Strategic Objective 5 (*Contributing towards Net Zero Carbon Targets*) seeks to ensure that new development does not cause a net increase in carbon emissions. It proceeds to state that every opportunity should be taken to reduce existing carbon emissions and mitigate against climate harms. We support the objective but as we note later, it is key that the Local Plan is supported by viability evidence to demonstrate this can be delivered alongside all other policy requirements.
- 2.8 The Strategic Objectives should also clearly set out how they will meet South Warwickshire's sustainable development needs, in conjunction with contributing to meeting unmet needs of neighbouring authorities and be clear as to what these needs are.

3.0 MEETING SOUTH WARWICKSHIRE'S SUSTAINABLE DEVELOPMENT NEEDS

Issue I2: Infrastructure Requirements and delivery and Issue I3: Community Infrastructure Levy

QI-2

Please select the option which is most appropriate for South Warwickshire

Option I2a – Set out the infrastructure requirements for all scales, types and location for development

Option I2b – Focus on the strategic infrastructure relating specifically to the growth strategy

- 3.1 Option I2a states that Part 1 of the Local Plan would set out detail for all scales, types and location for development equally across South Warwickshire, whilst Option I2b would only focus on the strategic infrastructure relating specifically to the growth strategy.
- 3.2 However, the scope of the Plan as stated on Page 2 of the Consultation Document is that the Part 1 document would set out the overall strategy for the pattern, scale and design quality of places within South Warwickshire. This includes the provision of housing, employment and infrastructure at the strategic level.
- 3.3 Subsequent Part 2 Plans would then 'set out detailed policies for specific areas, neighbourhoods or types of development. This could include allocating sites and the provision of infrastructure at a local level, establishing design principles and setting out other more detailed planning policies'.
- 3.4 In this context, Option I2b is most appropriate, as the Part 1 Plan cannot pre-determine the infrastructure provision that may be required following the identification of sites through Part 2 Plans. To do so would otherwise be pre-emptive of the location and scale of growth to be provided through Part 2 Plans.
- 3.5 The Councils should nonetheless be clear that infrastructure identified within the Part 1 Plan should be funded through a combination of developer contributions from strategic sites, combined with other sources of external funding. Strategic infrastructure provision should not be reliant upon funding from sites brought forward under Part 2 Plan; again, as to do so would otherwise be pre-emptive of the location and scale of growth to be provided through Part 2 Plans. Moreover, any viability assessment undertaken in support of the Part 1 Plan cannot accurately assess the viability of Part 2 sites, given their full infrastructure requirements cannot be known.

Issue I3: CIL

QI-3:

Please select the option which is most appropriate for South Warwickshire

Option I3a – Establish a South Warwickshire CIL to support the delivery of the Plan

Option I3b – Each District Council to produce its own Levy

- 3.6 The establishment of a CIL charging schedule (Issue I3) is also directly related to Issue I2: Infrastructure Requirements and delivery. In this regard, we consider that the approach should be informed by a robust viability assessment. We note the government's recent consultation outlining the Infrastructure Levy, which should be considered once further detail is published.

Issue S4: Infrastructure SafeguardingQI-4.2

Please add any comments you wish to make about these specific safeguarding provisions

- 3.7 Land at South of Main Street, Tiddington is not dependent on any infrastructure that would require safeguarding.

Issue I5: Viability and DeliverabilityQI-5

Please add any comments you wish to make about infrastructure, viability and deliverability

- 3.8 Viability and deliverability are key aspects of the Plan, without which the Vision and Objectives cannot be met. The Consultation Document identifies that:

'all of the sites considered for development as part of the growth strategy will be assessed through the South Warwickshire Housing and Economic Land Availability Assessment (HELAA) to assess their availability, suitability and viability for development. Additionally, an Infrastructure Delivery Strategy and associated viability assessments will be undertaken as the Local Plan progresses to ensure that what is put forward as a preferred development strategy is both deliverable and viable.'

- 3.9 Catesby Estates strongly emphasises that the required viability work should be undertaken as a priority, ahead of and to inform the next stages of the Part 1 Local Plan. Matters relevant to viability and deliverability should be considered at the earliest stages of plan-making, to ensure

that any allocations identified are viable and deliverable, including identifying infrastructure requirements.

Issue S1 (Green and Blue Corridors)

Q-S1

Please select the option which is most appropriate for South Warwickshire?

- Option S1a – Identify Strategic Green and Blue corridors in advance of the Local Nature Recovery Strategy being produced
- Option S2b – Do not identify Green and Blue Corridors within the South Warwickshire Local Plan, and instead rely on the production of the Local Nature Recovery Strategy

3.10 Catesby Estates supports the concept in the Consultation Document that the SWLP will take a proactive approach and seek to identify its own 'Green Corridors' across the plan area in advance of the Local Nature Recovery Strategy, in line with Option S1a. The Consultation Document suggests that this would allow Strategic Green and Blue Corridors to 'inform the growth strategy.' Whilst this is agreed, determining Strategic Green and Blue Corridors in advance of the Local Nature Recovery Strategy being produced should ensure that the corridors and growth strategy do not conflict with one another. Furthermore, these corridors within the Local Plan also ensures that they are appropriately consulted upon against the statutory tests for plan-making.

3.11 Catesby Estates reserves the right to comment upon any Strategic Green and Blue Corridors identified within future iterations of the Plan. Any such corridors should be based on proportionate evidence, including around delivery.

Issue S3 (Using Brownfield Land for development)

Q-S3.1

Please add any comments you wish to make about the Urban Capacity Study

3.12 The Study sets out that its purpose is to provide evidence that helps to reduce the need for development outside of South Warwickshire's 23 existing urban areas as far as justifiably possible. Section 4.6 of the Study identifies that there is a total baseline housing supply for the 2025-2050 Plan Period of 19,950 dwellings, of which 6,145 would be located within existing urban areas. Catesby Estates questions the robustness of this figure. The Study acknowledges it is a theoretical

exercise without any reference to the application of policy or any other evidence base, including infrastructure requirements, deliverability etc. Paragraph 2.2.2 states that the:

"Study does not represent a HELAA-level consideration of suitability, availability and achievability, it is important to note that it will be for the forthcoming HELAA to establish whether these sites are actually deliverable or developable in practice."

- 3.13 Notwithstanding this, the Study compares this potential 'supply' against a housing need for South Warwickshire of 30,750 dwellings across the Plan Period. This figure is incorrect. The Consultation Document and HEDNA seeks to establish a 'trend-based' alternative to the Standard Method, which result in annual housing need of 868 dwellings per annum (Stratford) and 811 dwellings per annum (Warwick), totalling 1,679 dwellings per annum. Multiplied across a 25-year Plan Period, this need is in fact 41,975 dwellings. This figure is importantly also exclusive of meeting any unmet need arising from neighbouring authorities, such as Coventry or Birmingham.
- 3.14 The identified potential 'supply', inclusive of sites within existing urban areas, is therefore less than half of the overall housing need required during the Plan Period. The Study acknowledges that brownfield land cannot be solely relied upon. We would encourage a more robust assessment of the sites to ensure the potential contribution to supply is established.

Q-S3.2

Please select the option which is most appropriate for South Warwickshire

- Option S3.2a – Prioritise brownfield development only when it corresponds with the identified strategy, or if it can be proven that the development is in a sustainable location or would increase the sustainability of the area.
 - Option S3.2b – Prioritise development on brownfield land, incorporating existing buildings into development proposals wherever possible, irrespective of its location.
 - Option S3.c – None of these
- 3.15 Given the clear deficiency in the supply of brownfield land identified above in response to Question S3.1, Catesby Estates considers Option S3.c should be followed. This is not to say that we do not support the redevelopment of brownfield land, but even on the basis of the theoretical exercise, brownfield land will not supply even half of the housing requirement and so the focus should be

on identifying the right sites in the most sustainable locations, importantly those which are deliverable and can meet the full policy requirements including affordable housing.

Issue S4 (Growth of Existing Settlements)

Q-S4.1

Do you think that growth of some of our existing settlements should part of the overall strategy?

3.16 Growth at existing settlements is crucial to ensure their long-term sustainability, vitality and viability of local services such as shops, public houses and sports clubs. This includes settlements of all sizes, ensuring that growth is proportionate to the scale of the existing settlement, whilst also considering its accessibility to other nearby service centres, for higher order services and employment opportunities.

Q-S4.2

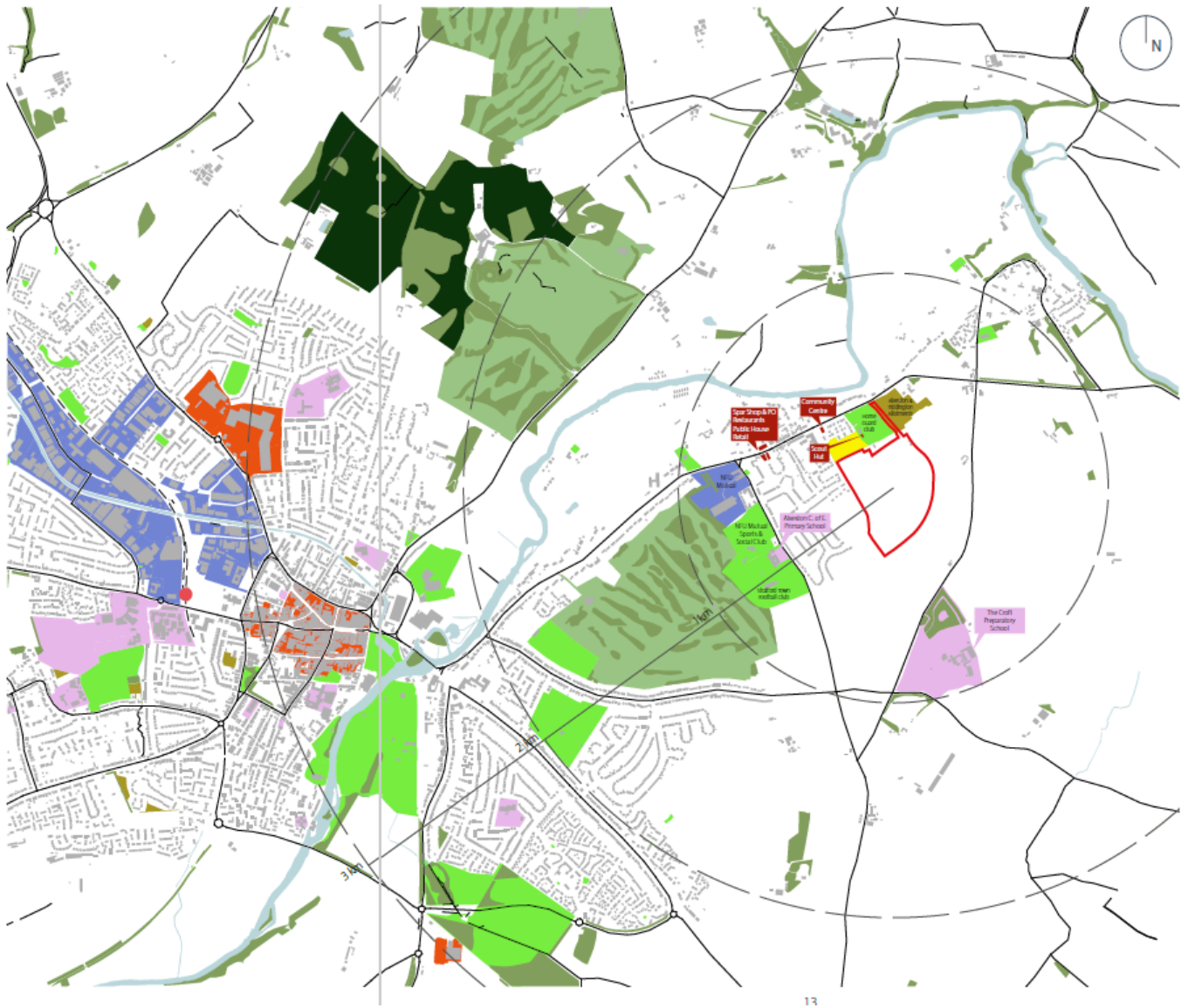
Please add any comments you wish to make about the settlements analysis, indicating clearly which element of the assessment and which settlements you are commenting on.

3.17 The Settlement Analysis has been undertaken on the basis of a 20-minute neighbourhood principle, using the existing settlements identified as part of the May 2021 consultation. In addition, the Analysis further states that a small number of additional settlements have been further identified and assessed. As a result, it is unclear as to why a review of all settlements has not occurred, or how the settlements that have been analysed were identified as appropriate to add to the analysis. No evidence or justification to demonstrate their position as a settlement is presented.











3.18 Furthermore, the analysis states that this was not run alongside the Call for Sites Submissions, therefore Catesby Estates requests that a further review is undertaken to assess alternative settlements, alongside the Call for Sites Submissions to ensure it is fully reflective of the wider position.

3.19 In addition, Stratford's Core Strategy sets out a number of Local Service Villages; Tiddington is an identified Category 1 Local Service Village, scoring beyond 10 when assessed by the Council. Bishop's Itchington, Harbury, Long Itchington and Quinton are also identified Category 1 Local Service Villages. However, the Settlement Analysis includes a number of those identified Local Service Villages within the Core Strategy, specifically Long Itchington, and other Category 2 Local Service Villages such as Salford Priors, Wilmcote and Wootton Wawen, but Tiddington is excluded from the Settlement Analysis, regardless of its existing position as a Category 1 Service Village. Therefore, the Settlement Analysis is not consistent with the approach of the existing Core Strategy and the exclusion of Tiddington is not justified.

3.20 The Analysis does also set out that there is potential for additional settlements to be assessed using the methodology set out in this document, if the spatial strategy to necessitate it. This needs to happen now to ensure the spatial strategy delivers sustainable development across the whole plan area. See extract from our Vision Document below showing the local services and facilities.



LEGEND

	Site Boundary
	Direct Line Distances
	Education Facility
	Employment
	Tiddington - Local Retail & Community Facilities
	Stratford Town Centre and Out of Town Retail
	Public Open Space, Sport and Recreation
	Allotment Gardens
	Country Park
	Golf Courses
	Draft Site Allocation for 24 homes south of Sid Courtney Road (Ref: TIDD.11)

Issue S5: The potential for new settlement (s)Q-S5.2

Do you think new settlements should be part of the overall strategy?

3.21 Catesby Estates recognises the benefits of delivering new settlements as part of an overall growth strategy. However, we also acknowledge the implications this may have for delivery and the importance of a mixture of sites to ensure flexibility of supply, particularly within the early years of the Plan. Growth at existing settlements, including both main towns and large villages, to allow for coherent and balanced development to occur throughout the Districts.

Issue S7 – Refined Spatial Growth OptionsQ-S7.2

For each growth option, please indicate whether you feel it is an appropriate strategy for South Warwickshire:

- Option 1: Rail Corridors – appropriate strategy / neutral / inappropriate strategy

3.22 Catesby Estates feels Option 1 to be in part, an appropriate strategy in focusing development growth in rail corridors, around existing railways, and anticipating the possibility of new or

reopened stations. However, Option 1 should not be a strategy in isolation, given the likely inability to meet the housing need in full at these locations whilst addressing all policy and environmental considerations. Other factors should also contribute towards identifying suitable development growth areas, therefore strike a balance between railway facilities, but also alternative forms of public transport to achieve the overall achievement of sustainable development. This Option should also not be limited to growth at settlements which benefit from a railway station; growth should also be supported at settlements which are able to access railway stations in adjacent settlements by sustainable modes of transport, such as Land South of Main Street, Tiddington, which are within close distance to Stratford upon Avon train station, and train stations within Warwick and Leamington which can be accessed via the existing bus network. Tiddington should therefore be listed within the 'indicative list of settlements' that may feature in Option 1.

3.23 Catesby Estates suggests that additional work is undertaken to assess the feasibility of the identified areas in relation to the capacity of the railway network, and consideration for wider areas beyond the immediate vicinity of railway stations yet are able to access them via sustainable modes of transport.

- Option 2: Sustainable Travel – appropriate strategy / neutral / inappropriate strategy

3.24 Catesby Estates supports that Sustainable Travel is an appropriate strategy, including both the rail corridor and main bus corridor, which gives residents multiple public transport options and therefore is more likely to achieve less reliance on the private car, and achieve overall greater sustainability, compared to Option 1.

3.25 Option 2 would also allow for an improvement in public transport opportunities for existing residents as there is potential for enhancement and greater capacity.

3.26 Tiddington is well served by existing bus services, including the Number 15 Stagecoach service which provides hourly provision in both directions to Stratford or Warwick, 7 days a week, including access to the train stations, allow for national journeys.

3.27 As with Option 1, it is suggested that Tiddington should fall within this Option for consideration.

- Option 3: Economy – appropriate strategy / neutral / inappropriate strategy

- 3.28 Catesby Estates is of the view that Option 3 is neutral. Whilst acknowledged that there are benefits in locating homes close to exiting jobs and potential new job locations in order to contribute towards achieving sustainable development, it is not crucial. Given the nature of the labour market (including working from home), this would not be an efficient distribution of housing.
- 3.29 In addition, Option 3 states that growth at new settlement scale is focused close to existing motorway junctions, which Catesby Estates do not agree with as motorway junctions are encouraging a wider commute to work by private car, as opposed to work within the local vicinity and therefore is contrary to the other points and principles set out within Option 3.
- Option 4: Sustainable Travel and Economy – appropriate strategy / neutral / inappropriate strategy
- 3.30 Option 4 is an appropriate strategy due to the balance of growth it creates between existing main settlements, growth at new settlements within sustainable travel corridors and proportionate growth in smaller settlements.
- 3.31 Option 4 also acknowledges and recognises a need for a balance of growth at existing main settlements, some growth at new settlement scale and more modest growth in smaller settlements, enhancing the viability of village centres and providing affordable housing. Land South of Main Street, Tiddington would achieve modest growth of a smaller settlement and provide affordable housing. At present, the average house price in Tiddington is £601,875, in comparison to the UK average of £269,000. Affordability is a key issue to address in settlements across the District, particularly in Tiddington, and so this Option would go some way to addressing this.
- Option 5: Dispersed – appropriate strategy / neutral / inappropriate strategy
- 3.32 Catesby Estates considers that Option 5 is an appropriate growth option as part of a wider strategy. A dispersed approach would allow for proportionate growth to occur at different locations, supporting the vitality and viability of local services and facilities and helping to address affordability in settlements such as Tiddington.
- 3.33 Overall, with the options presented, a balanced approach is required to take into account public transport accessibility, employment locations and accommodating the housing need across a variety of locations, to allow for proportionate expansions to occur at existing settlements, but then also the development of new urban settlements, where greater housing numbers can be

accommodated whilst providing improved infrastructure to support those new developments can be achieved to ensure a variety of growth options can be achieved.

Issue S8 (Small scale development outside of the chosen spatial growth option)

Q-S8.1

For settlements falling outside the chosen growth strategy, do you think a threshold approach is appropriate, to allow more small-scale developments to come forward?

Q-S8.2

For sites coming forward as part of this threshold approach, what do you think would be an appropriate size limit for individual sites?

3.34 Limit of 10 dwellings per site / A higher limit is appropriate / A lower limit is appropriate

3.35 Notwithstanding that Tiddington should be a part of the Growth Strategy as set out above, Catesby Estates does not support a threshold approach as this would serve to restrict windfall growth which may otherwise be sustainable and necessary to meet local and wider needs. In this regard, we consider each development should be considered on its own merits.

Issue S9: Settlement Boundaries and infill development

Q-S9

Please select the option which is most appropriate for South Warwickshire

3.36 Option S9a – Save all existing settlement boundaries where these are already defined within the Core Strategy, Local Plan, emerging SAP or an NDP.

3.37 Option S9b – Within this Part 1 Plan, review which settlements have boundaries defined and which do not, as well as the extent of any such boundaries.

3.38 Catesby Estates does not support either of these approaches. The purpose of the Part 1 Plan is stated as to set out the overall strategy for the pattern and scale of growth, which will include allocating sites for development. Some of these sites will be adjacent to existing settlements and it would accordingly be prudent to amend existing settlement boundaries to accommodate these allocations (otherwise they would be considered to be 'open countryside' in planning terms).

3.39 Any further allocations made through Part 2 Plans would then provide a similar opportunity to make further modifications to settlement boundaries as necessary at that stage.

3.40 Whilst this approach may be different between the two authorities when preparing their Part 2 Plans, it would have a negligible impact. As the supporting narrative to Option S9b suggests, non-strategic land allocations will likely not be made until Part 2 plans come forward. In such cases, it becomes difficult to make appropriate revisions to boundaries in advance of these non-strategic allocations.

Issue S10: Any other development strategy issues

Q-S10

Please add any comments you wish to make about the development distribution strategy for South Warwickshire.

3.41 Catesby Estates wishes to reiterate that a balanced approach should be achieved when looking at the development distribution strategy for South Warwickshire. It is apparent that not all of South Warwickshire's housing need, (in addition to unmet needs of neighbouring authorities), can be met within existing urban areas. Therefore, there is clear need to develop greenfield sites outside of these areas, as well as a need to distribute growth to ensure the vitality of settlements such as Tiddington.

3.42 Nonetheless, in terms of the distribution of this growth, not one individual factor as set out within the Options should be undertaken as an isolated approach. A joint up approach, taking into account infrastructure including public transport access and availability, employment locations, facilities and census information should be considered, but overall a wider balanced approach should be considered.

3.43 Therefore, a wider balanced approach should be proceeded with, to ensure a variety of development comes forward. This would allow the greatest flexibility of supply throughout the plan period.

4.0 DELIVERING HOMES THAT MEET THE NEEDS OF ALL OUR COMMUNITIES

Issue H1: Providing the right number of new homes

4.1 Catesby Estates praises the Consultation Document for recognising that 'England is experiencing a housing crisis' and that there 'has been a failure in the supply of affordable homes to achieve the Government's target of 300,000 homes annually'. Catesby Estates also supports and echoes the issues identified through the previous consultation and summarised within the Consultation Document, including that there is an affordability issue within South Warwickshire. We are clear in our view that the only way of addressing this is by increasing supply of housing overall, which will also help to deliver affordable housing.

Q-H1-1: The HEDNA is proposing that we move away from an approach where future household needs are based on the 2014-based household projections towards a trend-based approach. Do you think that the HEDNA evidence provides a reasonable basis for identifying future levels of housing need across South Warwickshire?

4.2 The latest HEDNA suggests exceptional circumstances exist to move away from the Standard Method for determining housing need as there are alleged issues with existing census data in estimating and projecting the population in Coventry.

4.3 The HEDNA has therefore modelled new demographic projections which take account of the initial 2021 Census data releases and seeks to assess how the population can be expected to change over time by applying more up-to-date assumptions about fertility, mortality and household formation rates. The HEDNA then applies these alternative projections through the framework provided by the standard method.

4.4 Barton Willmore, now Stantec has not reviewed the methodology utilised by the HEDNA and therefore cannot comment on its appropriateness.

4.5 The HEDNA nonetheless suggests that, based upon the trend-based projections, whilst the housing need in Coventry City may have reduced, the housing need for Stratford-on-Avon has increased from 564 to 868 dwellings per year (304 dwellings per year / 53.9% increase). Similarly, the need for Warwick District has increased from 675 to 811 dwellings per year (136 dwelling per year / 20.1% increase). The total housing need for both Districts (and therefore South Warwickshire) has accordingly increased from 1,239 to 1,679 dwellings per year (440 dwellings per year / 35.5% increase).

- 4.6 The housing need across the Plan Period has therefore increased from 30,975 to 41,975. This figure represents the minimum need that should be planned for and does not include any unmet need from neighbouring authorities (such as Coventry or Birmingham) which may be accommodated, or any addition homes that may be planned for to meet other socio-economic objectives (such as increasing affordable housing provision – see answer to Question H2-2).
- 4.7 Should the authorities choose to pursue the trend-based alternative, they must accept that the housing need increases substantially and that this need must be met, as a minimum. It would not be acceptable to reduce the level of housing provided within Coventry whilst seeking to retain the need for Stratford and Warwick suggested by the Standard Method.

Q-H2-1: What is the best way to significantly increase the supply of affordable housing across South Warwickshire?

- 4.8 Table 8.45 of the HEDNA (reproduced at Table 10 of the Consultation Document) identifies that there is a total annual affordable housing need of 547 dwellings in Stratford and 839 dwellings in Warwick (totalling 1,386 homes per year). This need is significant and, in the case of Stratford, is in excess of the trend-based alternative figure for overall housing provision that is also suggested by the HEDNA (868 dwellings per annum).
- 4.9 Catesby Estates submits that the only way to realistically deliver affordable housing at a level that is anywhere close to the level of identified need would be for both Councils to allocate a significantly greater number of sites to deliver market housing over and above the minimum need identified by the HEDNA (either Standard Method or trend-based alternative). Such development would include a portion of affordable housing, in line with the relevant Local Plan policy.
- 4.10 At present, there is a policy requirement for 35% of proposed residential dwellings to be affordable homes in the Stratford District and 40% in the Warwick District.
- 4.11 As such, if the total trend-based alternative need figure (1,679 dwellings) was provided annually, and even if assuming affordable housing was provided at 40%, this would result in the provision of 671.6 affordable homes per year; 714.4 dwellings per year less than the identified annual affordable housing need. Clearly, it would be challenging to deliver the and meet the affordable need in full, but the Local Plan should do all it can to tackle the affordability issue by identifying additional sites for housing.

Q-H2-2: Please select the option which is most appropriate for South Warwickshire:

Option H2-2a – A single South Warwickshire wide affordable housing requirement

Option H2-2b – Separate affordable housing requirements for Stratford On Avon and Warwick Districts

Option H2-2c – A more localised approach with separate affordable housing requirements for different localities across South Warwickshire

- 4.12 Catesby Estates acknowledges the need for affordable housing across South Warwickshire, but reiterates that market conditions and housing need should be taken into account by the Councils. Given that market conditions and housing need (both market and affordable) vary across South Warwickshire, it is considered that it is most appropriate for each authority to have a separate affordable housing requirement. Similar to CIL, it is important the two Districts keep their affordable housing requirements separate, as their housing figures remain separate and therefore ensures this overall figure for each district is achievable. In addition, separate affordable housing requirements takes into account items such as geographical location and therefore the difference in land values, it also provides the opportunity for each District to target their own specific affordable housing need. This is supported by Paragraph 004¹ (Reference ID: 23b-004-20190901) which sets out that plan makers should consider how needs and viability may differ between site typologies.
- 4.13 However, regardless of the affordable housing requirements proposed, the Council need to ensure that Policy is flexible in wording, allowing for viability to be taken in account and demonstrated where required to do so.
- 4.14 Furthermore, the proposed affordable housing policy is a strategic policy, which should be set out by establishing and understanding the need requirement, therefore the policy should be informed by evidence.
- 4.15 This is supported by Paragraph 004² (Reference ID: 23b-004-20190901) which sets out that planning obligations policies should be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability. Consequently, there is potential that the two local authorities have different needs, and therefore the Policy should be addressed in accordance. However, Catesby Estates cannot comment on details relating to specific quantified amounts, as there is no viability evidence presented alongside this consultation at present.
- 4.16 Option H2-2c should not be considered as it would result in affordable housing requirements being unclear and potentially unknown, therefore introducing risk, impacting upon bringing sites forward and ultimately delivering the required housing figures.

Issue H3: Providing the right size of homes

¹ Planning Policy Guidance: Where should policy on seeking policy obligations be set out?

² Planning Policy Guidance: Where should policy on seeking policy obligations be set out?

Q-H3: Please select all options which are appropriate for South Warwickshire

Option H3a – Do not seek to include minimum space standards in a policy in the SWLP

Option H3b – Apply Nationally Described Space Standards to developments across South Warwickshire based on locally derived evidence

Option H3c – Include a requirement to meet optional Building Regulations M4(2)/M4(3) as standard. These are focussed upon ensuring appropriate accessibility standards.

Option H3d – None of these

- 4.17 As set out under Paragraph 1.4 of the Issues and Options Report, the purpose of Part 1 of the Local Plan is to establish a robust and flexible framework to set out where and how much development should take place across South Warwickshire. Consequently, the introduction of minimum space standards is not appropriate for Part 1 as it is not a strategic consideration, thus none of the above options are the correct or suitable approach. Consequently, Option H3a should be pursued on the basis of not including minimum space standards in a policy within Part 1 of the Local Plan.
- 4.18 However, if the Council wish to include this, sufficient evidence should be presented as per PPG Paragraph 002³ (Reference ID: 56-002-20160519) which sets out that in order to set minimum space standards within local planning policy, local authorities need to gather evidence to determine where there is need for additional standards in that area, to justify appropriate policies. The importance of this guidance cannot be understated. It is clear that the onus is on local authorities to demonstrate why standards are needed in that area i.e., the absence of such standards is consistently resulting in the provision of under-sized homes within Warwick and Stratford Districts.
- 4.19 However, it is also worth noting that in order to achieve Minimum Space Standards, larger plots will be required and therefore appropriate densities for allocated sites and what is deemed as suitable densities will need to be considered. Overall, having a Minimum Space Standard requirement may then impact upon achieving the overall housing need, therefore Catesby Estates suggests the local authorities allocate more sites, above the HEDNA requirement in order to take account for Minimum Space Standards, ensuring the Standards can be met without impacting upon density and housing numbers, thus deliverability.

Issue H4: Accommodating housing needs arising from outside of South Warwickshire

- 4.20 Catesby Estates supports both Councils in recognising that they have a responsibility to contribute towards meeting unmet housing needs arising from within both Birmingham and Coventry. Catesby Estates also supports the recognition that, even if the trend-based alternative approach to housing

³ Planning Policy Guidance: What optional technical standards can local planning authorities set?

need is pursued, Coventry may not be able to accommodate all of its revised housing need (1,964 homes per annum.)

Q-H4-2: Please add any comments you wish to make about the scale of the shortfall from the Birmingham and Black Country HMA that South Warwickshire should accommodate within the South Warwickshire Local Plan

- 4.21 In addition to the existing shortfalls identified for the period to 2031, Birmingham City Council has also commenced work on its Local Plan Review to 2042 and has recently published an Issues and Options consultation. This identifies a shortfall in housing of 78,415 homes to 2042. Additional shortfalls may also be identified arising from the Black Country authorities, notwithstanding the cessation of the Black Country Core Strategy.
- 4.22 The Consultation Document identifies that, for the purposes of the accompanying Sustainability Appraisal, Stratford and Warwick District Councils have tested the effects of an additional 5,000 and 10,000 homes.
- 4.23 Catesby Estates broadly supports this approach, although no clear justification or rationale has been provided to justify the range of homes to be 'tested'.
- 4.24 Furthermore, it is important to note that this unmet need covers the period to 2042, whereas the South Warwickshire Local Plan is proposed to run to 2050. Any contribution towards this need made within the South Warwickshire Local Plan should accordingly be capable of being delivered within the required timeframe, and not left until the end of the South Warwickshire Local Plan period.

Q-H4-3: If we are required to meet housing shortfalls from outside of South Warwickshire, how best and where should we accommodate such shortfalls?

- 4.25 As acknowledged within the Consultation Document, there is a strong argument that, if homes are being provided to meet needs arising in Coventry and Birmingham, then those homes should be located as close as possible to the source of those needs in order to minimise travel.
- 4.26 As such, sites along the railway corridors and near the M40 are likely to help accommodate unmet need from Birmingham and the Black Country, whilst sites south of Coventry can be identified and serve the wider housing shortfall of Coventry.

- 4.27 However, there is a credible argument that the focus should be on delivering growth across the Districts in line with the chosen spatial strategy which achieves the desired objectives including proximity to public transport and services and addressing affordability; rather than solely its proximity to the source of the unmet need.
- 4.28 Lastly, linked with our responses to Questions S3-1 and H1-1, the meeting of additional unmet need from neighbouring authorities is likely to necessitate the development of greenfield land.

Issue H5: Providing custom and self-build housing plots

Q-H5: Please select all options which are appropriate for South Warwickshire

Option 5a – Identify a range of specific sites within or on the edge of existing settlements of approximately 5-20 homes in size to be developed only for self and custom build homes.

Option 5b – Require large developments of, say, over 100 homes to provide a proportion of self and custom-build homes within the overall site.

Option 5c – Rely on a case-by-case approach whereby planning applications for self and custom build homes will be assessed against a range of criteria to determine their suitability.

- 4.29 Catesby Estates acknowledges the need for self and custom build homes, however the viability of such plots need to be considered when establishing planning policy. Option 5b has potential to be an option, where self and custom build homes will be encouraged/required on larger developments, however the Council will need to test via their viability assessment the amount required against different sized sites.
- 4.30 However, where Option 5b states 'over 100 dwellings,' this threshold needs to be viability tested and justified. In addition, the Policy should be caveated to ensure that it allows developers flexibility, for where it can be demonstrated that the provision of self build and custom plots are not viable as part of the wider scheme, that is acceptable from a policy perspective. This needs to be taken into consideration based upon a site's location and associated constraints.
- 4.31 In addition, the Council need to ensure sufficient evidence is present and demonstrated to show need and demand for self and custom built. At present, there is no evidence to show that there is a need for this within South Warwickshire, and if it can be demonstrated, a realistic and achievable consideration should be had when deciding the required amount to underpin the policy. In addition, the Policy should include wording to states that if after 12 months of marketing, there is no demand, the plots/houses can be marketed.
- 4.32 Option 5c should also be amalgamated into policy, whereby each site should be assessed on its' own merits and consideration is had if deliverability isn't possible, or at the required level, specifically on sustainable urban extensions.

Q-H7: *Please add any comments you wish to make about delivering homes in South Warwickshire*

- 4.33 It is crucial that the Councils undertake more evidence, to create a wider, more detailed evidence base to inform the next stage of the South Warwickshire Local Plan. It is detrimental to the potential Growth Options to not have fully evidenced reports, such as a Green Belt Review, review of the Call For Sites submissions, engagement with other authorities within the HMA, the creation/update of the HELAA and viability testing.
- 4.34 Without this evidence, it is difficult to fully appreciate whether the housing need for South Warwickshire can be accommodated, where it could be accommodated, what sites are physically available for development, and the viability associated with other policies in relation to the delivery of residential sites. Therefore, Catesby Estates strongly advises the Council undertakes further evidence and engages further, prior to the formulation of any future iteration of the Local Plan.

5.0 A CLIMATE RESILIENT AND NET ZERO CARBON SOUTH WARWICKSHIRE

Issue C3: Carbon Sequestration

Q-C3.1: *Do you think we should develop a carbon offsetting approach to new developments where it is demonstrated that it is not possible to achieve net carbon zero requirements on site?*

- 5.1 A carbon offsetting approach should be introduced as part of the new Local Plan to allow for flexibility in instances where it is not feasible to achieve net carbon zero requirements on a site, whether that be due to site constraints, viability or practicality of being able to develop the site. However, it is important to ensure sufficient viability testing has been carried out to support the Policy.

Issue C4: New Buildings

Q-C4.1: *Please select all options which are appropriate for South Warwickshire*

Option C4.1a – Do not have a policy and allow new development to comply with the national building regulation requirements, which may change overtime.

Option C4.1b – Set a higher local standard beyond the building regulations requirements to achieve net zero carbon in all new developments.

Option C4.1c – Have a phased approach to net zero carbon, setting a future date by which all new development will need to achieve net zero standards. In the intervening period new development will need to meet building regulation standards.

Option C4d – None of these.

- 5.2 Option C4.1a should be pursued by the Councils, whereby national Building Regulations will stipulate the levels required for new buildings in order to minimise emissions. The national Building Regulations will be updated, in accordance with the climate emergency and net-zero carbon agenda pursued by the Government. This will ensure that new developments align with planning policy and building regulations. Any deviation from this must be supported by viability evidence.
- 5.3 Overall, Option C4.1a would ensure that new development is built in accordance with National Building Regulations, therefore ensuring that homes must produce 30% less carbon dioxide emissions than previous standards, which will increase to 75-80% less emissions by 2025, to eventually become zero-carbon. This structure therefore clearly demonstrates the need for developments to acknowledge the need to reduce carbon emissions, which will increase gradually, achieving South Warwickshire's desire to be carbon neutral, thus achieving sustainable developments.

Issue C6: Whole Life-Cycle carbon emission assessments

Q-C6.1: Please select the option which is most appropriate for South Warwickshire

Option C6.1a – Include a Policy that requires new developments to have a whole lifecycle emissions assessment, with a target for 100% reduction in embodied emissions compared to a business as usual approach to construction?

Option C6.1b – Include a Policy that has different whole lifecycle reduction targets for different scales and types of developments and for different time periods.

Option C6.1c – None of these.

5.4 Catesby Estates acknowledges that it is important to consider the emissions resulting from materials, construction activities and the use of a building over its lifetime. However, the Councils have not presented any evidence to justify the options presented at this stage. Therefore, at present, without viability evidence and a baseline for emissions data, it is not possible, or justified to introduce Option C6.1a as a Policy.

5.5 Option C6.1a could have a detrimental impact upon the viability of developments, and would potentially impact upon delivery of sites coming forward. A Policy requiring new developments to have a target for 100% reduction in embodied emissions could undermine the other objectives of the plan including delivery of much needed housing.

5.6 We would emphasise the need for the policy to be supported by robust viability work.

Q-C6.2: If a phased approach is used, what dates and thresholds should be used?

5.7 The dates and thresholds should be realistic and justified but underpinned by evidence undertaken by the Councils. The approach should correspond with Part L of the Building Regulations to ensure consistency throughout. It is important to also accord with the NPPF, which sets out within Paragraph 152 that the planning system should support the transition to a low carbon future in a changing climate, thus any proposed planning policy should be transitional, but also prepared positively, ensuring aspiration but deliverability, as per paragraph 16 of the NPPF.

Issue C7: Adapting to higher temperatures

Q-C7: Please select the option which is most appropriate for South Warwickshire

Option C7a – include a policy that requires new developments and changes to existing buildings to incorporate measures to adapt to higher temperatures.

Option C7b – Do not include a policy that requires new developments and changes to existing buildings to incorporate measures to adapt to higher temperatures.

Option C7c – None of these.

- 5.8 Catesby Estates submits that the Councils should not include a requirement for development to accommodate measures to adapt to higher temperatures (Option C7c). Instead, this issue should be left to Building Regulations.

Issue C8: Adapting to flood and drought events

Q-C8: Please select the option which is most appropriate for South Warwickshire

Option C8a – Include a policy that goes beyond existing building regulations, requiring new development and changes to existing buildings to incorporate measures to adapt to flood and drought events

Option C8b – Do not include a policy that goes beyond existing building regulations, requiring new development and changes to existing buildings to incorporate measures to adapt to flood and drought events

Options C8c – None of these

- 5.9 Option C8b should be followed, where a policy is not included that goes beyond Building Regulations.
- 5.10 At present, Stratford's Core Strategy has Policy relating to SUDs, stating that all development proposals to control and discharge 100% of runoff into SUDs, which is consistent with Policy FW2 of Warwick's Local Plan. Whilst Stratford doesn't currently have a policy requirement with regards water consumption, there is reference to minimising water consumption, and Warwick's Local Plan stipulates specific requirements for water efficiency standards of 110 litres per person, per day for residential developments.
- 5.11 Furthermore, whilst the above presents a number of Options, wording identified within Issue C8 states that consideration could be given to decreasing the requirement to 100 litres or lower per person, per day which isn't included within the Options.
- 5.12 As a result, as the two local authorities have current policies in relation to SUDs provision, and Warwick has water efficiency requirements, it would be appropriate and consistent to pursue this within the South Warwickshire Local Plan. However, any specific water efficiency requirements should be tested via evidence and viability assessments completed, to ensure the Policy is realistic, achievable and deliverable.

Issue C9: Mitigating Biodiversity loss

Q-C9.1: Please select the option which is most appropriate for South Warwickshire

Option C9.1a – Include a policy requiring new development and changes to existing buildings to incorporate measures to increase biodiversity

Option C9.1b – Do not include a policy requiring new development and changes to existing buildings to incorporate measures to increase biodiversity

Option C9.1c – None of these

- 5.13 The Environmental Act 2021 sets out a requirement for developments to achieve a Biodiversity Net Gain of 10%. Consequently, there is no need for a separate policy to incorporate measures to increase biodiversity, as all developments will be subject to this statutory requirement, from November 2023. Therefore, Catesby Estates believes that Option C9.1b is the most appropriate Option. However, if the Council want to introduce a separate policy, that requires a greater figure than this, they must demonstrate evidence to show this is needed and that it has been viability tested, to ensure the policy is clearly written and is deliverable, achieving sustainable development, opposed to creating a barrier to development.
- 5.14 Furthermore, the Council should consider and include mitigation options within their policy, making reference to off-site delivery, if there is no other feasible or viable option on site, where it allows developers to pay a financial offsetting payment.

Issue C12: Flood risk

Q-C12: Please add any comments you wish to make about water management or flood risk in South Warwickshire

- 5.15 As Issue C12 highlights, flood risk is considered a strategic planning matter and will therefore be addressed within Part 1 of the Plan. At present, there is not sufficient evidence to understand what sort or level of work is required.

6.0 A WELL DESIGNED AND BEAUTIFUL SOUTH WARWICKSHIRE

Issue D1: Strategic design principles

Q-D1.1: Do you agree that this is an appropriate range of topics for a strategic design policy?

- 6.1 Design is not a strategic issue and should therefore be addressed within the respective Part 2 Plans.
- 6.2 The topics for a strategic design policy should be based upon those identified within Paragraph 130 of the NPPF. The principles set out are acceptable as worded, however further clarity should be made to provide greater detail of the requirements of each topic. Therefore, the principle of the topics are acceptable, however the detail associated with each topic needs to be considered and engaged upon further.

Issue D2: Design Codes and design guides

Q-D2: please select all options which are appropriate for South Warwickshire

Option D2a – Develop a South Warwickshire Design Guide

Option D2b – Develop design guides and/or design codes for specific places (eg existing settlements or groups of settlements, or an area in the case of a new settlement) where the spatial strategy identifies significant change

Option D2c – Develop design guides/codes for strategic development sites/locations

Option D2d – None of these

- 6.3 Catesby Estates considers Option D2c most appropriate and notes that these are likely to be the larger and more strategic sites, such as any new settlements. It is not appropriate to have a Design Guide across South Warwickshire as the area is too vast, and has a range of characteristics, therefore would not be representative or achieve suitable design across a variety of landscapes. Therefore, each Site should be assessed on its' own merits.

Issue D3: Designing adaptable, diverse and flexible places

Q-D3: Please select all options which are appropriate for South Warwickshire

Option D3a – Include a policy which underlines the relevance and importance of density, but which does not identify an appropriate minimum density or range of densities across South Warwickshire.

Option D3b – Include a policy which specifies a minimum density requirement across South Warwickshire, whilst emphasising that the minimum may be exceeded. This minimum could for example be set at a similar level to the existing policy in Warwick District.

Option D3c – Identify appropriate density ranges for different locations/areas across South Warwickshire are specify these ranges in policy. These ranges could be based upon the prevailing characteristics of existing places.

Option D3d – Identify appropriate density ranges for different locations/areas across South Warwickshire based upon accessibility and potential accessibility of these places.

Options D3e – None of these.

- 6.4 Catesby Estates supports Option D3b where policy should specify a minimum density requirement across South Warwickshire. However, the Policy needs to be fully tested and evidence to understand the minimum housing density and requires caveats to enable different densities to be achieved, such as where housing need requires a greater number of one bedroom flats, or 4 bedroom houses which would impact upon density.
- 6.5 Furthermore, potential site constraints may also impact upon density, consequently, policy needs to be worded identifying the minimum density to be achieved, unless an alternative can otherwise be demonstrated as suitable.
- 6.6 However, in the current evidence base, it is difficult to fully establish and understand the housing need in relation to house types⁴ without further sufficient evidence, therefore it is difficult to decipher a suitable housing density.
- 6.7 It is crucial however that developers continue to maximise their densities across land, without having a negative detrimental visual impact, however should focus on the efficient use of land, in order to contribute towards achieving and delivering the much needed housing numbers.
- 6.8 One point of clarification is in relation to the density suggestion, as Option D3b states that an example could be set at a similar level to that of the existing policy at Warwick, being 30dph, whereas the Sustainability Appraisal, produced as part of the evidence base has based upon the assessment upon 35dph, thus an inconsistency between the two approaches.

⁴ PPG: Paragraph 005 Reference ID: 66-005-20190722 (How can density be measured for planning purposes?)

7.0 A WELL-CONNECTED SOUTH WARWICKSHIRE

Issue T1: 20-minute neighbourhoods

Q-T1: Please select all options which are appropriate for South Warwickshire

Option T1a – Include no policy on the principles of the 20-minute neighbourhood for new development

Option T1b – Include reference to the principles of a 20-minute neighbourhood or other similar design approach within a broader overarching policy.

Option T1c – Include a bespoke policy requiring the principles of 20-minute neighbourhoods to be included within development proposals.

- 7.1 Catesby Estates suggests that Option T1a is pursued on the basis that it is not appropriate to introduce this Policy within the strategic element of the Part 1 Plan, and should therefore be considered at a later date, within the Part 2 Plans. Furthermore, the principle of 20-minute neighbourhoods predominantly relates to the location of development, which will be enacted through allocations. The inclusion of a subsequent policy would therefore be redundant.
- 7.2 However, if the Councils wish to include consideration to 20-minute neighbourhoods within Part 1, it should be in reference to principles, as Option T1b sets out. However, all principles need to be tested, evidenced and justified and as this Option is not specific enough in identifying the principles, cannot be fully commented upon.

Issue T2: Sustainable transport accessibility across South Warwickshire

Q-T2: Please select the option which is most appropriate for South Warwickshire

Option T2a: Include a Policy which takes a hierarchical approach in terms of prioritising transport infrastructure

Option T2b: Do not include a Policy which a hierarchical approach

- 7.3 Option T2a should be incorporated into the SWLP, where a Policy is introduced to allow for a hierarchical approach. Catesby Estates agrees car parking standards should be amended in areas where public transport accessibility is strong, to encourage reliance away from the private car.
- 7.4 However, sufficient evidence is required to understand what transport infrastructure is required and how the hierarchy varies based upon different geographical locations. As a result, the hierarchy needs to be considered to ensure flexibility, as different geographical areas would have different hierarchies, and therefore Policy needs to ensure flexibility.

8.0 A BIODIVERSE AND ENVIRONMENTALLY RESILIENT SOUTH WARWICKSHIRE

Issue B5: Environmental Net Gain.

Q-B5: Please select the option which is most appropriate for South Warwickshire

Option B5a – Explore and pursue an integrated Environmental Net Gain Policy

Option B5b – Explore environmental net gain through separate policies

Option B5c – None of these

- 8.1 Catesby Estates states that Option B5c is appropriate in relation to Environmental Net Gain. Catesby Estates appreciates and acknowledges the requirement of the Environmental Act, for 10% biodiversity net gain, however cannot support either Option B5a or B5b as it is unclear how either option would work in practice. Clarity is required to understand how Air Quality, Water Quality and Carbon Capture can feed into the environmental net gain concept, and further evidence is required to show how this would work in practice, but also from a viability perspective. As a result, Catesby Estates reserves the right to comment on any future policy later in the plan making process.

Issue B8: Agricultural Land

QB8.1: Do you agree that the plan should include a policy avoiding development on the best and most versatile agricultural land, unless it can be demonstrated that the harm to agricultural land is clearly outweighed by the benefit of development?

- 8.2 Catesby Estates recognises the need to retain the highest quality agricultural land. However, this must be balanced against other needs across South Warwickshire, including the need to provide sufficient market and affordable homes.

9.0 LAND SOUTH OF MAIN STREET, TIDDINGTON

Site Description and Context

Site Description

- 9.1 The Site measures approximately 16.44 hectares in size and is located alongside the existing eastern boundary of Tiddington Village, to the south of Main Street. It comprises several agricultural fields. The recently constructed Hayfield Homes development lies adjacent to the to Tiddington Community Centre to the north of the Site situated off Sid Country Road. A draft SAP allocation (TIDD.A – South of Sid Courtney Road) for 24 new dwellings is located between our Client’s Site and the Hayfield Homes development. The SHLAA reference for this draft allocation is TIDD.11.
- 9.2 The Site is bound by agricultural land to the south and east. A recently built out residential development for 60 dwellings known as Birnam Mews adjoins the western boundary of the Site (reference 15/02057/OUT, reserved matters approval 18/01964/REM), developed by L&Q Estates.
- 9.3 Access to the Site is proposed off Main Street to the north. To create an access, 25 metres of 18 allotment plots operated by the Alveston and Tiddington Allotments and Gardens Association (ATAGA) from the Coventry Diocese will be utilised. To mitigate this, 20 new plots and associated improvements will be provided by Coventry Diocese to the rear of the existing plots. This proposal has been agreed with ATAGA and works to implement the new allotments are due to commence in March 2023.
- 9.4 The Site is relatively flat and is understood to be largely free of any significant physical and environmental constraints to future development. The Site is entirely within Flood Zone 1.

Context

- 9.5 The Site is located to the east of Tiddington, approximately 2km to the east of Stratford-upon-Avon. As such, the Site is well placed in relation to a wide range of existing facilities, services, and amenities, including but not limited to Stratford-upon-Avon town centre, convenience stores, restaurants, primary schools, secondary schools, post office, and medical facilities. The Local Facilities and Services Analysis (Ref. Figure 2) on pages 10 and 11 of the accompanying Vision Document (Appendix 2) sets out the facilities and amenities within a 3km radius of the Site.
- 9.6 To the east, Wellesbourne is approximately 5km direct distance away. This offers local retail and communities services and amenities in addition to education facilities and employment opportunities, including employment linked to Wellesbourne Airfield.

- 9.7 The Site benefits from being well located with regards transport connectivity. There are existing bus stops on Main Street to the north of the Site adjacent to Carters Lane. This provides access to the number 15 service operated by Stagecoach Midlands which links Leamington Spa, Warwick, and Stratford-upon-Avon. The service operates daily Monday to Sunday with buses departing approximately every hour between 6am to 9.30pm.
- 9.8 Stratford-upon-Avon railway station is located approximately 6km to the west of the Site in a direct line. The station provides regular connections to Birmingham (2 trains per hour) and London via Leamington Spa (1 train per 2 hours) on weekdays and Saturdays during off-peak hours. There is a slightly reduced service on Sundays and Bank Holidays.
- 9.9 A Public Right of Way (PRoW) runs through the Site in a northwest to southeast direction, connecting Main Street to Pimlico Lane. There are opportunities to link up the PRoW route with the proposed development and to enhance pedestrian and cycle access through the Site.
- 9.10 As set out in this section, this demonstrates that there are a wide range of accessible sustainable transport options directly from the Site to local and national destinations.

Constraints and Opportunities

- 9.11 The Site is not located in the Green Belt. The Site is located adjacent to Tiddington and the built up area. Tiddington is a Local Service Village in the Settlement Hierarchy in the Stratford-on-Avon Core Strategy (adopted July 2016), scoring 11 out of a possible 12 points in terms of facilities available in the settlement and accessibility. There are several other Local Service Centres constrained by environmental designations such as the Cotswolds AONB, Special Landscape Areas and Conservation Areas. Tiddington is not one of these and reflecting its proximity and sustainable connections to Stratford-upon-Avon we consider it is one of the most suitable and sustainable locations in the District for growth.
- 9.12 As set out above, the Site is located entirely within Flood Zone 1. From a heritage perspective, the Site does not lie within any Conservation Area, nor does it host or lie within the vicinity of any Listed Buildings. The nearest is the Grade II Listed '1, New Street' on Main Street, approximately 0.4 miles to the north-west. Given the separation by existing built form and distance, it is considered that none of the Listed Buildings or their settings in Tiddington will be impacted by any future development on the Site.
- 9.13 There are opportunities to link up the PRoW route dissecting the Site with the proposed development and to enhance pedestrian and cycle access through the Site.

9.14 The accompanying Vision Document is supported by technical information to demonstrate how the Site could deliver a policy compliant provision of affordable housing. This will help to make a significant contribution to the affordable housing needs of Stratford-on-Avon Borough Council.

Planning Policy Designations

9.15 We will reserve commenting on emerging policies specific to the Site and any key policy designations during the next Local Plan consultation when a draft Plan and draft Policies are published.

Stratford-upon-Avon Neighbourhood Development Plan

9.16 The Stratford-upon-Avon Neighbourhood Development Plan was 'made' on the 17th December 2018. Policy H2 seeks to prevent further coalescence between Tiddington and Alveston by proposing a 'Strategic Gap' to preserve the setting and individual character of the settlements. A small area of the eastern boundary of the Site is within the Strategic Gap designation. In line with Policy H2, the following uses are considered acceptable within the Strategic Gap; The reuse of rural buildings; agricultural and forestry-related development; playing fields; other open land uses; and minor extensions to existing dwellings. The Vision Document has accounted for the Strategic Gap and no built form besides part of the access will fall within it. The landscape-led Concept Plan seeks to create a soft edge to the settlement to protect its character and that of neighbouring Alveston.

Site Selection Process

9.17 As set out above, we previously submitted representations to the SAP, mostly recently in July 2022 to the Revised Regulation 18 Preferred Options Consultation. Whilst we acknowledge that Sites submitted in the ongoing second Call for Sites should not duplicate previous submissions, we wish to reiterate comments made previously as our client disagreed with the conclusions of previous SHLAA assessments, most recently the update published in September 2021. We set our comments out below:

- **Agricultural land** – this is 'red', although further work is required to establish whether this is best and most versatile agricultural land (BMVAL). Notwithstanding this, for application ref. 15/02057/OUT it was concluded that the benefits outweighed the identified harm where there was a loss of BMVAL.
- **Relationship to highway network** – our Client's site is 'amber'. The proforma within the SAP states that any development should provide an access off Main Street. As we note

elsewhere, suitable vehicular and pedestrian access can be provided from Main Street and as such a 'green' is justified.

- **Public right of way** – our Client's site is identified as 'amber'. This should be 'green' given the ease in which the PRoW can be protected as part of a development – the Vision Document illustrates this.

- **Settlement character** – our Client's site is identified as 'red', which appears to be the principal reason for discounting it, as the site assessment concludes that 'development would create a major incursion into open countryside that makes a valuable contribution to setting of the village which mitigation could not resolve effectively'. This is incorrect. As demonstrated in the Vision Document, the development of land between the existing edge of Tiddington and the Strategic Gap supports the visual and physical 'rounding off' of the village. It enables a positive and definitive settlement edge to be formed which protects the Strategic Gap, while also preserving the setting and individual characters of the two settlements. The committed and built development surrounding the site should also be considered (as set out below). This justifies the site scoring 'green'.
 - L&Q Estates have planning consent for a residential scheme which borders the northwestern boundary of the site. This has development has now been built out.
 - The Hayfield Homes development has recently been constructed, providing 30 dwellings to the north of the site. Specialist housing also exists north of Main Street.

- **Non-designated Heritage Asset** – It is not clear why our Client's site is 'red'. The Vision Document sets out that while there are a few listed buildings in the vicinity of the site, it is considered that there will be no unacceptable impact on the significance of these assets. There is recorded archaeology on the site, as identified in the Historic Environment Record, in the form of cropmarks. Whilst not clear, it appears that these records have led to the 'red' in the Council's assessment. The presence of non-designated archaeology in and of itself does not result in the sterilisation of the site. As per normal application procedure, investigation and mitigation can ensure any archaeological remains are suitably incorporated into a sensitive design. The Heritage and Archaeology Briefing Note (see Appendix 2) sets out that any

potential archaeological remains will not represent an overriding constraint to the deliverability of residential development within the Site.

- **Landscape sensitivity** – our Client’s site is ‘amber’, despite it falling outside of the Special Landscape Area. In our view, the site is not particularly sensitive in landscape terms and further evidence can be provided to demonstrate this. On the basis of the work we have carried out so far as part of the Vision Document, the site should be scored ‘green’.
- **Pollution** – it is not clear why our Client’s site is ‘amber’ when a number of others nearby, including the draft allocation, are ‘green’.
- **Suitability (technical)** – the SHLAA notes that our site as ‘amber’, due to ‘provision of vehicle access’ and ‘proximity to sports ground’. Regarding the latter, with proper masterplanning this will not be a constraint in terms of amenity for future residents or the operation of the sports facility. Financial contributions / CIL receipts from the development of our Client’s site could in fact support the expansion or improvement of the sports facilities if required. In terms of the former, as noted on the Vision Document, a suitable access is achievable and further evidence will be provided to demonstrate this. A ‘green’ score is warranted.
- **Deliverability** – our site is considered ‘red’. The site is available for development now and is promoted by an established residential land promoter with a demonstrable track record of early delivery. Works to implement the new allotments are scheduled to commence imminently. This site can contribute to housing supply in the first five years of the Plan and as such should be ‘green’.
- **Viability** – our site is viable and can deliver a policy-compliant housing development. As such it should be ‘green’. In line with the SHLAA Site Evaluation Criteria, we consider that the site should be reassessed overall as ‘green’, reflecting that it is free from significant constraints and is available now for early delivery of housing.

Concept Masterplan

9.18 An initial Concept Masterplan has been provided as part of this representation, to demonstrate the development potential of the Site and offer one potential design approach which supports balanced growth and serves to reinforce Tiddington as a sustainable village settlement (see page 23 of the accompanying Vision Document). It has sought to build on the opportunities identified in the Vision Document. On this basis, the Concept Masterplan includes the following:

- Proposed delivery of approximately 200 dwellings. The initial Concept Masterplan has sought to create a landscape edge/ buffer to Tiddington, including the inclusion of new woodland.
- Allotment reprovisions to create an appropriate access into the Site. The Concept Masterplan shows the location of the new allotments, which fall outside the red-line boundary, for which work is set to commence in March 2023. These plots will continue to be accessed from the existing allotment gardens access on Main Road.
- No built form (besides part of the access) within the Strategic Gap to the east of the Site.
- The proposed development seeks to retain existing trees and hedgerows.
- An integrated sustainable drainage strategy utilises existing landscape features to create a blue/ green corridor and SuDS features to the north-west of the Site.
- Vehicular access from Main Street to the north, with clearly defined routes going southwards through the Site.
- Retention and enhancement of the PRoW, with an emphasis on linking the Site to the local movement network.
- Multiple Key Public Realm Spaces dispersed throughout the Site to support the function of new and existing communities.
- Integration with adjoining developments, including the recently constructed Hayfield Homes and Birnam Mews developments and draft allocation South of Sid Courtney Road.

Highways and Access

Access Strategy

9.19 Following the agreement with ATAGA and the implementation of the new allotments in the near future, there are no constraints to accessing the Site. The proposed access off Main Street is suitable for the development proposed, with a 30mph speed restriction currently in place.

- 9.20 As set out in the Vision Document on page 15, a new right hand turn junction is proposed from Main Street onto the Site. This will achieve satisfactory visibility splays without relying on third party land.
- 9.21 If required, an emergency access to Pimlico Lane can be provided. This is a rural land connecting Alveston through to Banbury Road to the south.
- 9.22 Further technical input and information related to the access and highways in due course.

Cycling and Walking Strategy

- 9.23 We enclose an Accessibility Review (August 2022) (see Appendix 3) to accompany this representation. This reviews key pedestrian and cycle routes to and from the proposed development. The Report identifies potential small-scale improvements that will benefit pedestrian movements to and from the proposed Site:
- An opportunity to improve pedestrian links into the Site via the creation of a new footpath on the southern side of Main Street opposite the Home Guard Club frontage.
 - A dropped kerbed crossing point opposite the Home Guard bell mouth would also assist with pedestrian movements.

Flooding and Drainage

- 9.24 The proposed development falls entirely within Flood Zone 1. As illustrated on the Concept Masterplan, sustainable drainage features in the form of ponds will be situated at the lowest points of the Site, to the northeast, utilising open spaces. Any existing water courses/ bodies will be retained and integrated into the proposed development.
- 9.25 The drainage outfall and flooding/ drainage strategy generally will be explored in further detail as the proposed development evolves and progresses. This will be shared with the Council when finalised.

10.0 SUMMARY

- 10.1 This representation has been prepared by Barton Willmore, now Stantec, on behalf of Catesby Estates, in response to the South Warwickshire Local Plan Part 1 – Issues and Options Consultation.
- 10.2 Following the Site’s initial promotion on the Scoping and first Call for Sites Consultation (May-June 2021), we are continuing to promote the site for allocation in the new Local Plan Part 1. We have set out a series of comments on relevant matters set out above.
- 10.3 The Site is in a sustainable location, directly adjoining Tiddington and approximately 2km to the east of Stratford-upon-Avon. It is connected by public transport and a wide range of amenities and services in the local area.
- 10.4 Our Site is in single ownership and can come forward immediately for approximately 200 dwellings in a manner that is sensitive to its local context and character, as demonstrated on the appended Vision Document (see Appendix 3).
- 10.5 We would welcome the opportunity to discuss this with you further. Please do not hesitate to contact James Bonner on 0121 711 5151 with any queries.

**APPENDIX 1
ACCESSIBILITY REVIEW (PREPARED BY DTS)**

***Land off Main Street,
Tiddington***

Accessibility Review



Transport Planning Consultants



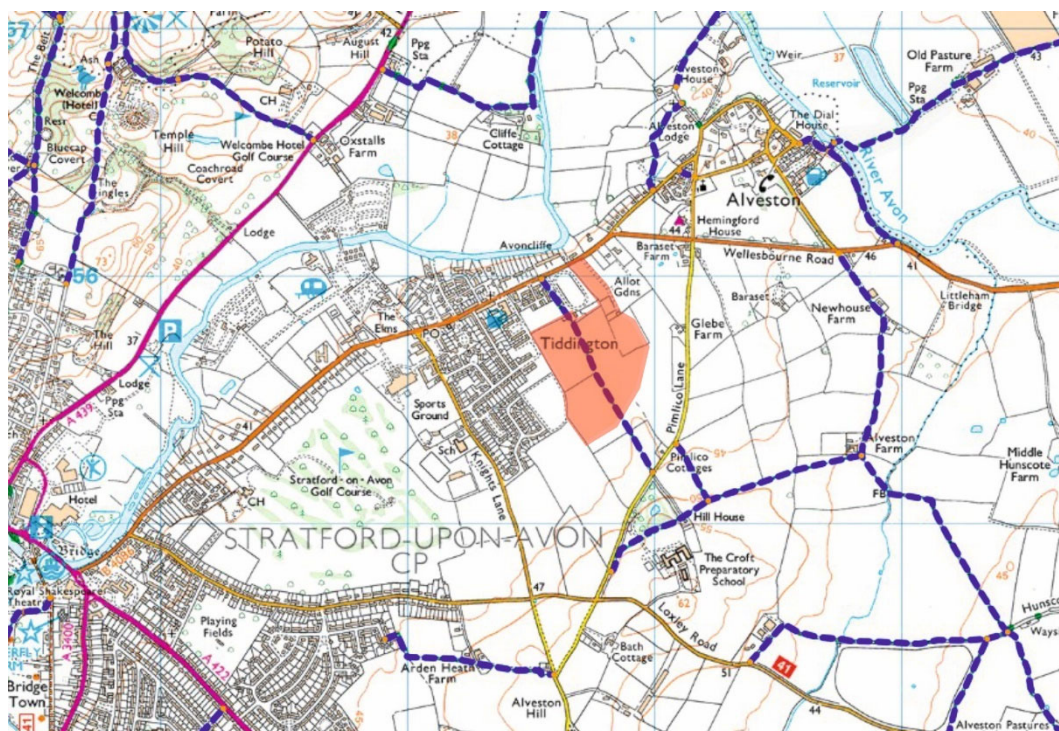
1.0 Introduction

- 1.1 DTA Transportation (“DTA”) have been commissioned by Catesby Strategic Land to review the key pedestrian and cycle routes to and from the proposed residential development on land off Main Street, Tiddington, Warwickshire to support representations to the joint south Warwickshire local plan consultation.
- 1.2 DTA recently visited the site and walked the various rights of way and other footways in the vicinity of the site. Following this, there are a number of recommendations/improvements that could be delivered to enhance those routes.
- 1.3 The proposed site is well located within the village of Tiddington and Stratford upon Avon. The site provides direct walking and cycling routes into Stratford upon Avon as well as existing bus routes on Main Street.



2.0 Existing Pedestrian and Cycle Routes.

2.1 During a site visit DTA also walked the route from the proposed site to the southwest towards Tiddington and Stratford on Avon as well the existing PROW from Tiddington to Pimlico Lane and various routes within Alveston.



2.2 The following photos were taken to assist the reader of this report.

Photo 1 – Existing Footway on Main Street opposite the site

Photo 2 – Dropped Kerb Crossing points on Main Street

Photo 3 – Entrance to the existing PROW (334/SB14/1)

Photo 4 – Local Shops / Bus Stops in Tiddington



Photo 1 - Existing Footway Main Street



Photo 2 - Dropped Kerb Crossing points on Main Street





Photo 3 - Entrance to the existing PROW (334/SB14/1)



Photo 4 - Local Shops / Bus Stops in Tiddington



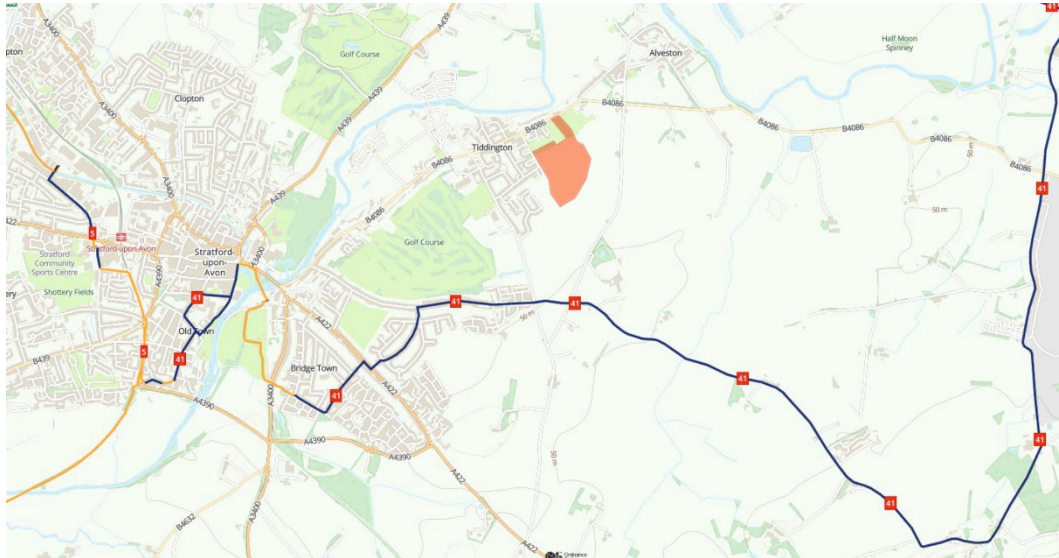


- 2.3 It is clear from the photos above that the current routes to the centre of Tiddington and Stratford upon Avon are well suited to walking and cycling. The town centre is served by Sustran’s routes 41 and 5 and provides on carriageway cycle lanes. Although it is not formally signed as such, due to the existing footway along the northern side of Tiddington Road between the village and Stratford Town being 2.5 and 3.0m in width, it is well used by cyclists.
- 2.4 There are various dropped kerb crossing points along Main Street & Tiddington Road as well as multiple bus stops.
- 2.5 The existing PROW provides suitable leisure walks into the existing fields to the south of the site and the wider footway network.
- 2.6 Walking and cycling distances from the site to various locations are outlined in **Table 1** below.

Table 1 – Walking & Cycling Distances

Destination	Walking	Cycling
Town Centre	2 miles – 35 minutes	2 miles – 11 minutes
Train Station	2.5 miles – 45 minutes	2.5 miles – 14 minutes

- 2.7 An alternative cycling route is via Knights Lane to Loxley Road which forms part of the national cycle network (Route 41). This provides a quieter route for cyclists between the site and Stratford Town Centre as well as leisure routes to the south and east as shown below.



- 2.8 Route 41 connects Bristol, Gloucester, Stratford upon Avon and Rugby. The route covers 120 miles with a mix of 40% traffic free and 82% on road cycling.
- 2.9 Route 5 begins in Reading and routes through Oxford & Wales.
- 2.10 Loxley Road provides access to numerous residential properties as well as newly constructed residential developments. It is traffic calmed and suitable for use by cyclists.

3.0 Public Transport

- 3.1 The nearest bus stops are located c360 south of the site access. In due course it is recommended that subject to the scale of development, discussions are held with WCC regarding the potential to create two new stops nearer to the site access. This would reduce the walk distance for future residents of the development.
- 3.2 The number 15 provides an hourly service between Leamington Spa, Warwick and Stratford via Tiddington and Wellesbourne between 10.00 and 17.00.
- 3.3 At weekends the service is hourly on Saturdays and every 2 hours on a Sunday.
- 3.4 Stratford upon Avon Train Station provides a ticket office, 107 car parking spaces as well as cycle parking. The station is operated by Chiltern Railways & West Midlands Trains. Destinations include Worcester Foregate Street, Kidderminster, Leamington Spa and Birmingham. There is an average of 4 trains per hour.



4.0 Employment

- 4.1 The nearest employment areas are located on Timothy's Bridge Road and the Birmingham Road, 5km northwest of the site, which is accessible with a 17-minute cycle from the site.
- 4.2 Further afield, Leamington Spa and Warwick have a large number of employment areas including Wedgenock Estate, Warwick Technology Park and Heathcote Industrial Estates. These locations are accessible by taking the No15 service into Warwick and changing.
- 4.3 Larger city employment areas within Birmingham and Worcester are accessible by rail from the centre of Stratford.

5.0 Site Access Proposals

- 5.1 It is proposed to serve the development via a simple priority junction from Main Street. Whilst the final form of the junction will be determined via appropriate capacity tests, a priority junction with ghost island has been designed to ensure the most onerous form of junction can be delivered within land under the control of Catesby Strategic Land and the public highway. This is shown on **Drawing 22009-04b**.
- 5.2 The provision of the right turn lane would facilitate a central refuge which would form a safe crossing point for all future residents. This would also provide the opportunity to extend the footway from the site access to the allotments, thereby providing users of the allotments a safer form of access.
- 5.3 The simpler form of junction without the right turn lane has also been designed and is shown on **Drawing 22009-05**. Whilst this would not deliver the central refuge it would provide an opportunity to improve pedestrian links into the site via the creation of a new footpath on the southern side of Main Street across the site frontage for the Home Guard Club frontage. The Home Guard Site Frontage is shown below in Photo 5.



Photo 5 – Site Frontage Home Guard Club



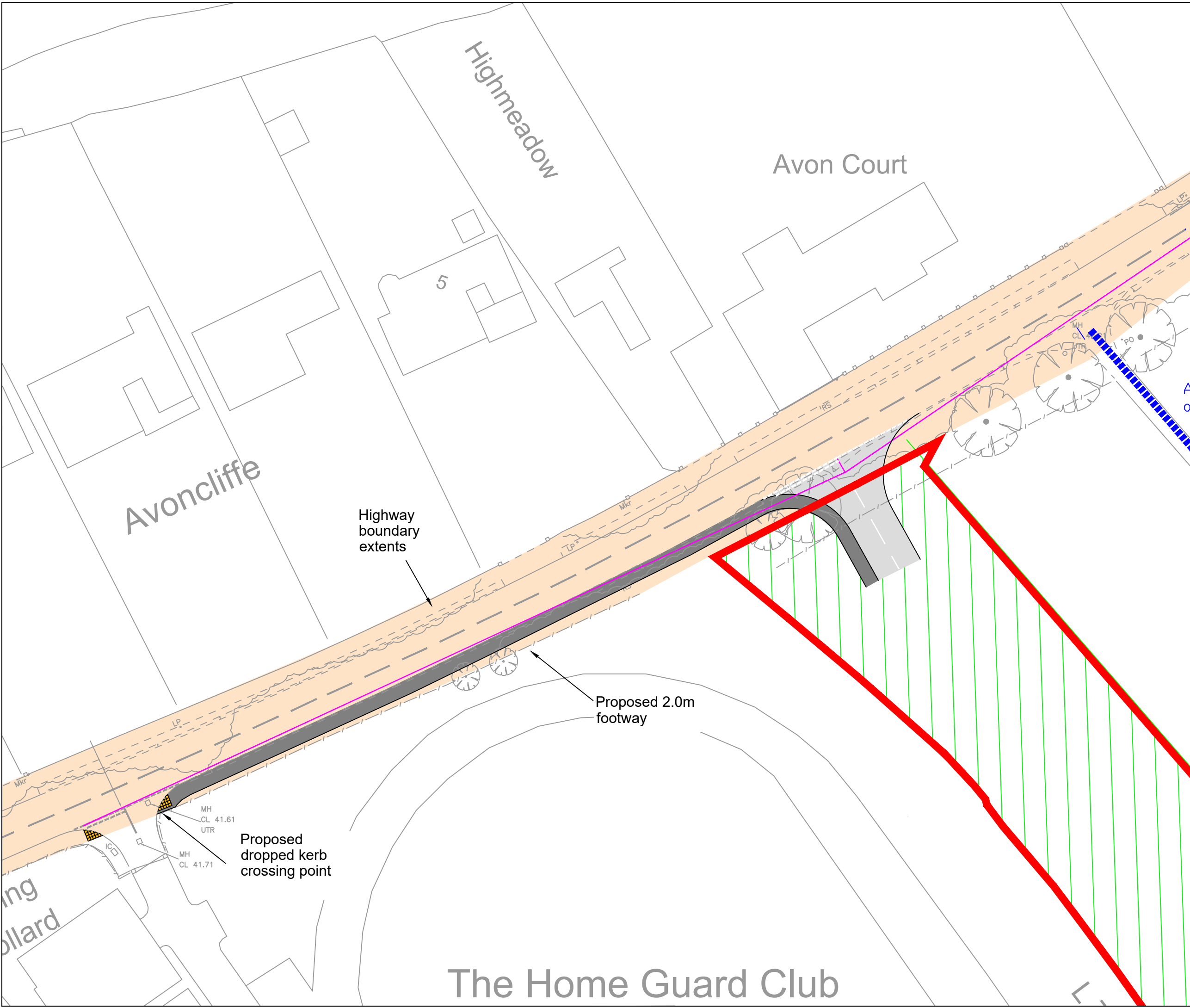
5.4 Again this could be extended to connect through to the allotment access.



6.0 Summary and Conclusion

- 6.1 DTA have reviewed routes to and from the site and have identified potential small-scale improvements that would benefit pedestrian movements.
- 6.2 The development is in an accessible location with various routes to facilities in the village of Tiddington and within walking and cycling distance of Stratford upon Avon.
- 6.3 Given the location of the site within the local area it is deemed to be well suited to promoting walking and cycling.
- 6.4 Suitable access for all, can be provided into the site from Main Street.

Drawings



REV	DATE	DESCRIPTION	INITIALS

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Warwickshire CV35 9AW
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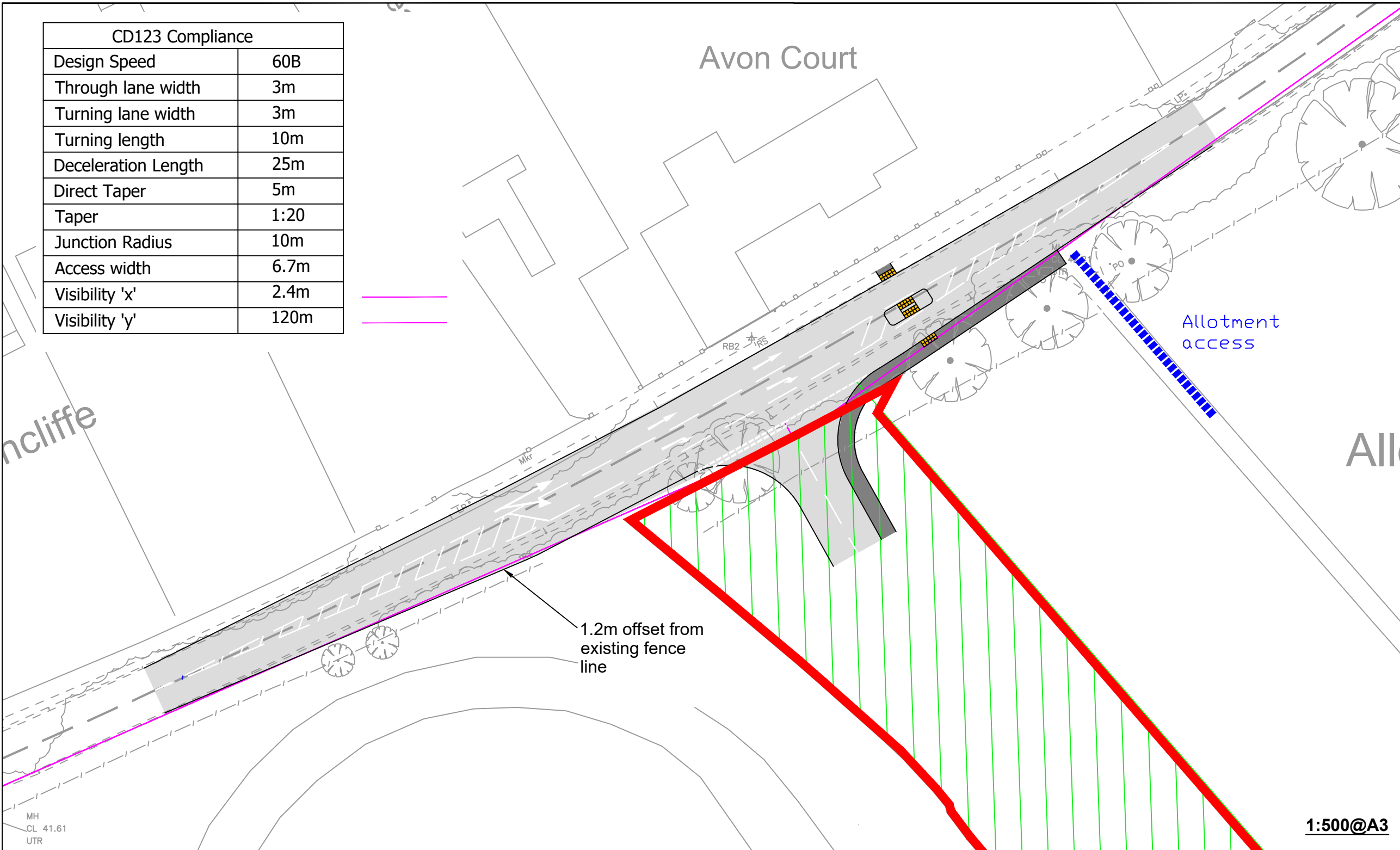
JOB TITLE	Main Street, Tiddington	CLIENT	Catesby Estates
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DRAWING TITLE	Proposed Site Access & Footway Improvements		
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SCALE: AS SH	1/500 @ A3	DRAWN BY	BP	DATE	12-07-22	DRAWING NO	22009-05	REVISION	
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CD123 Compliance	
Design Speed	60B
Through lane width	3m
Turning lane width	3m
Turning length	10m
Deceleration Length	25m
Direct Taper	5m
Taper	1:20
Junction Radius	10m
Access width	6.7m
Visibility 'x'	2.4m
Visibility 'y'	120m

Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, © Crown Copyright AL 100030412
© David Tucker Associates




REV	DATE	DESCRIPTION	INITIALS

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JOB TITLE: Main Street, Tiddington		CLIENT: Catesby Estates
DRAWING TITLE: Proposed Site Access Right Turn Lane Option		
SCALE AT A3: See Plan	DRAWN BY: DN	DATE: 03-02-23 DRAWING NO: 22009-04 REVISION: B



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APPENDIX 2
ARCHAEOLOGY AND HERITAGE APPRAISAL (PREPARED BY EDP)

Land South of Main Street, Tiddington

Heritage Briefing Note

edp7528_r001_DRAFT

1. Introduction

- 1.1 This heritage briefing note has been researched and produced by The Environmental Dimension Partnership Ltd (EDP) on behalf of Catesby Estates plc. It concerns land south of Main Street, Tiddington (hereafter referred to as ‘the site’) and its potential for residential development.
- 1.2 The purpose of this briefing note is to provide an initial review of the site’s archaeological potential and the possibility of its development affecting the setting of surrounding designated heritage assets in order to understand its suitability for development in terms of its impact on the historic environment.
- 1.3 This briefing note has been informed by a review of relevant information from the National Heritage List for England, a data search from the Warwickshire HER and online sources of historic documents and mapping. This information was augmented by a site walkover in July 2022.
- 1.4 Where relevant, due regard has been given to best practice guidance provided in *The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)* (Historic England (HE), 2017) and *Conservation Area Appraisal, Designation and Management: Historic England Advice Note 1* (HE, 2020).
- 1.5 The site is identified within the Strategic Housing Land Availability Assessment (SHLAA) update 2021 as TIDD.08- South of Main Street. The SHLAA presents a broad brush approach and identifies potential constraints on development. The SHLAA explanatory note (SDC 2021) states that a ‘Green, Amber and Red grade’ has been adopted according to the sub-regional methodology. Within this, Amber is utilised to indicate a constraint which could be overcome, whereas Red indicates that there is likely to be a major impact or constraint.
- 1.6 The SHLAA indicates the site as ‘Green’ for designated heritage assets and conservation areas, meaning that designated heritage assets are unlikely to be a constraint for development. However, it indicates ‘Red’ for ‘non-designated’ heritage assets. In the explanatory note (SDC 2021), a ‘Red’ status for non-designated heritage asset is given when a non-designated heritage asset is within the site. However, this approach does not consider the nature of the heritage asset, its significance nor how it could be approached within the context of development.
- 1.7 This note seeks to add further information to establish the archaeological potential of the site in the context of the identified presence of ‘non-designated’ assets within the site and whether



or not this could be considered to present an overriding constraint to the development of the site.

2. Results

Site Description

- 2.1 The site is located on the south-eastern edge of the village of Tiddington. The village is situated on the outskirts of Stratford-upon-Avon with the centre 2km to the west. It is centred on National Grid Reference 422749, 255733. The site is approximately 16 hectares and encompasses four fields of arable land under crop and several allotments.
- 2.2 The site's boundary to the to the south and east comprises further arable land and allotments to the north-east. To the south-west is arable land and the north-west is new development. To the north lies the Home Guard Club, and the proposed assess route bounds Main Street.
- 2.3 The site is broadly flat and lies at approximately 42m above Datum Ordnance (aDO) in the north-west and extends to 44m aDO in the north-east.
- 2.4 The site geology comprises of a bedrock of Mercia Mudstone with superficial deposits of Wasperton Sand and Gravel as recorded by the British Geological Survey (www.bgs.ac.uk).

Designated Heritage Assets

- 2.5 There are no designated heritage assets (as defined in Annex 2 of the NPPF) within the site what would present an 'in principle' constraint to development, due to a presumption in favour of their preservation. This aligns with the findings of the SHLAA.
- 2.6 There are 20 listed buildings within a 1km radius of the site, one scheduled monument and one conservation area, see Plan EDP 1 for the locations of these buildings. Assets beyond 1km were considered and, based on the topography and the nature of the surroundings of the site, it was established that the majority are not likely to be affected should the site come forward for residential development.
- 2.7 The Grade II listed obelisk west of Welcombe Bank Farm (1382134) is visible c2km to the northwest of the site as it sits in a prominent hill-top position. This is a monument to an important politician and sits in the countryside to the north of Stratford on a hill top with landmark qualities. Given its hilltop position, it commands wide views of the landscape and is readily visible from a wide area. Its significance lies within the architectural and historic interest of its fabric which relates to monumental architecture of the day. The nature of its immediate surroundings is open grassland but more widely looks over the built-up area of Stratford and agricultural landscape. As such, built form and modern housing development form readily appreciable elements of its setting, and it is not anticipated that further residential proposals, at 2km distant and conjoined



to recently consent similar developments, are likely to affect the significance of the monument and therefore it does not represent a constraint.

2.8 Otherwise, there are 20 Grade II listed building within 1km of the site these comprise two at Grade II* listed and the remainder at Grade II. 11 of the listed buildings lie within Alveston Conservation Area, 0.5km to the east of the site, and are therefore discussed further below.

2.9 Seven Grade II listed buildings area situated within the settlement of Tiddington, which is not a conservation area. These are invariably located 250m and 600m to the west of the site and comprise:

- 27 and 29, Main Road (**1187820**), a pair of houses which date to the 19th century;
- 1, New Street (**1280518**), a house which dates to the 19th century;
- 18, Main Road (**1298527**), a house which dates to the 19th century;
- 22 and 24, Main Road (**1205873**), a pair of houses which date to the 19th century;
- The Oaks, Tiddington (**1355162**) a house which dates to the 19th century;
- The Elms (**1298528**), originally a farmhouse but now a house, dates to the 16th or 17th century and has 18th century additions; and
- 15-19, School Lane (**1187843**), a row of four cottages dating to the 16th century.

2.10 The significance of these assets is primarily derived from their historic and architectural interest of their built form. These buildings also derived a degree of significance from elements of their setting, mainly through their location within the settlement of Tiddington (see **Image EDP 1**), along with their visual and historic relationships with their immediately associated buildings and plots.

2.11 In terms of their setting, these are now wholly influenced by 20th century and later development of Tiddington, which forms an overtly residential character to their surroundings. Topographically they are located in a flat area, meaning there are no long ranging views or presence within the wider landscape. These listed buildings are some distance from the site with intervening vegetated and build form hindering any visual connection with land within the site. As such, residential proposals within the site are unlikely to affect their significance and are thus not considered a constraint to development.

2.12 Outside of the settlement of Tiddington is the Grade II listed early to mid-19th century Hemingford House (**1187776**) which lies 440m to the east, the house is now a youth hostel and the 18th century Baraset House, Wellesbourne Road (**1187870**) 540m to the east.



- 2.13 Hemingford House (**1187776**) is a modest Georgian style residence set within its own grounds. Now a youth hostel, it was formerly a gentry residence on the edge of the village of Alveston. The listing citation notes some of its features, including entrance porch for Doric columns and Tuscan entablature along with sashes and bay windows amongst others. As the listed building is in private ownership, it was not possible to inspect the exterior in close proximity to confirm the accuracy of this description. Nevertheless, based on this information, it is considered that the listed building predominantly derives its significance from its historic and architectural interest, as a good example of a modest gentry residence. There is some artistic interest in terms of the craftsmanship of the individual elements of the structure, and there may be some archaeological interest, insomuch that the fabric may retain indications of earlier layouts and uses of the structure that provide information on past lifestyles.
- 2.14 In terms of its setting, Hemingford House is located in private and well-wooded grounds that, according to satellite imagery, includes a formal area of garden to the southwest. These broadly reflect the immediate setting of the house depicted on historic Ordnance Survey Maps (OS) and are considered to contribute positively to its significance.
- 2.15 Topographically, Hemingford House is located on a large area of flat ground forming the broad valley of the River Avon. This flat location does not allow for any extensive views outwards or give the building any prominence in the landscape. Indeed, as confirmed by the site visit, there is very little experience of Hemingford House which is set to the north of the Wellesbourne Road with heavily wooded boundary planting within its grounds and along the Road itself.
- 2.16 With regard to the Site, the dense tree planting along the road and around the gardens of Hemingford House, as well as the relatively flat topography of the Site, means that there is all but no visual link between it and the listed building and certainly not one which allows for appreciation of the asset's significance, as presented in its built form.
- 2.17 Based on these observations, it is considered that the Hemingford House does not represent a constraint for residential development of the site.
- 2.18 The Grade II listed Baraset House (1187870) is located c.560m to the east of the site. The listing citation notes that the house originated in the 18th century but has subsequently been largely destroyed. The HER (MWA8509) notes that the house was demolished in the 1920s, other than the service wing and stable block. What remains is listed and noted as largely 19th and 20th century with colourwashed brick and hipped slate roof. It notes architectural features such as entrance porch with pairs of slender columns to open pediment, amongst other features.
- 2.19 As the listed building is in private ownership, it was not possible to inspect the exterior in close proximity to confirm the accuracy of this description. Yet it is clear that the building's special interest lies within its architectural and historic interest as the remaining parts of a modest country residence. Artistic interest is likely to lie in its elaborate features and archaeological interest in its phasing.



- 2.20 In terms of its setting, the HER records that it was once contained within gardens and grounds which were created in the 19th century covering about 96 acres. According to the Warwickshire Gardens trust, the surviving features include a tree lined drive which runs to the north, kitchen garden to the east of the house and informal planting. Google earth shows the gardens immediately surrounding the house and bounded by extensive planting with fieldscapes beyond. The historic ordnance survey mapping suggests that former parkland extended to the west to Pimlico Lane but not beyond.
- 2.21 As with Hemingford, Baraset House is located on a large area of flat ground forming the broad valley of the River Avon. This flat location does not allow for any extensive views outwards or give the building any prominence in the landscape. Indeed, as confirmed by the site visit, there is very little experience of it from the surrounding areas, with planting within its grounds and that along the Pimlico Road.
- 2.22 With regard to the Site, the dense planting and hedgerows along the road and around the gardens of Baraset House, as well as the relatively flat topography of the Site, means that there is all but no visual link between it and the listed building and certainly not one which allows for appreciation of the asset's significance, as presented in its built form.
- 2.23 As such, it is not considered that the Grade II Baraset House represents a constraint to the residential development of this site.

Conservation Areas

- 2.24 There is one conservation area within the vicinity and this is the Alveston Conservation area which lies 400m to the north-east of the site at its closest point. The conservation area was designated in 1969 with the boundary being amended in 1992. The conservation area houses 11 of the listed buildings within the study area, two of which are Grade II* listed, including the church, with the remainder at Grade II.
- 2.25 The Alveston Conservation Area Appraisal (1992) notes that the conservation area is divided into three Areas and that it '*does not have a very clear form*'. Area A (Western) includes the Grade II* listed Former Parish Church of St James (1187755). The appraisal notes that the church tower forms a prominent feature but its position is away from a centre of focus, noting the more scattered housing in the western part of the area. Area B (Central) is dominated by private grounds, which are surrounded by dense screening in the form of planting belts or close boarded fences or high walls. Area C (Eastern) focuses on the main section of the village with the village green with the Gothic Lodge forms a back drop.
- 2.26 The Appraisal identifies its character and appearance, noting this as deriving from the predominant brick material with limited timber framing and painted brick, fine mature trees and wide grass verges. It is clear that the character and appearance of the conservation area is derived from the character of the built form within it and their relationships to each other and open spaces. A key component is its heavily treed nature, which gives the conservation area a



leafy presence along with restricting views into and out of the area. Indeed, all the key views are noted as internal along streets or across the open spaces within the area.

- 2.27 It is noted in the Appraisal that the village is *'not readily appreciated from a distance, partly because of its isolation and partly because of the presence of a large number of mature trees in an around the village'*.
- 2.28 The site walkover identified that the conservation area is not experienced from land within the site, or vice versa. This is due to the topology of the local area and the intervening vegetated environment. No other connections have been identified between the conservation area and land within the site. therefore, the site is not considered to form part of this asset's setting, nor does it contribute to its significance.

Scheduled Monuments

- 2.29 There is one scheduled monument within the study area this is the Tiddington Roman Settlement (**1003741**), some 660m to the west of the site. The NLHE listing citation describes the scheduled monument:

"This monument, which falls into two areas, includes part of a Roman small town situated on a gravel terrace just above the southern floodplain of the River Avon. The small town survives as entirely buried structures, layers and deposits which have been confirmed through the discovery of chance finds from the 18th century onwards, partial excavations from 1925-7 and in 1981 and in part the town is also visible as crop and soil marks on aerial photographs. The settlement began as a series of scattered Iron Age farmsteads which were replaced by a more concentrated settlement in the 1st century AD which covered approximately 8ha and appeared to be based on a strong industrial component which included tile kilns, iron and lead smelting and featured roasting and smelting furnaces, a water cistern and washing tank. As the settlement increased its economic basis was more biased towards agriculture. The settlement was built beside a road and close to a natural crossing point on the River Avon and continued in occupation until the 5th century. During the 4th century a defensive and roughly rectangular outer ditch was constructed which has been partly excavated on the south and eastern sides and this surrounded an area of approximately 22ha. Timber built buildings and roads are known to the north but only two stone built buildings have so far been investigated. On the western side was a large cemetery and from 1923-4 220 graves were excavated. These graves included those of men, women and children. Twelve more have been investigated subsequently. The cemetery contained mainly inhumations with some cremations."

- 2.30 It is considered that the asset does not extend into the site. The significance of the asset is clearly derived from its archaeological and historic interest being a fairly well-preserved Roman settlement which holds evidence relating to the Romano-British inhabitants of the settlement and the surrounding area, including their economy and the character of the immediately surrounding landscape. There will also be some contribution to the significance from its setting, such as its topographic location, which was no doubt carefully chosen for trade purposes.



2.31 The asset lies some distance from the site, and the local topography and built and vegetated intervening form inhibits any visual connection. There are no other identified connections. It is therefore considered that the site does not form part of the setting of this asset, and it does not contribute to the significance. Any proposed development within the site will not result in any changes to its setting or cause harm to its significance, or the ability to appreciate the significance. This position was verified during the site visit. This asset is therefore, not considered further within this assessment.

Non-designated Heritage Assets

Within the Site

- 2.32 There are five records on the Warwickshire HER within the site. These are discussed below, and their location are shown on **Plan EDP 2**.
- 2.33 Located towards the southern boundary of the site is the possible location of a spot find relating to a Neolithic Ground Stone Axe (**MWA4606**). The HER records that the axe was found on an old rubbish tip – now a field – near Tiddington. An area of medieval ridge and furrow has been identified in the north of the site and there are three, currently undated, cropmarks, all which have been identified using aerial photographs. In the east of the site, there is a cropmark of a possible prehistoric pit alignment (**MWA4677**), a second possible pit alignment (**MWA4676**) has been recorded extending out to the site the south-eastern corner. In the north of the site, the HER records two possible ring ditches (**MWA4679**) dating to the Neolithic or Bronze Age. A review of the aerial photographs held by Historic England, the cropmarks have been identified and are shown on **Plan EDP 2**. A review of the aerial photographs identified both of the possible pit alignments and one possible ring ditch as identified in the HER.
- 2.34 At the time of the site visit the site was under cultivation and no evidence for the ridge and furrow or cropmarks were visible (**Images EDP 2** and **EDP 3**). A review of the LiDAR Imagery (see **Plan EDP 3**) did not highlight any of the features recorded within the site on the Warwickshire HER nor did it identify any additional features within the site boundary. The LiDAR identified former and current field boundaries along with evidence for modern agricultural practice across the site and evidence for allotments which previously extended into the site as depicted on historical mapping. A review of the aerial photographs did identify some additional cropmarks not recorded on the HER.
- 2.35 Historic maps consulted (see **Plan EDP 4**) illustrate some change in the layout of the fields at the site between the earliest consulted depicted on the 1886 First Edition Ordnance Survey Map and the present day. Several internal field boundaries have been removed in the south-east and the area in the north-east of the site is no longer allotments, excluding the access route.
- 2.36 Given this evidence, it is apparent that there is no above ground evidence for the features identified through the cropmarks. The historic photographs are clear that the site has been subject of an arable agricultural regime, which represents its currently use. Given this, it is likely

that the archaeology represented by these cropmarks within the site are highly truncated due to modern agricultural practices occurring across the site which reduces their significance.

Adjacent Sites

- 2.37 In close proximity to the site, two areas, first to the west in 1998/2016 and secondly to the north in 2014/2016, have been successfully mitigated prior to development. It is expected that features within the site are continuation from those features identified within these archaeological works.
- 2.38 That area to the west was subject of a series of archaeological works, including a geophysical survey (**EWA6104**), field walking (**EWA2754**) and a trial trench evaluation (**EWA6428**) was undertaken in 1998. This identified a scatter of flintwork prominently dating to the Neolithic and Bronze Age. It is suggested that a series of linear cropmarks identified within the site are a continuation of a trackway leading from the Romano-British settlement of Tiddington to the west, although they may also be associated with a prehistoric pit alignment. No dating evidence was identified during the evaluation, and was interpreted as a possible undated trackway. A number of undated pits, gullies were identified across that evaluation thought to have been part of an early field system. Ridge and furrow was also identified during the excavations.
- 2.39 Following up on this work, in the context of an outline planning application (15/02057), more intensive geophysical survey (Archaeological Surveys 2014) established the presence of the possible trackway and other pits/boundary feature. These works were sufficient to secure outline planning permission on the site subject to further archaeological work secured as a condition. This further work included a second archaeological evaluation (AC Archaeology 2016) which identified some Bronze Age/Iron Age pottery along with the possible Romano-British trackway. The features identified through this suite of works was not of sufficient significance to warrant further archaeological investigation.
- 2.40 Geophysical survey followed by archaeological evaluation (**EWA11611**) to the north of the site, at the Home Guard Club, was undertaken prior to development in 2016. Geophysical survey was undertaken at prior to planning for application 14/03250/FUL, this identified possible pit alignment and it is notable that the archaeological advisor in their consultation response identified this as possibly a continuation of the one identified in aerial photographs to the south, which runs across the current site. Based on this, the archaeological advisor was satisfied with the principle on development at the Home Guard club, subject to a condition. The follow up archaeological evaluation identified a number of features dating to the Middle or Late Iron Age including ditches and pits which contained pottery 'pot boilers' and whetstones. A rectilinear enclosure was identified in the eastern extent of the site which contained contemporary pits. Medieval ridge and furrow are identified across the centre of the site and undated features were also identified along with a modern service trench and soakaway. The work led to targeted areas of excavation within the site to record the identified remains ahead of development.

The Wider Area

- 2.41 Within the wider study area there are a further 115 HER records relating to activity from the prehistoric to modern periods. These are shown on **Plan EDP 2**. Most of these are of little or no relevance to the potential for archaeological remains within the site and/or its capacity to accommodate future residential development and relate to buildings within and surrounding Tiddington.
- 2.42 There are numerous records relating to prehistoric activity within the study area, including some in close proximity to the site. To the south and east are possible cropmarks of ring ditches (MWA879, MWA4678, MWA880, MWA4994) and a possible pit alignment to the south-east (MWA8930). A series of earthworks to the north of the site (MWA879) are suggested to be a settlement site, which from surface finds have been dated from the early Iron Age to Romano-British period.
- 2.43 Evaluations (**ENN9257**) to the north-east of the site, identified a field system which laid out during the late Iron Age – Early Romano-British period, with a possible associated building. A second late Iron Age – Early Romano-British field system (**MWA9727**) has been identified within the small Roman Town (**MWA4469**), scheduled monument.
- 2.44 The Roman Town (**MWA4469**) at Tiddington lies some 660m to the west of the site, represented by the scheduled monument. A large number of the Romano-British records within the HER refer to activity in close proximity to the Roman Town. There are two possible Roman roads running through the study area. Running through the south-western corner of the study area (**MWA4763**), part of this road has been identified by a geophysical survey and through cropmarks on aerial photographs (**MWA30030**). Part of an early medieval trackway (**MWA8666**) known as ‘Saltway’ is thought to have originated during the Romano-British period (**MWA4760**). Across the study area there are numerous findspots recorded within the HER of coins and pottery.
- 2.45 The possible extent of medieval Alveston (**MWA9136**) has been outlined from using the first edition ordnance survey maps. There are several areas of ridge and furrow (**MWA8200**, **MWA9785**, **MWA7030**, **MWA30076**), identified from aerial photographs, across the study area, including adjacent to the western and northern boundaries of the site. There is otherwise limited evidence for medieval activity within the study area comprising of finds of find spots of artefacts, coins and pottery recorded on the portable antiquities scheme.
- 2.46 Post medieval activity within the study area refers largely to post-medieval Tiddington (**MWA9135**) to the west of the site and buildings within Tiddington and Alveston, a number of which are listed. To the south-west of the site is a rabbit warren (**MWA8693**) indicated by field names. The sites of the villa gardens associated to Tiddington House (**MWA8611**), Avon Cliffe Villa (**MWA8612**) and The Red House (**MWA8613**) lie on the opposite side of Main Street to the site. The villa gardens consisted of pleasure grounds, walks, an orchard, kitchen garden and mixed planting. Although the villa gardens have since been developed for housing, the external all is still present. A number of other villa gardens have been recorded within the study area, to



the east of the site is the village garden at Hemingford House (**MWA8507**), which is now Grade II listed, Avonmore (**MWA8510**) and Baraset House (**MWA8509**). Villa gardens have also been recorded to the south-west of the site at Avonhurst (**MWA8610**).

- 2.47 These post medieval features are well defined discrete features and there is not expected to any archaeological evidence associated with them within the site.

3. Conclusions

- 3.1 This Archaeology and Heritage Appraisal has been prepared by The Environmental Dimension Partnership Ltd (EDP) on behalf of Catesby Estates plc in relation to land south of Main Street, Tiddington. This appraisal provides an initial high-level assessment of the site and its environs with respect to identifying key heritage and archaeological constraints and opportunities to inform a wider assessment of its potential to support future residential development and promotion.
- 3.2 The site does not contain, or form part of any, designated heritage asset, such as scheduled monuments, listed building, registered parks and gardens or conservation areas.
- 3.3 The assessed has considered the potential harm to the significance of designated heritage assets, as defined in Annex 2 of the NPPF, up to 1km from the site boundary. The appraisal concluded that it is unlikely that the site would potentially to result in harm to any designated heritage asset should it come forward for residential development. This tallies with the 'Green' rating given in the SHLAA for this site for designated heritage assets.
- 3.4 The Warwickshire HER, and other sources considered as part of this assessment identified that the site contains potential archaeological remains relating to prehistoric activity including a find spot of a Neolithic hand axe and cropmarks to two possible pit alignments and two ring ditches. An area of ridge and furrow has also been recorded. The assessment has established that these remains do not survive as earthwork features and were not visible at the time of the site visit nor on LiDAR data. LiDAR analysis revealed former field boundaries which correspond to those identified on cartographic resources and an area which was formerly used as allotments.
- 3.5 It is considered that there is a high potential for the site on contain archaeological remains from the prehistoric period onwards, albeit due to the intensive arable processes within the site these are likely to have been truncated and not likely to of sufficient significance to warrant preservation *in situ* and thus do not represent an overriding constraint to the deliverability of residential development within the site.
- 3.6 Indeed, recent housing developments in the immediate vicinity of the site share some characteristics with the potential archaeology within the site. In both cases of recent development to the west and north a similar archaeology potential for prehistoric and Romano-British features were present, and in each case these did not prevent development and the

archaeological advisor was satisfied that recording works could be secured and implemented under conditions.

- 3.7 It is anticipated that, should the site come forward, that the archaeological resource could be mitigated in a similar manner in relation to a planning application. There is currently no indication that the site has potential to contain archaeological remains of high significance that might represent a constraint to its capacity for future residential development and that the potential presence of non-designated archaeological assets (as indeed identified in the SHLAA) could not be successfully considered under the national planning policies contained within the NPPF.
- 3.8 On this evidence it is considered that the presence of potential archaeological remains for the site should prevent the allocation of the site within the forthcoming local plan.

Images



Image EDP 1: View from the Grade II listed buildings withing Tiddington looking north along Tiddington Road.



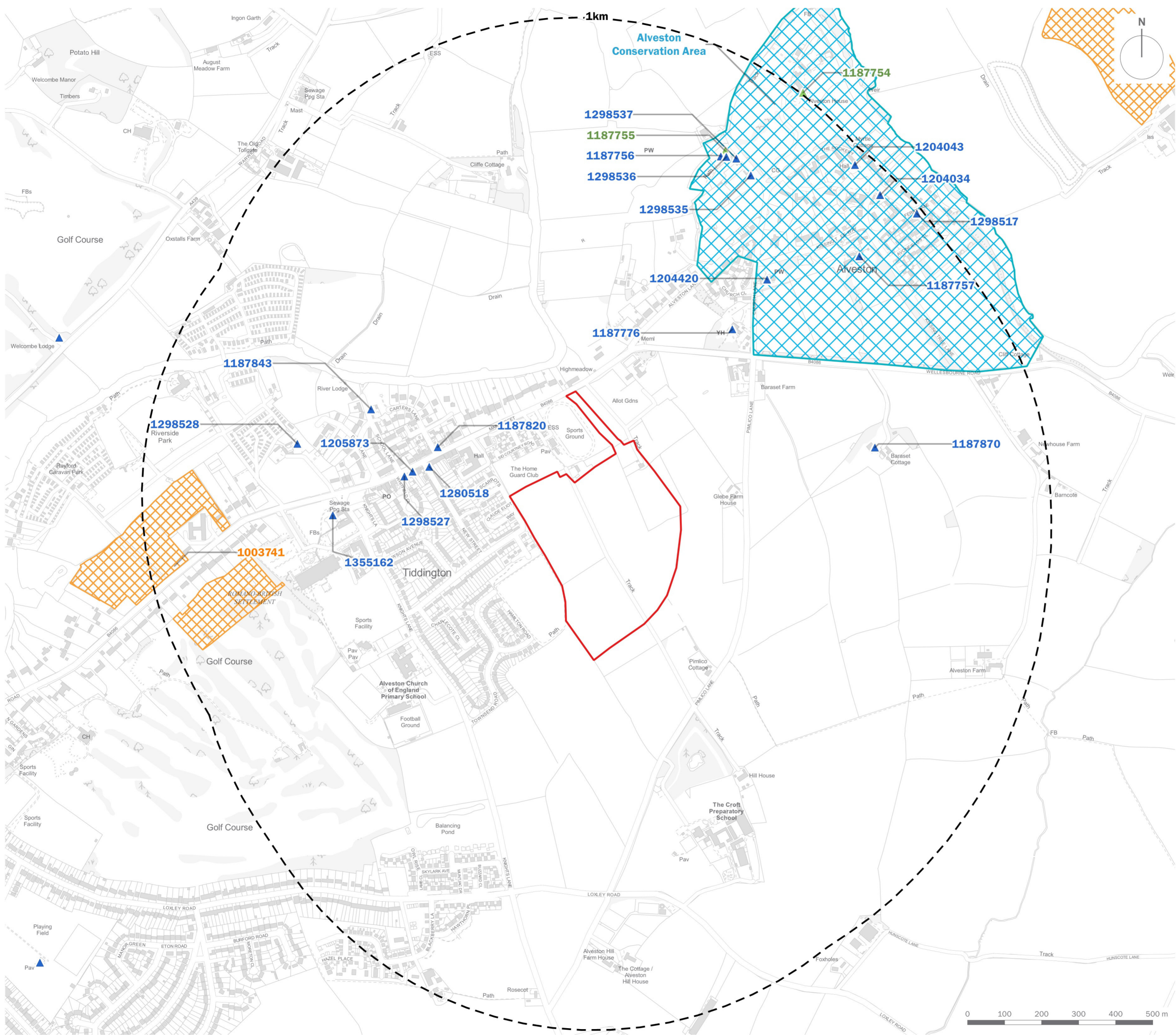
Image EDP 2: View from the southern boundary looking north-east towards the area recorded of ridge and furrow, possible ring ditches and pit alignment identified on the HER. No evidence for either were identified during the site visit.



Image EDP 3: View looking north-west across the possible pit alignment identified on the HER.



Plan EDP 1
Overview of Designated Heritage Assets
(edp7528_d001_20 July 2022 EJ/EO)



- Site Boundary
- 1km Study Area
 - Scheduled Monument
 - Grade II* Listed Building
 - Grade II Listed Building
 - Conservation Area

client
Catesby Estates plc

project title
Land South of Main Street, Tiddington

drawing title
Overview of Designated Heritage Assets

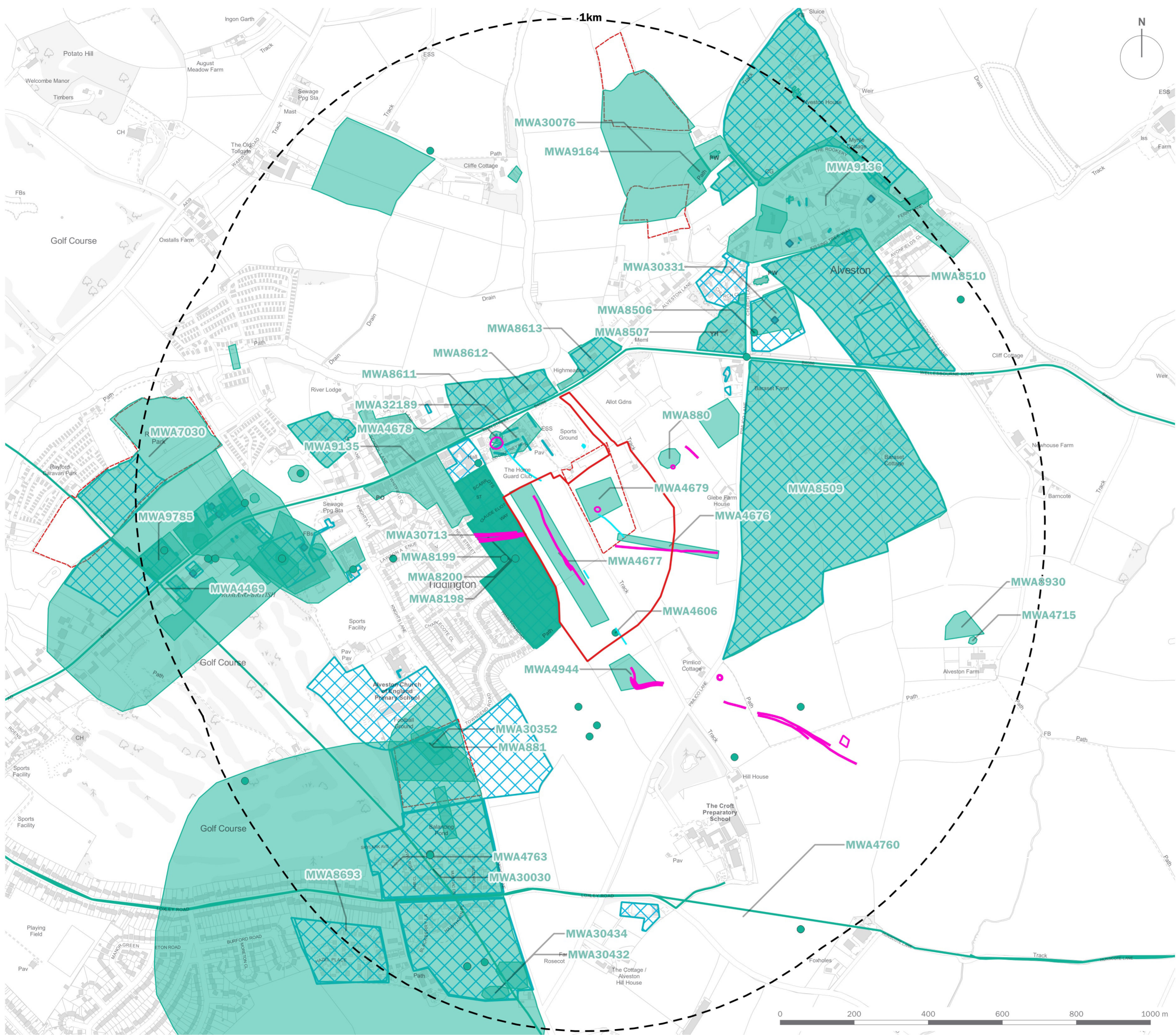
date **20 JULY 2022** drawn by **EJ**
drawing number **edp7528_d001** checked **EO**
scale **1:10,000 @ A3** QA



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Plan EDP 2
Overview of Non-designated Heritage Assets
(edp7528_d002_20 July 2022 EJ/EO)



DRAFT

- Site Boundary
- 1km Study Area
- HER Monument**
- HER Monument
- Ridge and Furrow
- HER Event
- Aerial Photograph Cropmark**
- Certain Cropmark
- Possible Cropmark

client
Catesby Estates plc

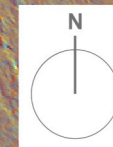
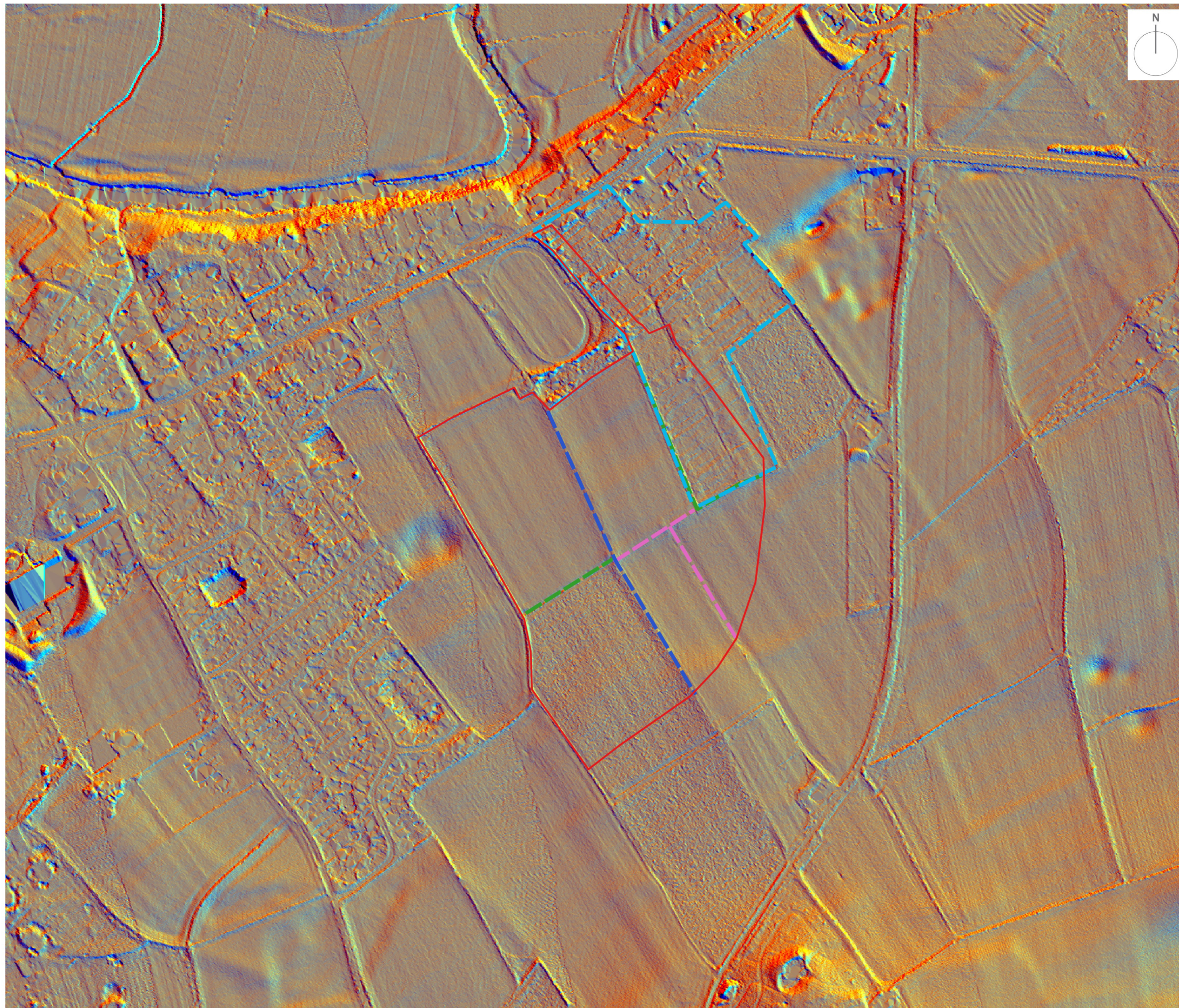
project title
Land South of Main Street, Tiddington

drawing title
Overview of Non-designated Heritage Assets

date	20 JULY 2022	drawn by EJ
drawing number	edp7528_d002	checked EO
scale	1:10,000 @ A3	QA



Plan EDP 3
LiDAR Analysis
(edp7528_d003_20 July 2022 EJ/EO)



DRAFT

- Site Boundary
- LiDAR Data Using 1m Digital Terrain Model (DTM) with Multi-directional Azimuth Shading

LiDAR Features

- Current Field Boundary
- Former Field Boundary
- Trackway
- Allotments

client

Catesby Estates plc

project title

Land South of Main Street, Tiddington

drawing title

LiDAR Analysis

date	20 JULY 2022	drawn by	EJ
drawing number	edp7528_d003	checked	EO
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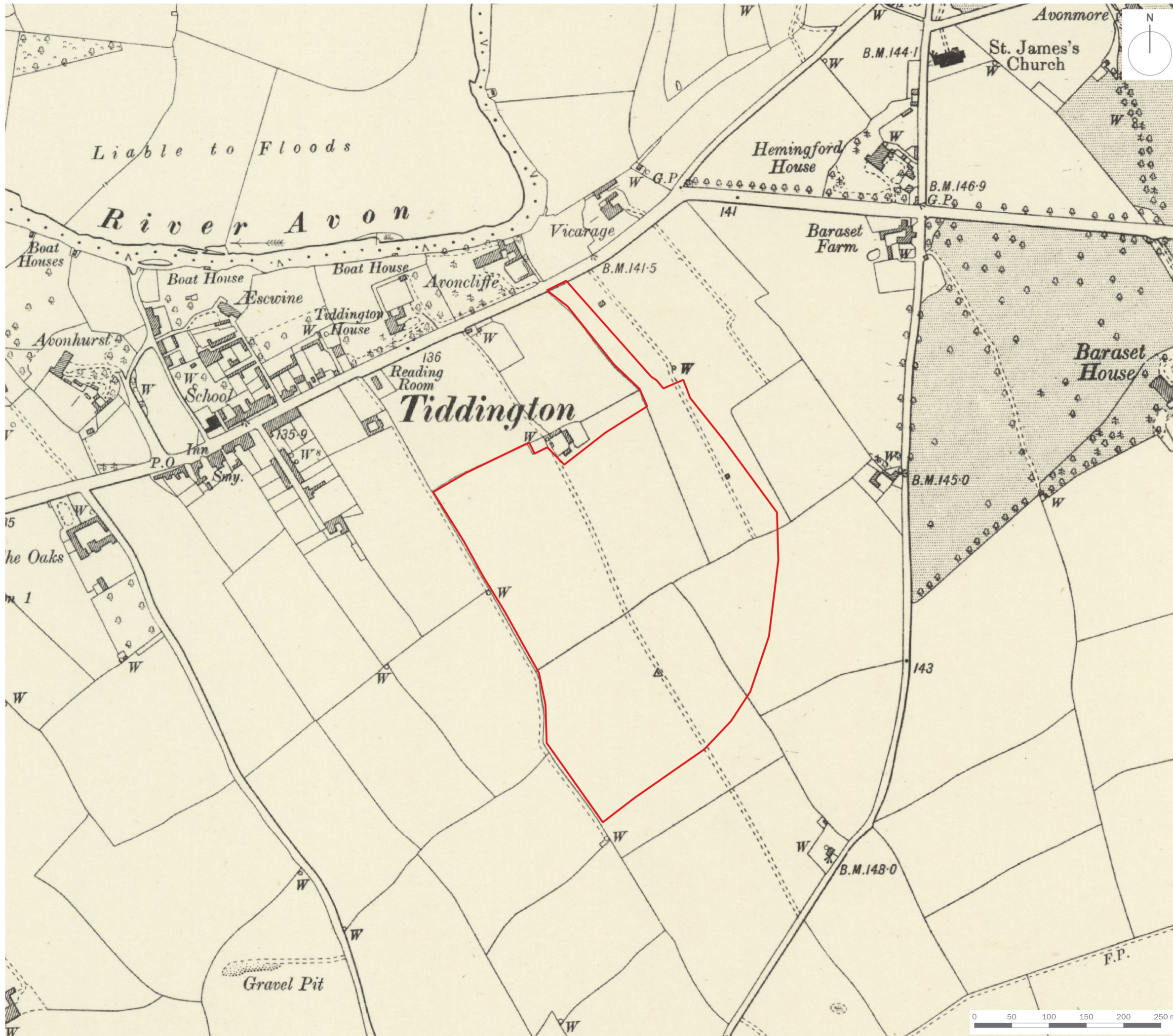


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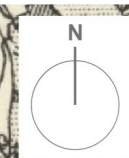


Plan EDP 4
Extract of Ordnance Survey Map, 1906
(edp7528_d004_20 July 2022 EJ/EO)



Approximate Site Boundary

DRAFT



client

Catesby Estates plc

project title

Land South of Main Street, Tiddington

drawing title

Extract of Ordnance Survey Map, 1906

date	20 JULY 2022	drawn by	EJ
drawing number	edp7528_d004	checked	EO
scale	1:5,000 @ A3	QA	

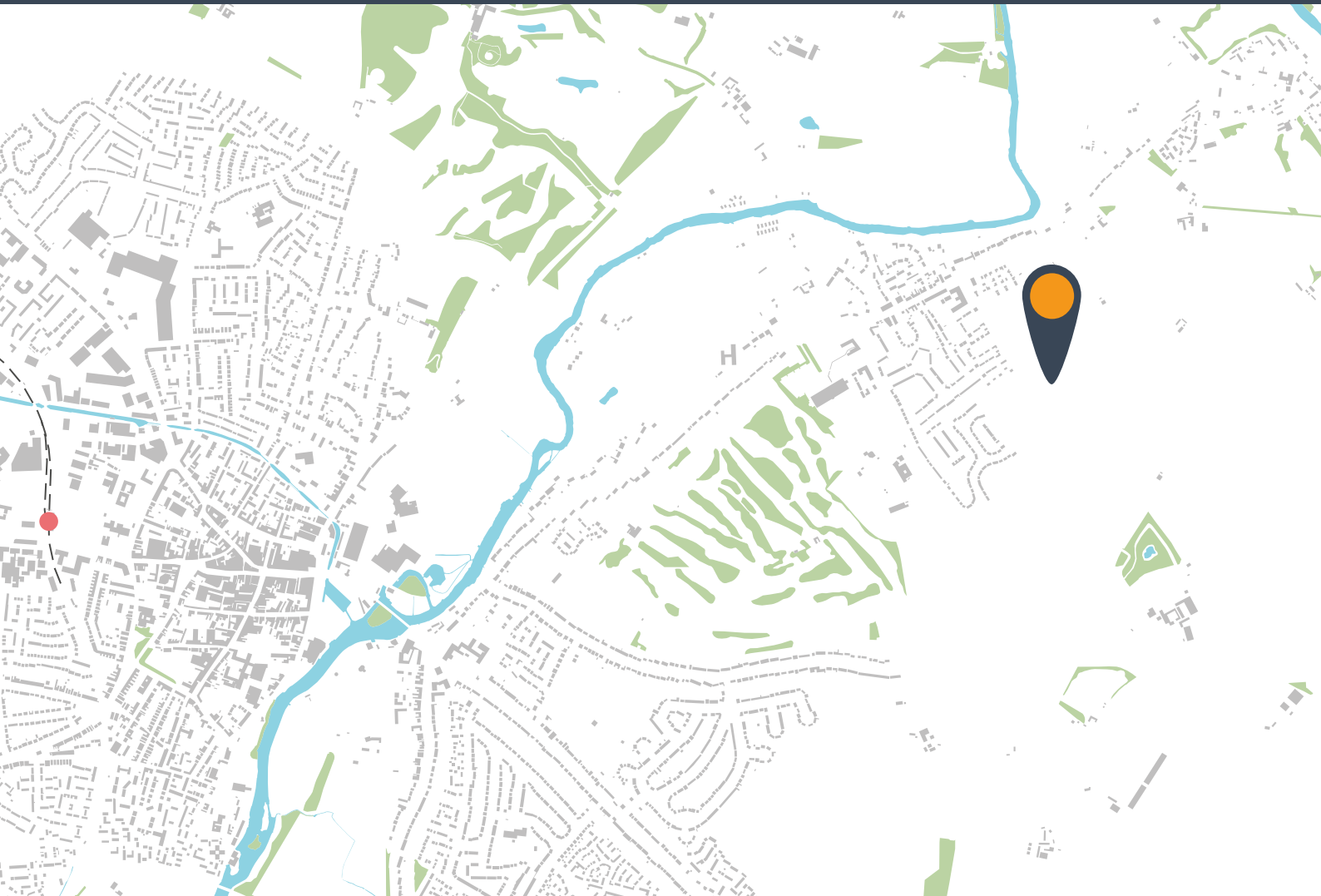


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**APPENDIX 3
VISION DOCUMENT (DECEMBER 2020)**

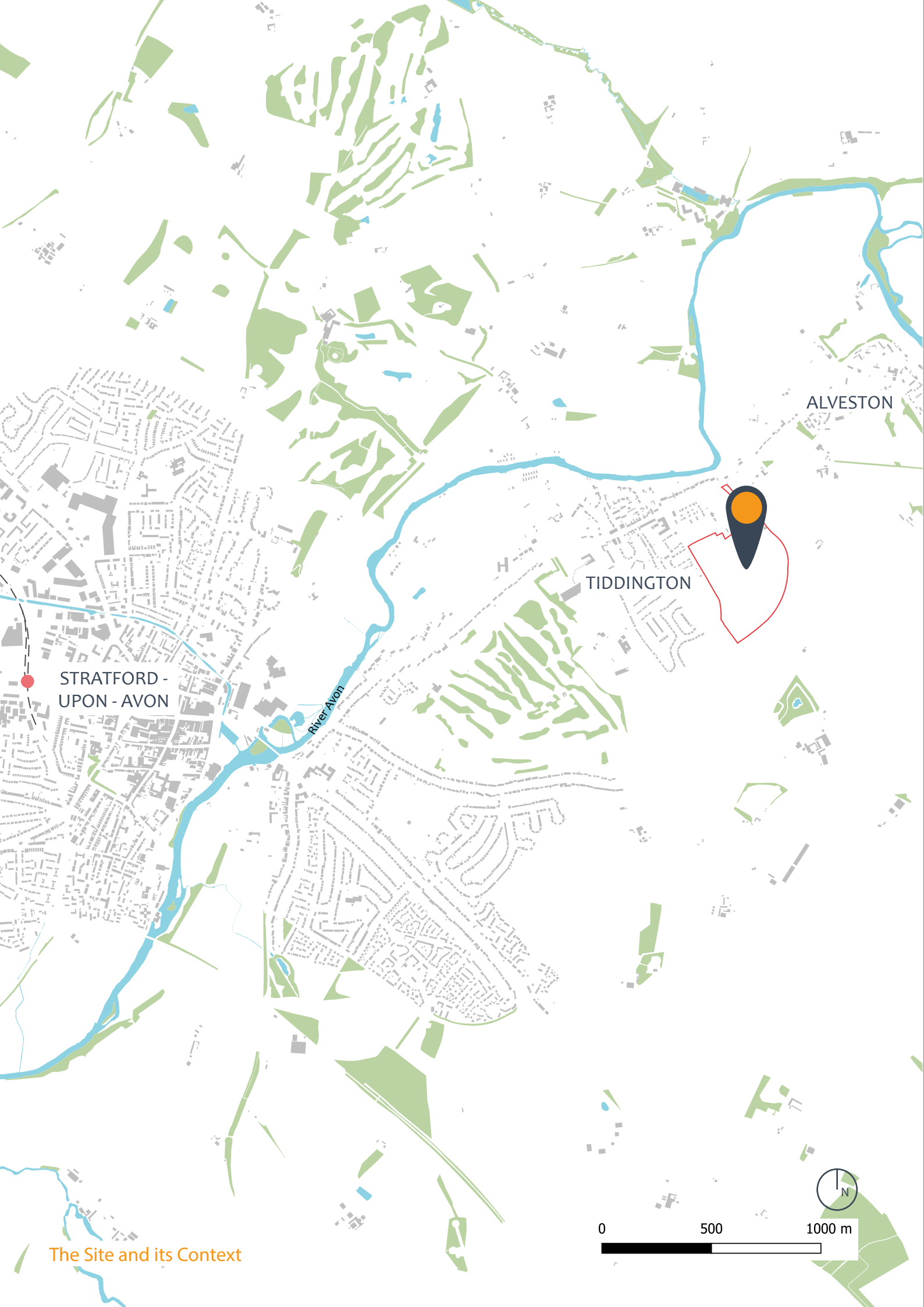
Vision Document

December 2020



Land South of Main Street Tiddington

Stratford - upon - Avon



Catesby Estates plc

part of Urban&Civic

Catesby Estates is a specialist strategic land promotion business. Our projects are located throughout the country ranging from large urban extensions to sensitively designed residential schemes on smaller edge of settlement sites.

Recognising the individuality of every site, Catesby Estates seek to work very closely with local communities, key stakeholders and the LPA throughout the life of a development project to create the most mutually beneficial and sustainable schemes.

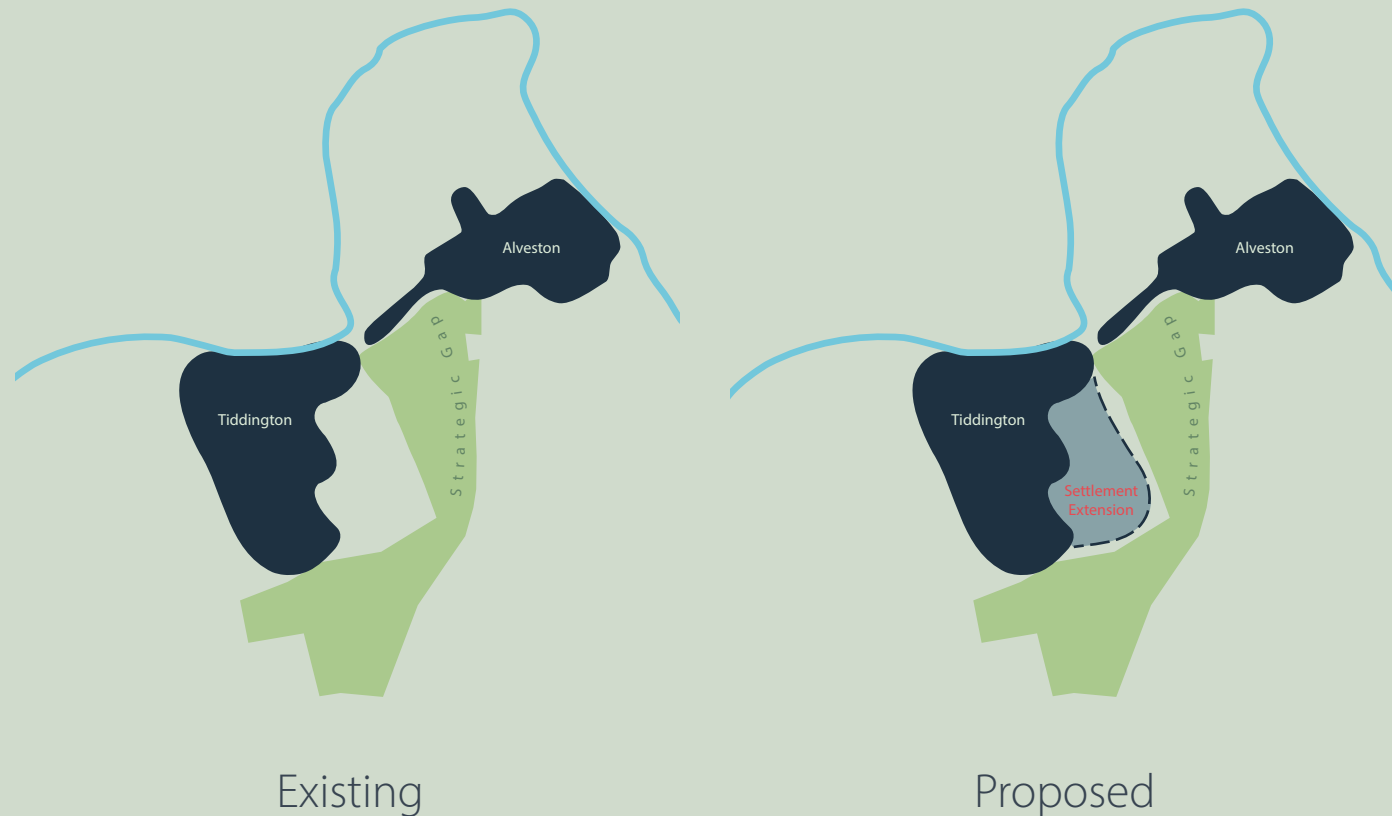
Catesby Estates are promoting the land South of Main Street, Tiddington on behalf of the Diocese of Coventry as the landowner. This Vision Document presents the outcome of analysis work undertaken on and around the site and explains how the constraints and opportunities which exist can inform a development for around 200 new homes, supporting greenspace and infrastructure on the site.

As detailed within this document, the proposed housing would be well related to the existing housing in Tiddington. By reason of the site's location, any future occupiers would have easy access on foot and cycle to existing facilities and services available within and surrounding Tiddington and Stratford upon Avon.

This document has been produced as part of a submission to Stratford on Avon District Council to seek an allocation for development in the emerging Site Allocations Local Plan. What is presented in this document is not intended to be a fully worked-up scheme, but has been prepared for illustrative purposes to show how development of the site is deliverable and achievable within a sustainable location.

The Opportunity

Retaining the Separate Identities of Tiddington and Alveston



The Stratford - upon - Avon Neighbourhood Development Plan Policy H2 seeks to prevent further coalescence between Tiddington and Alveston through the designation of a 'Strategic Gap' to preserve the setting and individual character of the settlements.

The 'Gap' boundary works with existing field boundaries and does contain some existing properties and open space functions such as the Tiddington Allotments.

The development of land between the existing edge of Tiddington and the Strategic Gap supports the visual and physical 'rounding off' of the village.

It enables a positive and definitive settlement edge to be formed which addresses the Strategic Gap, while also preserving the setting and individual characters of the two settlements.

Delivering a comprehensive housing led scheme on land to the south of Main Street provides **a real opportunity to deliver new homes and forms an enhanced level of sustainability for the Tiddington and wider Stratford-upon-Avon communities.**

Offering Housing Choice in a Sustainable Location

The proposals will deliver a policy compliant provision of affordable housing. In line with adopted policy requirements and latest evidence, a mix of house sizes, types and tenures will be accommodated on the Site. The proposed mix will respond to local housing demand as well as aiming to deliver new homes which support diversity and ultimately social balance for the village community.

Homes will be energy efficient and will be designed and built to achieve carbon savings in line with the latest building regulations. This will be achieved through building fabric, the installation of renewable energy sources and providing the appropriate on site infrastructure to facilitate electric car ownership, home working and sustainable travel.



Enhanced Environmental Assets

The settlements of Tiddington and Alveston are characterised by mature landscape features creating a verdant backdrop to the villages. The proposed development will work within this established framework, retaining and integrating existing mature landscape features, and adding to those features through a network of new planting throughout the development.

Existing and new ecological habitats will be retained and integrated within the development, making sure that the habitat corridors positively connect to the wider landscape context surrounding the site.

Complementing the existing public open spaces in and around Tiddington, new multi-functional public open spaces will be created for the benefit of the existing and new community. This will encourage walking, cycling and recreation supporting healthy lifestyles.



Planning Context

Adopted and Emerging Development Plan

The adopted Development Plan for development proposals in Tiddington currently comprises the Stratford-on-Avon District Core Strategy (adopted July 2016) and the Stratford-upon-Avon Neighbourhood Plan (made in December 2018).

In accordance with the requirements of the Core Strategy (Policy CS.16D) the Council is currently preparing a Site Allocations Plan to identify additional housing sites which will be released to meet development needs for the period to 2031.

In addition to the emerging Site Allocations Plan, Stratford-on-Avon and Warwick District Councils have also committed to preparing a new joint Local Plan for the 'South Warwickshire' area. Once adopted in 2024 this joint plan will replace the adopted Core Strategy. Work has started on the new joint plan and consultation on initial spatial options and a call for potential development sites is scheduled for spring 2021.

Tiddington

Tiddington is classified as a 'Category 1 Village' in the adopted Core Strategy; these are the most sustainable settlements in the District after the main towns. Notwithstanding its categorisation as a village, Tiddington falls within the administrative area of Stratford Town Council reflecting its close proximity to and strong linkages with the town.

The made Stratford-upon-Avon Neighbourhood Plan designated a Strategic Gap in order to retain the individual identities of Tiddington and Alveston and to ensure they remain visibly separate from each other and from Stratford-upon-Avon. The extract from the Neighbourhood Plan below shows the current defined built up boundary for Tiddington and the extent of the Strategic Gap.

As a highly sustainable settlement, there is good scope for Tiddington to accommodate additional housing through the preparation of the Site Allocations Plan and subsequent South Warwickshire Joint Local Plan while continuing to maintain its physical separation from adjoining settlements.

The Site & Location

Tiddington village is located approximately 2km north east of Stratford-upon-Avon. The village is within the Parish of Alveston.

Main Street / Tiddington Road is the through route connecting Alveston village in the north east to Stratford-upon-Avon in the south west.

The Wellesbourne Road to the east of the village connects to Wellesbourne, approximately 5km to the east.

To the north of the village is the River Avon.

The proposal site (hereafter referred to as the Site) is located alongside the existing eastern boundary of Tiddington village; to the south of Main Street and The Home Guard Club; and north of Pimlico Lane.

The Site measures approximately 16.44 ha/ 40.62 acres in area and is comprised of a series of agricultural fields. To form access to the Site, 25 metres of 18 allotment plots leased by the Alveston & Tiddington Allotments and Gardens Association (ATAGA) from the Coventry Diocese will be utilised. To mitigate this loss, 20 new plots and other associated improvements will be provided by the Diocese on agricultural land in its ownership to the rear of the existing Tiddington allotments area. Impacted plot holders will be offered relocation to these new plots. This proposal has been agreed in principle with ATAGA and a new lease reflecting the proposals is expected to be agreed by Q1 2021. Further detail on the mitigation for the proposed access to the Site is included on page 16 of this document.

A public right of way (PRoW) crosses the Site on a northwest to southeast alignment, and connects Main Street to Pimlico Lane. A summary of all the Site features is provided at pages 18 - 19. The next pages also provide a photo summary of the site and context.

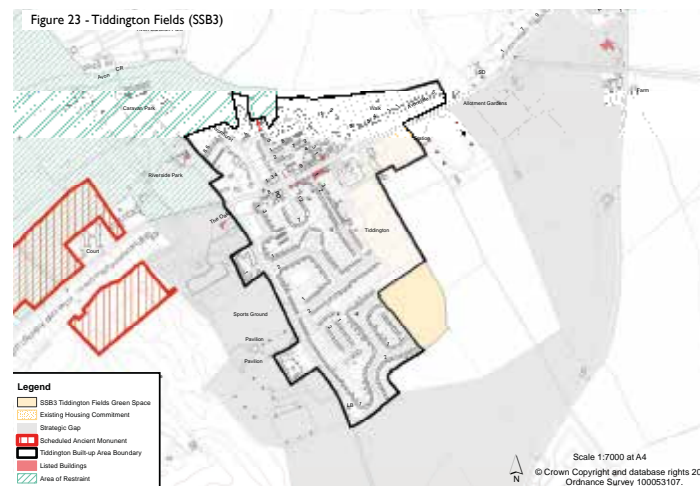


Figure 1: Site Location and Context Plan



Site Photo Analysis

The following photographs illustrate some of the main view points and features within the Site. It is not exhaustive but provides a sense of the characteristics and elements within which new development can be integrated.



Photo Locations Plan



1 View south along Public Right of Way between the Guards Club and recent housing development fronting Main Street



2 View south west from Public Right of Way.



3 View north west from Public Right of Way towards Tiddington Settlement



4 View from western boundary towards south east and flailed hedgerow feature



5 View from Public Right of Way looking across park and football pitch towards settlement edge of Tiddington



6 View from Public Right of Way north towards Tiddington

Site Sustainability

Figure 2: Local Facilities and Services Analysis

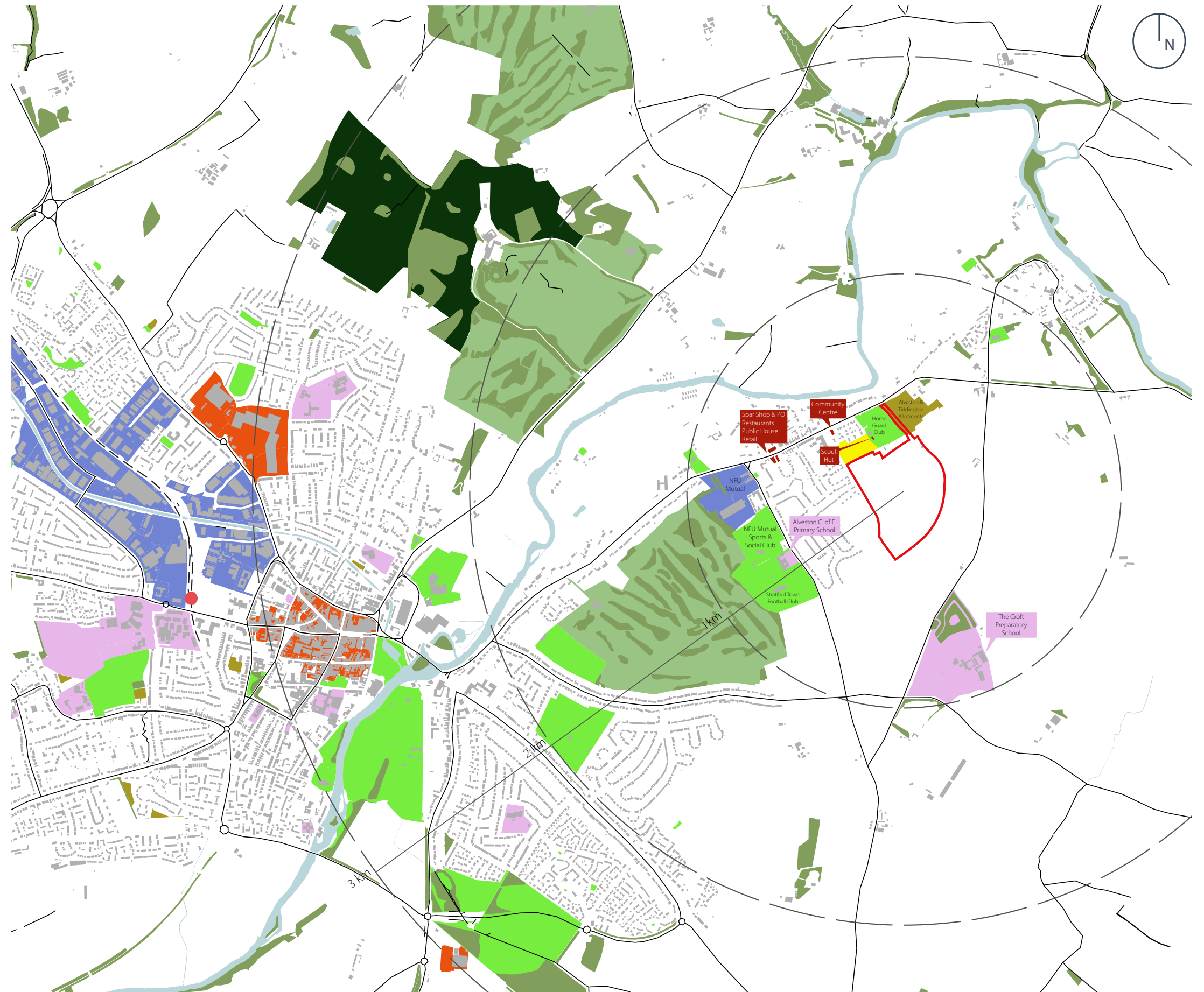
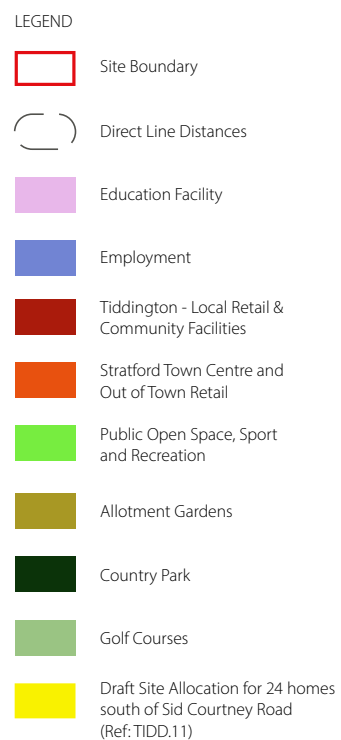
Easy access to existing local facilities and services can support the sustainability of a site. Increased population in an area can also support the sustainability and viability of existing and new services and facilities serve the local community.

The Site is very well placed in relation to a good range of existing local community; day to day retail; primary education; and sports and recreation facilities all within a 1km direct line radius of the Site.

The Site is also located within 3km direct line distance of Stratford-upon-Avon town centre which offers a wider range of national retailers; professional services; and employment opportunities alongside the nationally significant cultural facilities. Additional primary education facilities, and within 5km radius of the Site, Stratford Upon Avon High School and College are also available.

The area has a wide range of public open spaces; parks and gardens; leisure and recreation grounds; and Welcombe Hills Country Park all within 3km of the Site. The River Avon and Stratford Greenway (illustrated on the next page) also offer further long distance recreational opportunities easily accessible from the Site.

Wellesbourne, approximately 5km direct line distance to the east of the Site, also offers a range of education, local retail and community facilities and services as well as a range of employment opportunities, some of which are specifically associated with the Wellesbourne Airfield.



Access & Movement

Figure 3: Local Movement Analysis

The following summarises the wider access and movement context and considerations for the Site.

Public Rights of Way & Greenways

The Site itself and the wider area are connected by a network of public right of way (PRoW) footpaths. These routes provide access to a range of open spaces, woodlands, water bodies and longer distance leisure routes. The footpath passing through the Site also supports access towards local services such as the bus stop on Main Street as well as the local community and retail facilities. Opportunities to further enhance the range of routes and links will be explored.

The wider area also offers a series of long distance footpath routes and cycle Greenways providing extensive active leisure routes.

Public Transport

The two closest bus stops to the Site are located on Wellesbourne Road adjacent to the Youth Hostel and Main Street adjacent to Carters Lane. Both stops are served by the Stagecoach Midlands No. 15 service which operates between Stratford-Upon-Avon and Leamington Spa. The service operates daily Monday to Sunday with buses departing approximately every hour during the day and evening between 6.30am and 21.30.

Approximately every 30 minutes the Stagecoach 15 service provides journeys between Stratford-upon-Avon and Wellesbourne.

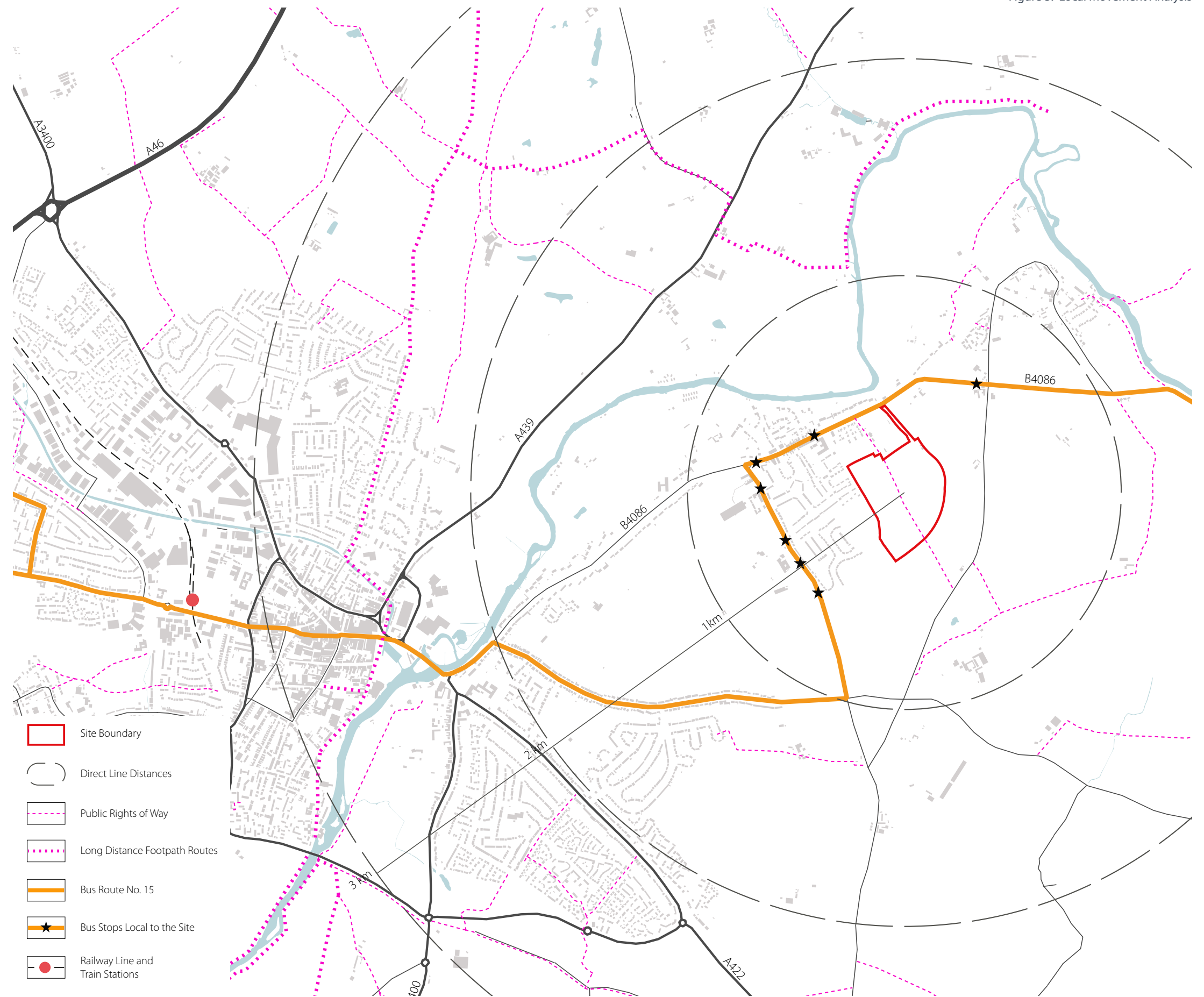
Stratford-upon-Avon train station is the southern terminus of the North Warwickshire Line and Leamington to Stratford Line. The station is served by West Midlands Trains and Chiltern Railways.

The following services typically operate from the Station on weekdays and Saturdays during off-peak hours:

- 1 train per hour to Birmingham Snow Hill via Whitlocks End, continuing to Stourbridge Junction, operated by West Midlands Trains.
- 1 train per hour running to Birmingham Snow Hill via Solihull, continuing to Stourbridge Junction, operated by West Midlands Trains.
- 1 train per 2 hours running to London Marylebone via Leamington Spa, operated by Chiltern Railways.

The following services typically run on Sundays:

- 1 train per hour running to Birmingham Snow Hill via Whitlocks End, continuing to Great Malvern or Worcester Foregate Street, operated by West Midlands Trains.
- 1 train per 2 hours running to Leamington Spa via Claverdon, continuing to Banbury in the morning, operated by Chiltern Railways.



Local Highway Network Analysis

Main Street/ Tiddington Road is the main route through Tiddington. It is a 30mph speed limit road. As detailed at Figure 5 and Figure 6, access into the Site is proposed via a new junction with Main Street.

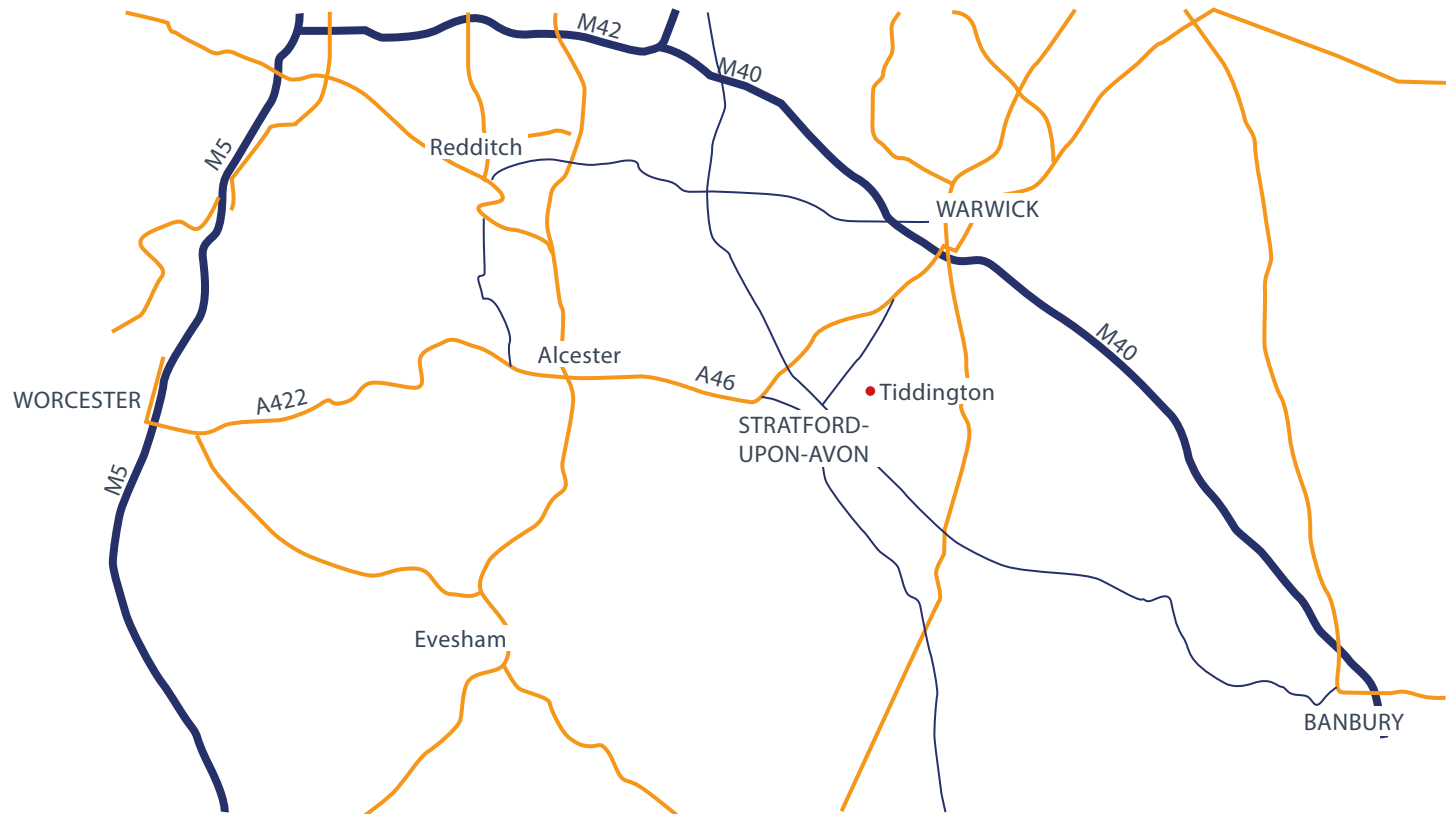
Main Street connects to Stratford-upon-Avon in the south west and connects to the Wellesbourne Road (B4086) to the north east of the Site.

Pimlico Lane is located to the south of the Site and is a rural lane connecting Alveston through to the Banbury Road to the south. Should it be required, an emergency services access can be provided from the Site on to Pimlico Lane. This will be bollard controlled to prevent day to day use.

A range of local road routes provide connections from Tiddington to the wider national motorway network (Figure 4), including junction 15 of the M40 to the north. Similarly local routes provide access to the Banbury Road to the south of the Site which in turn connects with the M40 junction 12 at Banbury.

The A46 to the north of Stratford-upon-Avon, provides an east to west connection between the M40 at Warwick to Alcester. The A422 from Alcester then connects to the M5 at Junction 6 - Worcester.

Figure 4: Regional Highway Network



Proposed Site Access

A new right hand turn junction is proposed from Main Street into the Site. The junction position can achieve satisfactory visibility splays within the highway land and land under our control. The access will also provide a footpath on the eastern side and a safe crossing point to the northern side of Main Street where the existing footpath is available.

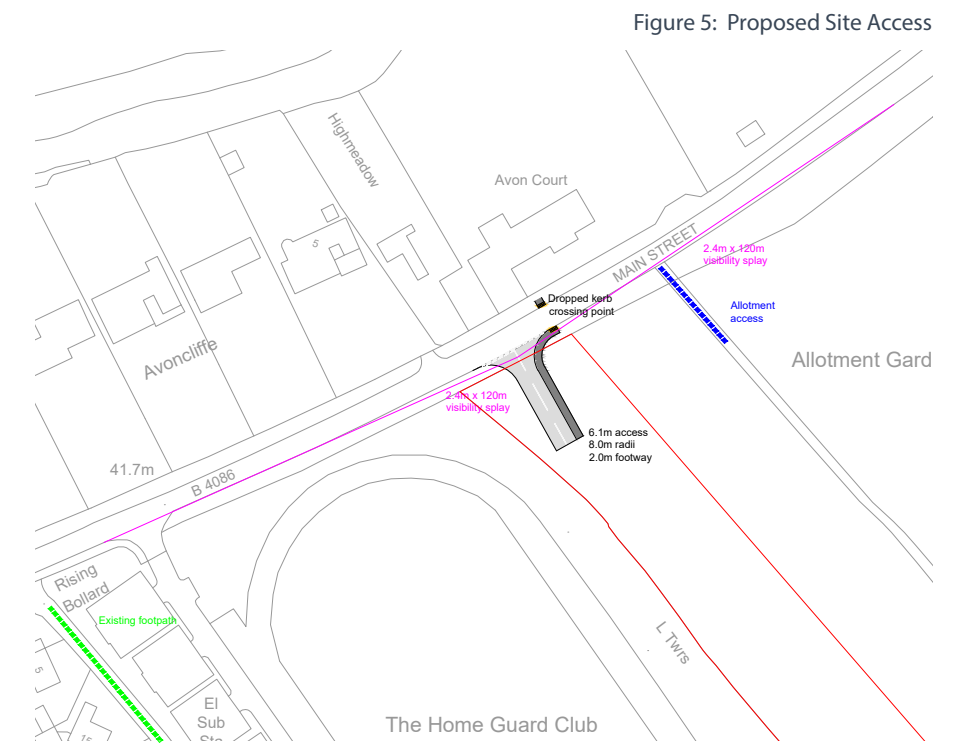


Figure 6: Propose Site Access Location



Allotment Reprovision

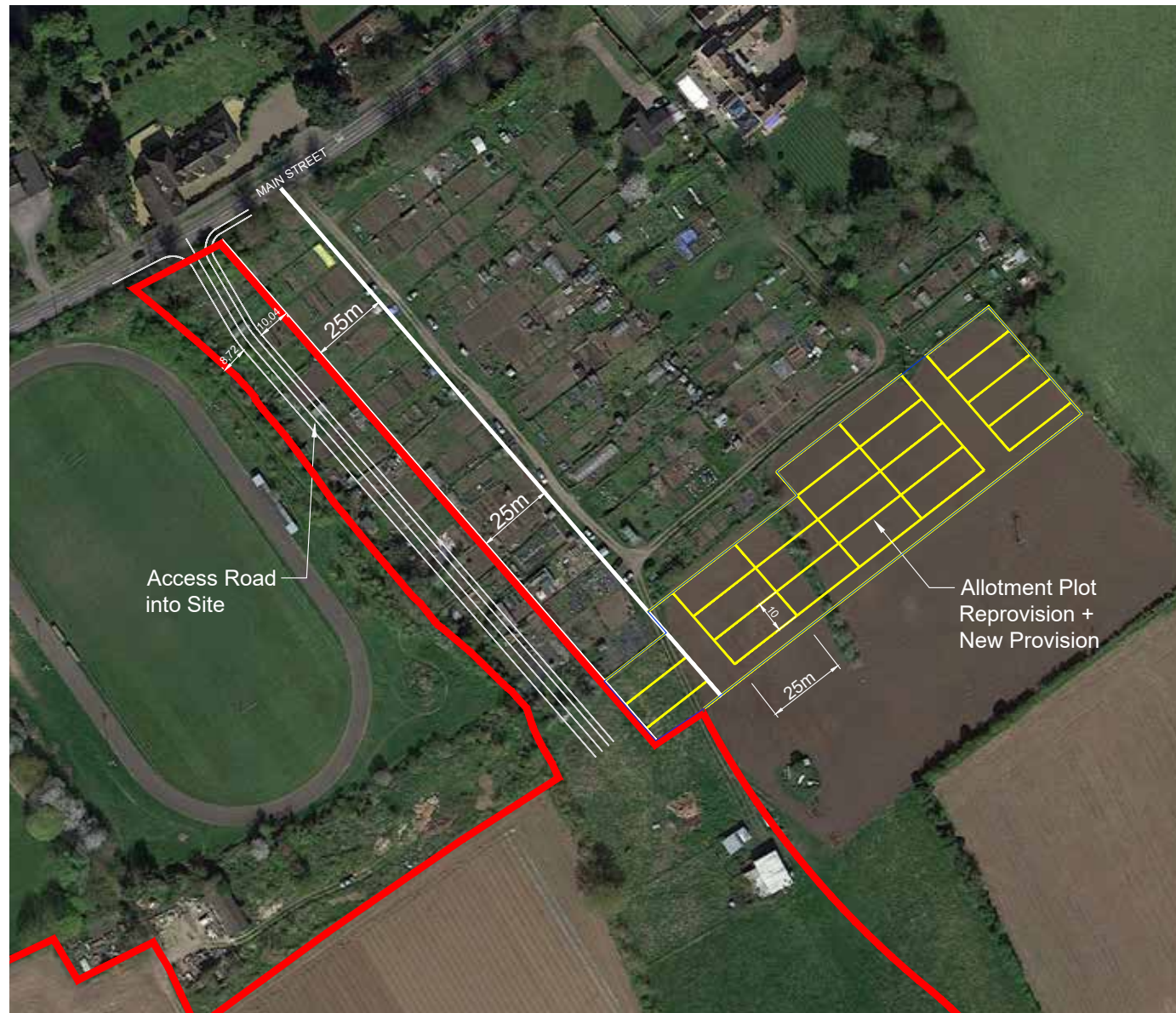
To create an appropriate access into the Site, land currently leased from the Diocese of Coventry by the Alveston and Tiddington Allotments and Gardens Association (ATAGA) will be utilised.

A series of discussions and negotiations have been undertaken with representatives of the ATAGA Committee.

Figure 7 illustrates how the proposed site access and site boundary will utilise approximately half of one row of allotments (around 25m width). The ATAGA has confirmed that the length of the allotments (around 50m) have proved less popular for reoccupation when returned by holders and that allotment plots of c25m in length are now more commonly sought. The approach agreed, retains the front half of the row as allotments.

In compensation for the loss of the back part of the allotment plots, an area of land to the south of the existing allotments (indicated in yellow and in the ownership of the Diocese) will be prepared and made ready as 20 new (25m length) allotment plots. These new plots will be passed on to the ATAGA in line with seasonal requirements and ahead of the construction of the Site access. These plots will continue to be accessed from the existing allotment gardens access on Main Road. A new lease for ATAGA reflecting the relocation and reprovision of the allotment plots is expected to be concluded in Q1 2021 and will be evidence accordingly to confirm deliverability of the site access.

Figure 7: Indicative Allotment Reprovision to Form Site Access

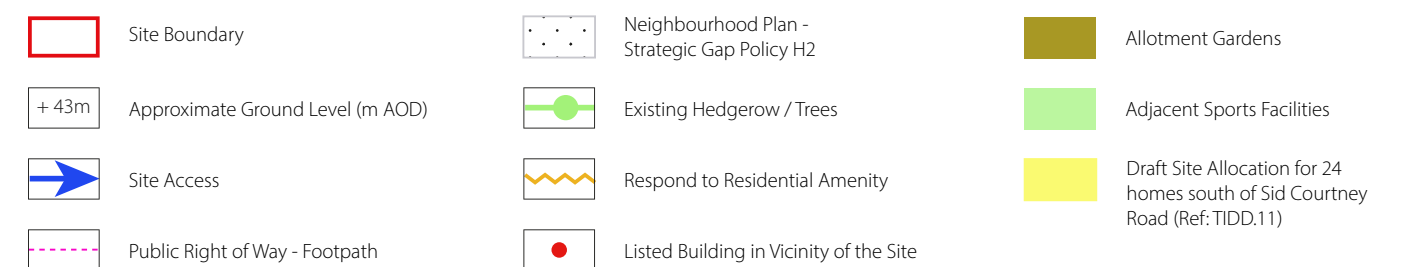


Site Features

Following analysis of environmental and technical features of the Site the following table and plan confirm that there are no significant physical, environmental or technical constraints to developing the site for residential use. This plan underpins the design principles and illustrative masterplan section of this document.

Feature	Summary
Landscape	<ul style="list-style-type: none"> A small part of the eastern boundary of the Site is within The Stratford-Upon -Avon Neighbourhood Plan Strategic Gap designation. In line with the Gap Policy H2 the following uses may be acceptable within the strategic Gap: The reuse of rural buildings; agricultural and forestry-related development; playing fields; other open land uses; and minor extensions to existing dwellings. The Site is well contained and largely contiguous with existing built development of Tiddington. New landscape features will be important around the southern and eastern margins of the site to further define and contain the settlement extents of Tiddington from Alverston. As noted in page 16 a mitigation/ remediation package has been prepared for the Allotments to enable the creation of an appropriate access from Main Street into the Site.
Arboriculture	<ul style="list-style-type: none"> There are limited trees and hedgerows within the site. Those that do exist are predominantly located along field boundaries or define the Site edges. Following future assessment work, and depending on the overall quality and ecological habitat contributions, these features will be retained where possible, and appropriate development offsets/ buffers provided. New hedgerow and tree planting will be included in any future development layout, and particularly within the Strategic Gap area.
Topography and Ground Conditions	<ul style="list-style-type: none"> The Site is generally flat with a slow fall from south to north towards the river Avon. The Site does not have any significant geo-technical constraints in relation to strata or contamination that would impact on the residential development of the Site.
Flood Risk and Drainage	<ul style="list-style-type: none"> The Site is located in EA Flood Zone 1 (Low probability of flooding from rivers or sea). Sustainable drainage features (i.e. ponds) will be located at the lowest points of the Site within open spaces. Any existing water courses/ drains and water bodies will be retained and integrated. The drainage outfall will be explored in further detail as proposals are progressed.
Highways, Access and Public Rights of Way	<ul style="list-style-type: none"> Public rights of way (PRoW) to be retained and integrated within open space networks. Additional circular footpaths routes will be provided linking the existing PRoWs to provide access to facilities and features in the wider locale, but to also provide easy connections toward Main Street and the community and local shop facilities. Pedestrian access and routes to be provided to the existing bus stops on Main Street. Vehicular access into the Site to be provided from Main Street via a T - Junction arrangement.
Residential Amenity	<ul style="list-style-type: none"> Development proposals will sensitively respond to the residential amenity of the existing ore emerging properties bounding the Site.
Heritage	<ul style="list-style-type: none"> While there are a few listed buildings in the vicinity of the Site, it is considered that there will be no impact to the setting or character of these assets from the development of the Site.

Figure 8: Opportunities and Constraints Summary



The Design Principles

Responding to the technical analysis the following design principles are emerging which can guide the design approach to the Site.

ADOPTING A LANDSCAPE LED APPROACH

Creating a positive landscape edge to the Tiddington settlement and maintaining the strategic gap between Alveston.

Retaining and positively integrating and where appropriate enhancing existing landscape features within the landscape network.

Forming new ecological links and corridors where possible.

New residents will have access to both private and public open space supporting healthy lifestyles.

SUPPORTING A COMMUNITY

Providing a range of children's play and healthy living facilities within the open space network will support the function of the new and existing communities.

Play could take the form of naturalistic facilities, a trim trail, a multi use games area or more formal destination play areas.

CONNECTED AND PERMEABLE

Providing a network of new footpaths within the Site and linking with the existing PRow route thereby connecting residents to the wider countryside and open spaces.

New footpath routes will provide ease of connection to the wider services and facilities in the area and particularly towards existing community/ retail and local bus services.

Creating a permeable street network, and through careful design providing a clear street hierarchy to support understanding of place and legibility of the main routes through the Site.

Reflecting the recent Covid 19 pandemic, and the emerging change in working patterns, homes will be made technology ready, supporting the ability to work at home.

The Economic Benefits

The economic benefits of new housing development are significant. A study by the Confederation of British Industries (CBI) demonstrates that construction projects have a significant benefit on the local and wider economy. The report concludes that for every £1 of construction expenditure, £2.84 is injected into the economy.

Additional jobs would be created through construction of the site and the introduction of a new labour force into the area. Recent evidence shows 3.1 jobs are created for every house built.

The delivery of new homes and the introduction of new residents will also provide support to existing local services and groups, alongside additional spend in the local area.

The Council will benefit from an increase in Council Tax revenue and the New Homes Bonus.

The proposed development will also deliver a wide range of economic, social and environmental benefits. As part of the development, Catesby will be providing financial contributions to the Council to deliver new and improved infrastructure.



Concept Masterplan

Responding to the technical analysis Figure 9 illustrates one potential design approach for the development of the Site which supports balanced growth and serves to reinforce Tiddington as a sustainable village settlement.

CONNECTED AND PERMEABLE

Providing a network of new footpaths within the Site and linking with existing PROW routes connecting residents to the wider countryside and adjacent open spaces.

New footpath routes will provide ease of connection to the wider services and facilities in the area and particularly towards existing community/ retail and local bus services on Main Street.

Creating a permeable street network, and through careful design providing a clear street hierarchy to support understanding of place and legibility of the main routes through the Site.

Reflecting the recent Covid 19 pandemic, and the emerging change in working patterns, homes will be served by ultra fast broadband and will include space for homeworking.

ADOPTING A LANDSCAPE LED APPROACH

Creating a new landscape led edge to the Tiddington, through the inclusion of new woodland planting belt and formation of a linked public open space.

Retaining and positively integrating existing landscape and PROW features within linked green corridors.

SUPPORTING A COMMUNITY

Providing a range of children's play and healthy living facilities within the open space network will support the function of the new and existing communities.

Play could take the form of naturalistic facilities, a trim trail, a multi use games area or more formal destination play areas..

- | | | |
|---|--|---|
|  Site Boundary |  Existing / Proposed Hedgerow |  Key Public Realm Space |
|  Residential Parcels |  Public Right of Way Footpath |  Primary Loop Street |
|  Open Space |  Leisure Footpath |  Primary Access |
|  Woodland Planting |  Children's Play |  Focal Building |
|  Tree Planting |  Sustainable Drainage Feature |  Allotments - Re-provision and New Provision |



Climate Change

Recognising the Council's status and the Council's strategic objectives for the Site Allocations Plan to 2031 in relation to mitigating and adapting to climate change, the development proposals can take significant strides towards reducing greenhouse gas emissions.

The following sustainability strategies can be implemented as part of the development approach.



Reduction in Carbon Emissions

Homes will be designed in accordance with the energy hierarchy to reduce carbon emissions below the current regulations with reference to the interim building performance standards set out in the Future Homes Standard Consultation. Design features to be included on site that will support this Carbon reduction include:



Low Carbon Transport

The development can facilitate the use of low carbon transport through the provision of EV charging and ensuring all new homes have access to secure cycle storage facilities.



Smart Adaptable Homes

Homes will be designed for future adaptation and will be able to incorporate smart energy systems to facilitate efficient energy use, battery technology and energy generation. Technology to support home working will also be installed reflecting the recent and emerging changes in working patterns created by Covid 19 Pandemic.



Climate Resilient Design

Buildings and infrastructure, such as drainage solutions, will be designed and constructed to take into account the long term impacts of climate change including changing temperatures and rainfall extremes.



Sustainable Materials

Home designs will specify the use of sustainable materials, considering the whole life cycle of materials to reduce the embodied carbon of the development.



Low Energy Infrastructure

To reduce energy use and carbon emissions the development will be designed to include low energy infrastructure where possible, such as LED street lighting and solar powered features.



Water Efficiency

Water efficiency measures such as low flow toilets, shower heads and water butts will contribute to achieving the water consumption rate of 110 litres per day in accordance with the national higher water efficiency standards.



Improving Site Biodiversity

Through the enhancement and creation of site habitats the development will provide a net gain in biodiversity minimising the impact of climate change on habitats and species on site.



Reducing the Risk of Overheating

Homes will be designed using overheating assessments. These take into account rising temperatures and make design recommendations such as building and window orientation to mitigate the risk of overheating as a result of climate change

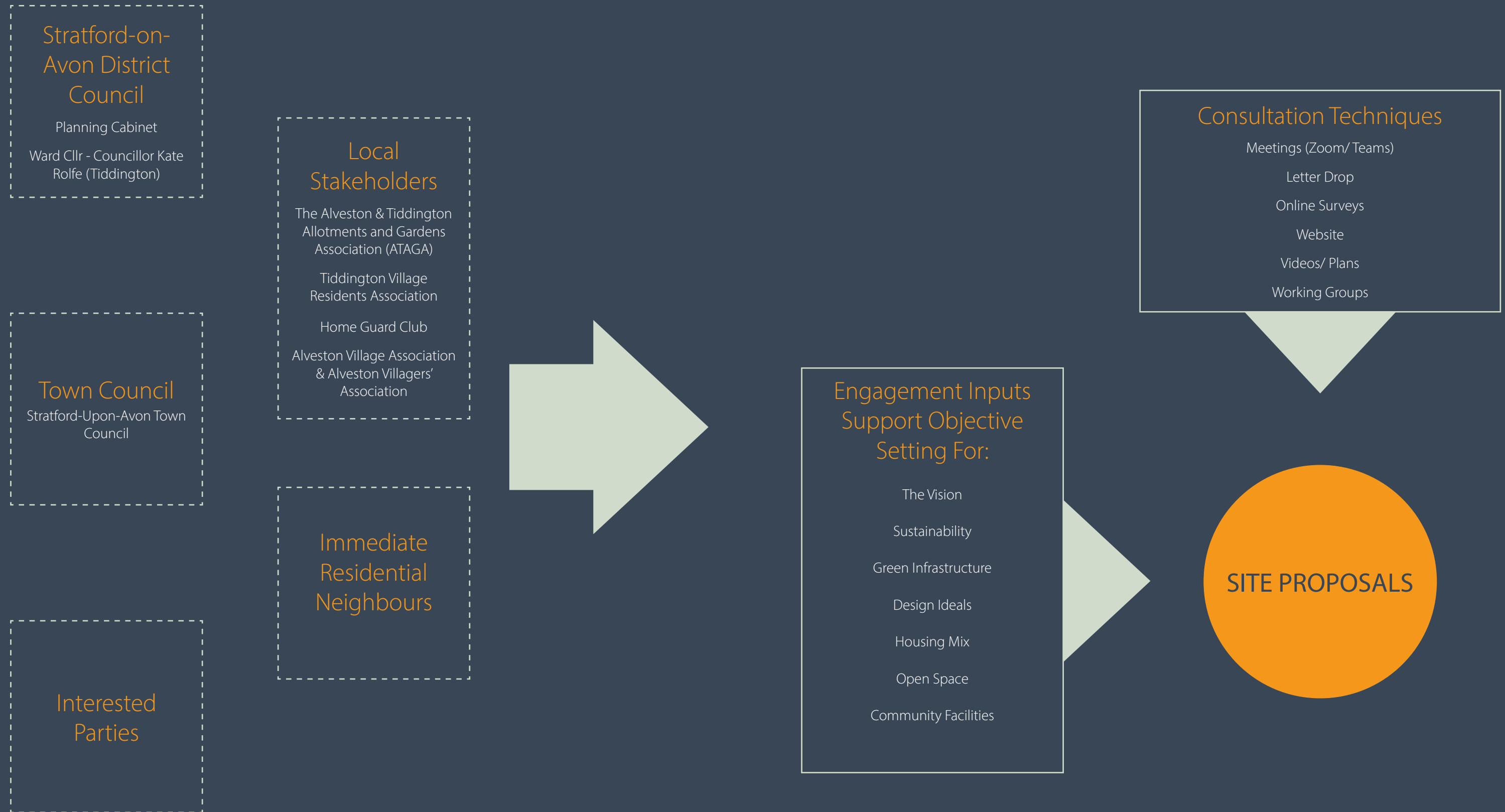


Flood Risk and Surface Water Drainage

The majority of the site is located in Flood Zone 1 and the development will include Sustainable Drainage Systems to manage surface water and are designed to take into account climate change in accordance with national guidance.

Public Engagement

Catesby Estates are committed to fully engaging with stakeholders and the public. The following diagram illustrates our anticipated approach comprising early engagement and regular dialogue to inform our approach.



Other Matters & Conclusion

The NPPF and the Government's growth agenda seek to ensure that sufficient land is available in the most appropriate locations to increase housing supply, support growth and boost home ownership.

Reflecting its proximity and sustainable connections to Stratford-upon-Avon Tiddington is one of the most suitable and sustainable locations in the District available to accommodate the additional residential development required.

The land at Main Street, Tiddington is available for development now and is promoted by an established residential land promoter with a demonstrable track record of early delivery. The site can make a significant contribution to housing supply within five years and should be identified for allocation in the Site Allocations Plan.

DELIVERABILITY

To be considered deliverable, sites should meet the following tests:

- Be Available
- Be Suitable
- Be Achievable

The Site at Tiddington satisfies each of the NPPF criteria as follows:

Available

Catesby Estates Plc has secured legal agreements with the landowners of the Site to promote their land for residential development.

The Site is therefore within the control of Catesby Estates Plc, who are committed to the delivery of around 200 new homes in this sustainable location. If the site were allocated in the Site Allocations Local Plan, Catesby Estates Plc would seek to prepare and apply for planning permission immediately.

Suitable

The Site is suitable for housing development because it:

- Is situated in a sustainable location in close proximity to services and facilities;
- Has no identified environmental, heritage or landscape constraints that would prevent it from coming forward for residential development;
- Will deliver significant public benefits in addition to new housing including much needed affordable housing and enhanced biodiversity habitats.

Achievable

The concept masterplan illustrates that the site could deliver around 200 new dwellings which would make a significant contribution towards meeting the housing needs of Stratford-upon-Avon Borough Council.

This Vision Document demonstrates that the Site has no restricting constraints for development.



CONCLUSION

This Vision Document positively confirms that the Site is sustainably located, available and capable of delivering a residential development scheme for around 200 dwellings set within a framework of open spaces.

Catesby Estates plc

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