

SOUTH WARWICKSHIRE LOCAL PLAN: ISSUES & OPTIONS: PART 1

on behalf of Taylor Wimpey (Land off Hanson Avenue, Shipston-on-Stour)

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3 March 2023

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1 INTRODUCTION

- 1.1 This submission is in response to the South Warwickshire Local Plan ('SWLP') Issues and Options consultation January-March 2023, referred to hereafter as 'IO document'. It has been prepared on behalf of Taylor Wimpey ('TW') who has land interests across the Plan area.
- 1.2 The comments set out in this submission seek to address issues of a plan-wide nature, but have also been prepared in the context of TW's interests in land on the edge of Shipston-on-Stour; described as 'Land off Hanson Avenue'. TW has promoted this land parcel as part of consultations on various emerging plans in Stratford-on-Avon, the latest being the SWLP Scoping consultation during 2021. That consultation was supported by a call for sites submission, which should also be taken into account as the SWLP moves forward.
- 1.3 As part of previous submissions, TW prepared a Vision Document for the Land off Hanson Avenue, Shipston-on-Stour. This has been updated to reflect the latest consultation stage and is appended to this submission (**Appendix A**). This document shows that the Land off Hanson Avenue, Shipston-on-Stour is a suitable location for residential development which should be considered as part of the site selection process for the SWLP.

2 CHAPTER 3 – VISION AND OBJECTIVES

Issue V3: Strategic Objectives

Q-V3.1: Do you agree that the Vision and Strategic Objectives are appropriate?

- 2.1 No.
- 2.2 It is noted that under the heading 'Meeting South Warwickshire's Sustainable Development Needs' there is an objective relating to 'delivering homes that meet the needs of all our communities'. However, this objective only relates to addressing local housing need but does not include any reference to addressing development needs from neighbouring areas. This is despite the accepted position that South Warwickshire straddles two market areas; Greater Birmingham and the Black Country, and Coventry & Warwickshire. Both of these market areas have a history of unmet need which, in Birmingham's case, has never been fully addressed and which is now worse (c. 78,000 dwellings) compared to the shortfall in adopted Plan (37,500). In Coventry, it is likely that their future needs will not be accommodated in full within their area due to its tightly-drawn boundary and so support will be required from neighbouring areas within the wider market area, including South Warwickshire. Notably, the IO document makes reference to two options for contributions towards these wider needs; 5,000 and 10,000 homes.
- 2.3 On this basis, **RPS recommends that the objectives of the SWLP should be updated to reflect the emerging position regarding future (unmet) need across the wider market areas within which South Warwickshire is located and which make a clear commitment to assisting in addressing those needs.**

3 CHAPTER 4 – DEVELOPMENT DISTRIBUTION STRATEGY FOR SOUTH WARWICKSHIRE

Issue S2: Intensification

Q-S2: Please select all options which are appropriate for South Warwickshire

- 3.1 Under this issue, the IO document does not pose any specific questions, but instead identifies three options for developing a policy to support the intensification of existing areas.
- 3.2 National policy provides advice on achieving appropriate densities as part of the overall objective to make efficient use of land¹ or for optimising the density of development in city and town centres and other locations that are well served by public transport². This includes taking into account the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change³, as well maintaining the viability of development⁴. It is also advised that it may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range⁵.
- 3.3 In this context, it is clearly the case that some localities more central to existing built-up areas may be more predisposed to accommodate more intensive development than other locations. Nonetheless, delivering development at increasingly higher densities will inevitably lead to potential impacts on the prevailing character and setting of existing settlements. Therefore, whilst increasing densities could increase the supply of housing, this should not be seen as the only option. In this context, there is clearly a role for development that is brought forward on the edge of existing settlements that can be designed in order to integrate with existing areas but also help to create distinctive places in their own right.
- 3.4 Consequently, RPS recommends a design-led approach to establishing strategies on density. Density is a function of good design and there is no reason to take an alternative approach when devising local policy through the SWLP. On this basis, any policy approach should be informed by an assessment of the character of different areas because character is not uniform across the plan area. This is in preference to any blanket or an 'in-principle' approach. Similarly, there should not be any overarching priority to intensify or densify existing urban areas because other evidence, principally the Urban Capacity Study, shows that the development needs of the SW area will not be met through urban-focused / brownfield growth alone. This is discussed in the response to Issue S3 below.
- 3.5 **RPS therefore would favour Option S2a, which would direct any policy response to localities where intensification is considered to be appropriate, but which recognises that less**

¹ NPPF 2021, paragraph 124

² Paragraph 108

³ Paragraph 124d

⁴ Paragraph 124b

⁵ Paragraph 125b

intensive or development at relatively lower (but compatible or complimentary) densities are also acceptable if designed sensitively.

Issue S3: Using Brownfield Land for development

Q-S3.1: Please add any comments you wish to make about the Urban Capacity Study

- 3.6 An Urban Capacity Study for South Warwickshire, dated October 2022, has recently been undertaken to inform the Local Plan. Its purpose is to identify the potential for residential development on brownfield land within the settlements in South Warwickshire. As pointed out in section 1.1 of the study report, a review of housing capacity has been undertaken in order to minimise the amount of development outside of existing urban areas.
- 3.7 The IO document goes on to state that the study has been undertaken as a theoretical exercise and is not intended to conclusively establish the urban capacity of South Warwickshire over the period to 2050, but rather to indicate potential untapped urban capacity within these identified settlements, subject to the application of policy and the conclusions of more detailed subsequent evidence work. That said, there are some important conclusions in the study that need to be emphasised at this stage as the study will form part of the evidence to underpin the development strategy in the SWLP.
- 3.8 The study has applied a number of important assumptions, as listed here:
- The base date for the study and the conclusions around potential urban housing capacity is 1st April 2021
 - The study assumes that all of the sites considered will be developed as 'conventional' dwellinghouses in Use Class C3 (not specialist housing i.e. student accommodation or older persons housing).
 - Capacity was measured on sites located in 23 settlements across the SW area, including Main Rural Centres defined in the Stratford-upon-Avon Core Strategy, and Growth Villages as defined in the Warwick Local Plan. This includes sites located in Shipston-on-Stour.
 - The Urban Capacity 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.
- 3.9 Section 4.6 of the study provides a summary of the overall potential urban housing capacity across South Warwickshire:
- Total housing assumed over SW area for the 2025-2050 plan period is **30,750** dwellings, using the baseline figures based on the standard method
 - Total potential baseline housing supply for this period is **19,950** dwellings
 - Only **6,145** (31%) dwellings would be located within existing urban areas, the rest is located elsewhere

- Reliance in the supply (24%) predicted on sites not yet identified (windfall sites) totalling **4,840** dwellings
- Suggested there is some potential to increase densities on some sites
- Potential yield of 3,400 dwellings by redeveloping public car parks, but this would necessitate a significant programme of intervention and management in order to be realised.

3.10 The study therefore identifies a significant shortfall in the potential for new housing to be accommodated on previously-developed land. The shortfall is currently 10,800 dwellings. This should be taken as a minimum shortfall, as not all sites with potential will actually be deliverable or developable once a full assessment has been carried out.

3.11 Based on these findings, the study concludes that:

“whilst the measures considered through this study could allow the SWLP to get a reasonable way towards meeting housing needs through urban sites and existing commitments, we consider it impossible to meet development needs without significant greenfield development.”

(RPS emphasis)

3.12 Furthermore, the shortfall is set against the standard method housing need figures (1,230 dpa across the whole area over 25 years). However, the IO document advocates for the use of an alternative ‘trend-based need for South Warwickshire, which gives a need for 1,679 dpa. Against this figure, the total need between 2025-2050 increases to **41,975** dwellings, thus increasing the shortfall to **22,025** dwellings. **This clearly demonstrates that the focusing policy objectives on previously-developed land will not deliver anywhere close to the projected needs of the SW area, and therefore planning for development on greenfield land in sustainable locations must form part of development strategy for the SWLP.**

3.13 In addition, under the assessment of sites by settlement, the study did not identify any sites at Shipston-on-Stour with development potential within the settlement boundary. **It is inevitable that additional growth at Shipston-on-Stour will need to be allocated on the edge of the settlement.**

3.14 The IO document presents three options under this issue. On the basis of the current evidence provided on housing capacity, RPS would recommend that development on previously-developed land is supported only where sites are shown to be viable and deliverable, as well as being sustainably located. However, **given the paucity of the overall supply from sites within urban areas, notably at Shipston-on-Stour, it is not considered reasonable to prioritise brownfield development ahead of other, greenfield locations as a matter of principle as this would put at grave risk the ability of the SWLP to meet the identified needs of the area. On this basis, RPS would not support Option S3.2a or S3.2b (and thus supports Option S3.2c).**

Issue S4: Growth of existing settlements

Q-S4.1: Do you think that growth of some of our existing settlements should be part of the overall strategy?

- 3.15 Yes.
- 3.16 There are a number of national and local factors that clearly demonstrate the appropriateness of a strategy which directs future growth to existing settlements within South Warwickshire.
- 3.17 Paragraph 69 of the NPPF recognises the important contribution that small and medium-sized sites can make to meeting the housing requirements of an area, which can be built out relatively quickly. This provides clear support for directing future growth to appropriately-sized sites on the edge of existing settlements and which can deliver sustainable development. And paragraph 85 also provides support for sites and locations that can meet the community (and business) needs of rural areas adjacent to or beyond existing settlements, and where sites are physically well-related to settlements such opportunities should be encouraged where suitable. Consequently, national policy clearly provides sufficient support and policy direction for focusing growth at or around existing settlements.
- 3.18 At the local level, RPS notes Table 2 of the IO document which lists a number of existing settlements identified in adopted plans across South Warwickshire. These include Shipston-on-Stour. The settlement has been subjected to separate connectivity, accessibility and density analysis, which RPS responds to question Q-S4.2 under section 6 of this submission. Sustainability Appraisal (SA) has also been carried out on the broad locations within which the settlement is situated, and a response to the SA is provided in section 5 of this submission to question Q-11.
- 3.19 The IO document hints at what the emerging development strategy might comprise based on commentary set out in the second paragraph under this issue (on page 43). This states that the SWLP will seek to:
- “...maximise the capacity of its existing urban areas in order to meet our development needs to 2050 (see Issue S2). However, in deciding upon the best distribution strategy for new development within South Warwickshire it is important for the Local Plan to consider the potential for growth around the edges of the existing settlements, potentially alongside and in combination with other options such as new settlements (see Issue S5).” (RPS emphasis)*
- 3.20 In light of the findings of the Urban Capacity Study as discussed under Issue S3 of this submission, even when the capacity within existing urban areas on previously-developed land has been assessed it is clear that this will not be sufficient to meet the needs of the South Warwickshire in the long term. It is therefore inevitable that development around the edges of existing settlements will be required, given these provide opportunities to deliver sustainable development on largely unconstrained land which can be built out quickly, or where larger sites are concerned these can deliver a steady quantum of development over a period of time in order to help maintain delivery against the targets in the SWLP.

- 3.21 Based on the foregoing analysis, **RPS contends that focusing growth as part of the emerging development strategy on existing settlements, including Shipston-on-Stour, aligns with national policy and offers clear potential to meet the development needs of the area, in light of the acknowledged constraints on land supply within settlements. The strategy should therefore incorporate locations for growth around and on the edge of existing settlements where local services and facilities are already available in close proximity to communities in order to achieve wider sustainable development objectives.**

Issue S5: The potential for new settlement(s)

- 3.22 The IO document now identifies a number of potential locations for new settlements across South Warwickshire. These have been derived from a two-part process; part 1 seeks to identify 'areas of search' based on existing or potential access to rail services outside existing urban areas. Based on the approach, seven areas (A-G) have been identified, illustrated on Figure 12 of the document. These comprise broad areas that do not specific sites or specific locations; part 2 applies a 'very high-level assessment' of the areas of search, from which seven potential new settlement locations have been identified. A summary of the assessment of each location is shown in Table 6 of the IO document. Each of these seven locations has also been subjected to Sustainability Appraisal (to RPS responses under Issue I1) and Climate Change Emissions Estimation modelling.
- 3.23 Whilst some assessment work has been undertaken to date, the IO document acknowledges that further detailed work is required before any preferences for any particular new settlement location can be made, or whether a new settlement is suitable, viable and deliverable in principle. RPS broadly agrees with this point.

Q-S5.1: Please provide any comments you have on the emissions estimation modelling for the seven potential new settlement options

- 3.24 As part of the evidence to inform the Local Plan, an operational carbon model has been developed to assess carbon emissions at a strategic level to test how the development of the seven potential new settlement locations perform in terms of carbon emissions. RPS notes the model is based on current Government and existing Local Plan policies. Further information on the modelling work is set out in *Estimation of emissions for proposed growth options and new settlements* study dated November 2022. RPS has reviewed this study and wishes to raise a number of points on the approach.
- 3.25 **Firstly**, paragraph 1.1 of the study states that the options tested in the modelling all assume **35,000** dwellings will be delivered between 2025 to 2050. This differs from the level of growth assumed under the 'trend-based' projected need for South Warwickshire, which RPS calculates at **41,975** dwellings over this period (applying the 1,679 dpa taken from Table 9 of the IO document). However, the study does not include any testing against the preferred housing need scenario. Whilst the projected emissions are likely to be sensitive to higher levels of growth, it is nevertheless important that there is consistency across the analysis to ensure the policy choices are properly informed.

- 3.26 And **secondly**, chapter 5 of the study provides some commentary on the methodology underpinning the modelling of the options. Sub-section 5.3.2 lists a number of 'key inputs' for the site related modelling. This includes specific reference to '*Energy efficiency benchmarks such as Part L 2013, Interim Future Homes Standard 2021*' (RPS emphasis). However, as outlined by the Government⁶, from 2025 new homes built to the Future Homes Standard will have carbon dioxide emissions at least 75% lower than those built to current Building Regulations standards, and all homes will be 'zero carbon ready', becoming zero carbon homes over time as the electricity grid decarbonises, without the need for further costly retrofitting work. Whilst the study refers to current building regulations standards under interim changes to Part L introduced in 2021, the study will need to reflect on the further tightening of the regulations and the move to the full Future Homes and Future Buildings Standards that are expected in 2025.
- 3.27 The introduction of the 2025 Future Homes Standards is expected to improve energy efficiency, reducing the demand for energy and so reduce carbon emissions in residential buildings. RPS recommends that the study is updated to reflect projected reduction of emission by 75% compared to current (2012) regulations.
- 3.28 For these reasons, **RPS recommends that the Climate Change Emissions study should be updated to properly reflect the growth aspirations for South Warwickshire as well as reflect the broad direction of travel on tackling carbon emissions regarding future changes to building regulations and the impending implementation of the Future Homes and Buildings standards.**
- Q-S5.2: Do you think new settlements should be part of the overall strategy?*
- 3.29 RPS wishes to reiterate its position that it does not object to new settlements forming part of the development strategy in principle. Nonetheless, RPS suggests that caution should be applied in considering new settlements as part of a broader strategy for distributing growth in South Warwickshire. This is because unforeseen issues can occur that can delay progress on new settlement / strategic allocations, for example in Stratford-upon-Avon. In this case, the Core Strategy allocated two new settlements at Gaydon/Lighthorne Heath (2,300 homes) and Long Marston (2,100 homes), 30% of the adopted housing requirement of 14,600 dwellings. However, since 2011 (the base date of the current plan) these two new settlements have only delivered 343 dwellings, just 3.4% of the total housing delivered in the district up to April 2022⁷, in contrast to the evidence presented to the Stratford Local Plan Inspector, that provided a trajectory for each site to have substantially more completions at this stage.
- 3.30 **The distribution strategy should therefore also ensure that the needs of local communities can be met through smaller development directed and brought forward at established**

⁶ The Future Homes Standard: 2019 Consultation on changes to Part L (conservation of fuel and power) and Part F (ventilation) of the Building Regulations for new dwellings Summary of responses received and Government response, January 2021

⁷ Stratford-upon-Avon Authority Monitoring Report 2021-22, Table 13

sustainable settlements that can be delivered relatively quickly, and thus a greater mix of different sized sites should be encouraged to deliver a significant proportion of the required growth in the SW area over the plan period.

Issue S6: A review of Green Belt boundaries

- 3.31 RPS notes that the IO document does not include any specific question regarding potential for changes to the Green Belt in South Warwickshire. Nevertheless, national policy⁸ makes provision for alterations to existing Green Belt boundaries through the updating of plans where the need for changes to Green Belt boundaries is established in the strategic policies. This is normally done through a Green Belt review to inform the development of the spatial strategy and identification of site allocations.
- 3.32 In this respect, the IO document makes clear that to achieve a growth strategy that addresses the vision and strategic objectives for the Plan, a Green Belt study to review the existing Green Belt boundaries would inform and help to refine the growth options that are set out within the issues and options consultation to enable a preferred approach for South Warwickshire to be established.
- 3.33 Nevertheless, regardless of whether any Green Belt is released is taken forward, there are opportunities outside the Green Belt where growth can be directed, This includes at Shipston-on-Stour, which is identified as a 'Main Rural Centre' in the adopted Stratford Core Strategy. It is also one of only eight Small Towns/ Large Villages, as shown on existing key diagram for Stratford-upon-Avon. Shipston-on-Stour therefore can make a valuable contribution towards the housing land supply requirements of South Warwickshire.

Issue S7: Refined Spatial Growth Options

- 3.34 The IO document now proposes five 'spatial growth' options, which are as follows:
- Option 1: Rail Corridors
 - Option 2: Sustainable Travel
 - Option 3: Economy
 - Option 4: Sustainable Travel and Economy
 - Option 5: Dispersed
- 3.35 RPS notes that 38% of respondents to the previous Scoping stage consultation in 2021 indicated a preference for a 'hybrid' approach, which broadly correlates with the preference set out by RPS in submissions made as part of that consultation. This has resulted in a reduction in spatial options down from seven to five. The move to five spatial options is supported by Sustainability Appraisal and analysis set out in the Climate Change Emissions Estimation (CCEE) study.

⁸ NPPF 2021 paragraph 140

Q-S7.1: Please provide any comments you have on the emissions estimation modelling for the five growth options

3.36 RPS has highlighted a number of issues with the CCEE study at a broad level in separate responses to Issue S5, which are equally applicable to the assessment of emission estimates for each spatial growth option. That said, the IO document makes specific reference to the CCEE study findings which predicts Option 4 as having the lowest final annual emissions in 2050 and in the preceding years compared with the alternative options, whilst the Dispersed option (Option 5) has the highest emissions.

3.37 On this basis, **the CCEE would point to Option 4 as offering a good option for reducing carbon emissions over the longer-term which would fit with the longer plan period to 2050.**

Q-S7.2: For each growth option, please indicate whether you feel it is an appropriate strategy for South Warwickshire:

Option 2: Sustainable Travel

3.38 The IO document presents the ‘sustainable travel’ option as a ‘hybrid’ of two options (‘rail corridor’ and ‘bus corridor’) previously consulted on at the scoping stage. RPS notes that the settlement of Shipston-on-Stour is identified as a potential growth locations under this option.

3.39 The reasons given for creating a sustainable travel hybrid approach is briefly referenced in Appendix 2 of the ‘Evolving the Spatial Growth Options – the story so far’ topic paper. These point towards taking a ‘more holistic view’ regarding sustainable travel as part of the evolving strategy as being a ‘logical route’ forward. On this basis, this hybrid approach would aim to focus strategic growth to support existing sustainable transport provision and potentially expand the services where appropriate.

3.40 RPS would broadly support the overarching intentions of this approach which offers the opportunity to integrate the provision of homes and transport by directing growth to locations that are or can be made sustainable, which accords with national policy⁹. This is reflective of the predominantly rural nature of South Warwickshire where bus travel is the only viable public transport option available to local communities. In this context, RPS would recommend that the distribution of growth should be, as part of the overall spatial strategy, directed to settlements that already support relatively higher frequency bus services. ‘Higher Frequency’ means those routes served by daytime hourly services or better. Promoting additional growth in these locations can be an effective means to help support the viability of existing public transport services. According to the Warwickshire Public Transport Map (September 2022)¹⁰ higher frequency services run through Shipston-on-Stour, identified as a main rural town within the existing Core Strategy. In particular, a high frequency route runs along

⁹ NPPF 2021 paragraph 105

¹⁰ <https://api.warwickshire.gov.uk/documents/WCCC-222510381-290>

the A3400 to Shipston from Stratford-on-Avon. This route is within walkable distance from the Land off Hanson Avenue site, which allows access to public transport options for new residents.

3.41 On this basis, **Option 2 is considered to be appropriate as part of the overall spatial development strategy for South Warwickshire.**

Option 3: Economy

3.42 The Economy Option is another hybrid; this time the ‘socio-economic’ and ‘enterprise’ hubs growth options presented in the Scoping Consultation. The reasons given in the evolving topic paper suggest that neither option, in isolation, will be able to accommodate the quantum of growth needed in South Warwickshire by 2050 and so are not considered to be realistic options alone, but are realistic in combination. This hybrid option is also most focussed on economic drivers, and aims to locate homes close to existing jobs and potential new job locations; and to tackle socio-economic disadvantage through the benefits development can bring.

3.43 RPS notes that Shipston-on-Stour is identified as potential growth location under this option. This is considered to be a reasonable approach given that the settlement is classed as Main Rural Centre in the Stratford-upon-Avon Core Strategy and is an important location in providing local housing and jobs for the rural hinterland, as well as affordable housing for those rural households in need.

3.44 Consequently, **RPS would suggest that Option 3 (Economy) should be considered alongside other options in order to ensure that a balanced distribution of growth is achieved that will help stimulate these areas.**

Option 4: Sustainable Travel and Economy

3.45 The ‘Sustainable Travel and Economy’ is a hybrid of options 2 and 3 set out in the IO document. The evolving strategy topic paper describes this option as a ‘super-hybrid’, assumed to be because it responds to the preference for hybrids in general, and specifically includes original options A (rail), B (bus), and D (Enterprise) consulted on at the Scoping stage, according to the Officer conclusions.

3.46 The IO document states this option provides a balance of growth at existing main settlements, some growth at new settlement scale on the rail lines, and more modest growth in smaller settlements, which can contribute to enhancing the viability of village centres and provide affordable housing. Similarly, the document makes clear that the growth assigned under this option is balanced between Green Belt and non-Green Belt locations, but even so it should be recognised that it relies on the release of significant amounts of Green Belt land.

3.47 RPS notes that Shipston-on-Stour is identified as potential growth location under this option. In this context, **RPS broadly supports this option as being appropriate as part of the mix of options that should inform the preferred spatial development strategy.**

Option 5: Dispersed

3.48 The IO document has brought forward this option from the Scoping Consultation essentially unchanged.

- 3.49 Under this option, growth would be focused in and around all those settlements identified in the existing Local Plans as being suitable locations for development because it could help sustain and revitalise a number of rural communities. RPS notes that Shipston-on-Stour, is identified as potential growth locations under this option. In this context, RPS broadly supports this option as being appropriate as part of the mix of options that should inform the preferred spatial development strategy.
- 3.50 Whilst not reflected in the commentary which supports this option in the SWLP, the inclusion of a 'dispersal' strategy is broadly consistent with the 'managed dispersal' approach that underpins the adopted Stratford Core Strategy. This option reflects the number and range of sustainable settlements that exists across the SW area and, as commented above, recognises that SW is a semi-rural but nonetheless accessible location.
- 3.51 Consequently, it is entirely appropriate to direct a proportion of the area's overall growth needs to rural settlements, consistent with local and national policy¹¹ that seek to promote sustainable development in rural areas where it will enhance or maintain the vitality of rural communities and support local services.
- 3.52 Similarly, it is worth pointing out that whilst progressing this option would assist in directing growth to locations that would support rural communities, Option 5 has clear links with other options that would focus growth on or along transport corridors (Option 1). Therefore, progressing this option presents the opportunity to bring together a wide range of options and thus increase the overall sustainability of the strategy. **RPS therefore supports the inclusion of this Option 5 as part of the preferred spatial development strategy for the SWLP.**

Issue S9: Settlement Boundaries an infill development

- 3.53 Under this issue, the IO document indicates that there may be a need to alter existing settlement boundaries to take account of a new growth strategy up to 2050. National policy provides limited assistance to local planning authorities or stakeholders in how to deal with setting or amending settlement boundaries.
- 3.54 The IO document presents two options. Option S9a would save all existing settlement boundaries where these are already defined within the Core Strategy, Local Plan, emerging SAP or an NDP. Option S9b would review, within this Part 1 Plan, which settlements have boundaries defined and which do not, as well as the extent of any such boundaries.
- 3.55 The IO document makes clear that this plan review relates to part 1 strategic policies only, including strategic allocations and / or new settlement locations, and not non-strategic policies and allocations. On this basis, RPS would favour Option S9a – settlement boundaries should be reviewed at the Part 2 review stage, with an explicit reference in Policy in the Part 1 Plan providing a clear requirement for ALL relevant settlement boundaries to be reviewed. Given this option refers to the 'emerging

¹¹ NPPF 2021 paragraph 79

SAP' RPS assumes that the SAP is still likely to be progressed and adopted including alterations to some settlement boundaries, prior to an immediate review of those boundaries in short order in the Part 2 SWLP. This is logical as the Part 2 SWLP will need to ensure the settlement boundaries at for example Shipston-on-Stour is suitably robust to allow growth to be accommodated up to 2050, as opposed to the SAP which only addresses development needs up to 2031 (and only for Stratford-upon-Avon district).

- 3.56 Furthermore, in order **to provide sufficient clarity and to reduce the risk of ambiguity in the Part 1 version, the next iteration of the SWLP (the preferred option draft plan) should make clear which settlement boundaries will need to be reviewed in light of the quantum of growth to be directed to each respective settlement (to deliver the spatial development strategy) and the capacity of those settlements to suitably accommodate that growth within the existing boundaries.**

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:

- 3.57 The preamble states that Chapter 4 sets out various options as to how the development needs to 2050 (e.g. infrastructure, jobs and housing) might be met. The approach to doing this is split into two sub-sections covering 15 'issues' across both topics; on relating to 'Development Requirements' and the other 'Development distribution strategy' for the area.
- 3.58 Paragraph 16 of the National Planning Policy Framework (NPPF) requires that plans contain policies that are 'clearly written and unambiguous'. In order to establish a clear and unambiguous plan it is critical that the approach to strategic policies follow a logical process. Whilst the title of this chapter may refer to 'needs' scant reference is made here to the nature or scale of development needs that should be addressed in the SWLP. Specifically, there is very little, if any, consideration at the top of the document to the growth needs of the area in terms of the level or scale of growth to be planned for in the SWLP. Instead, after setting out the draft vision and objectives in chapter 3, the IO moves straight into considering issues that have a very limited relationship to the growth needs of the area. RPS would suggest that the five issues identified under 'Development Requirements' are generic topic-based factors that do not inform the identification of the growth needs for the area or the requirements or targets that might be necessary to address those needs. It is therefore unclear why these considerations have been given such elevated status at the beginning of the document.
- 3.59 RPS notes that issues relating to the number of homes and jobs that might be required, and the evidence base to justify the approach, is set out in chapter 5 of the IO document (RPS responds to this under separate questions). Whilst providing some clarity, RPS would suggest that given the importance of setting out the growth strategy (or options at this stage) a more sensible and logical approach would be to consider the issues relating to the overall development needs of the area in quantum terms first, before then moving on to consider what the requirement should be in light of

the various 'issues' i.e. constraints, as identified here. This then provides a clearer and more logical basis for considering the spatial distribution of growth (and options) considered later on (Issue S7).

- 3.60 **At present, therefore, the way the IO is structured is illogical and confusing and does not help the reader to understand the approach being proposed. RPS therefore recommends that the next iteration of the SWLP is reorganised to provide a clear position on the growth strategy at the outset, including the scale of need and the requirements defined to meet that need. This will provide a coherent basis for the spatial distribution strategy, taking into account the various issues identified.**

4 CHAPTER 6 - DELIVERING HOMES THAT MEET THE NEEDS OF ALL OUR COMMUNITIES

Issue H1: Providing the right number of homes

Q-H1-1 Response to Issue H1: Providing the right number of new homes - 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?

Local Housing Need

- 4.1 As part of the emerging evidence, the IO document refers to an updated Housing and Economic Development Needs Assessment (HEDNA) that has been produced for the whole of Coventry and Warwickshire Housing Market Area (C&WHMA) using the latest information from the 2021 Census. As rightly stated, the HEDNA uses as the starting point for assessing housing need the standard method set out in Planning Practice Guidance (PPG).
- 4.2 The Standard Method calculation identifies a need for 5,554 dwellings annually across Coventry and Warwickshire. Nonetheless, the HEDNA has modelled an alternative approach based on the Census 2021 early data releases from June 2022, based on apparent issues with estimating and projecting the population in Coventry, particularly relating to potential discrepancies in the estimates of the population that have informed the 2014-based household projections. The alternative need figure is 4,906 dwellings annually across the sub-region.
- 4.3 Table 9 of the IO document (and Table 15.1 of the HEDNA) shows a breakdown of the overall housing need for each constituent local authority. This is reproduced below for reference.

Table 4-1 Local Housing Need – Coventry & Warwickshire

| LPA | 2014-based projection | Trend-based projection |
|-----------------------|-----------------------|------------------------|
| Coventry | 3,188 | 1,964 |
| North Warwickshire | 176 | 119 |
| Nuneaton & Bedworth | 435 | 409 |
| Rugby | 516 | 735 |
| Stratford-on-Avon 868 | 564 | 868 |
| Warwick | 675 | 811 |
| Housing Market Area | 5,554 | 4,906 |

Source: C&W HEDNA 2022

- 4.4 RPS notes that under the alternative ‘trend-based’ (‘revised standard method’) projection the need is higher for both SW authorities compared to the standard method need figures (1,679 dpa under the alternative projection, versus 1,239 dpa using the standard method), an extra 440 homes per annum across the SW area. The trend-based projection is also higher in Rugby, but lower in North Warwickshire and Nuneaton & Bedworth, and substantially lower in Coventry.
- 4.5 The HEDNA goes to great lengths to explain why an alternative approach to the standard method for estimating local housing need across the sub-region is justified on the basis of ‘exceptional circumstances’, which is required to meet the policy test set out the paragraph 61 of the NPPF. In a nutshell, when looking at population change over the preceding period (2011-2021) the HEDNA claims that a discrepancy exists between the population (mid-year) estimates devised by ONS, and those derived from the Census 2021 population count.
- 4.6 Table 5.2 and 5.3 of the HEDNA seeks to illustrate this discrepancy. These tables show that population across the sub-region was substantially lower in the Census (942,100) compared to the mid-year estimates (963,173), largely as a result of an over-estimate in the population for Coventry. However, it is also notable that the Census output shows a higher population for both Stratford-upon-Avon and Warwick districts, a total difference of 6,316 extra people residing in South Warwickshire in 2021. This additional number of people will clearly have an impact on future population estimates for the SW area when properly accounted for in future projections.
- 4.7 On this basis, paragraph 5.105 explains the HEDNA proposes a trend-based projection taking account of the 2021 Census, more recent data around fertility and mortality, analysis of recent migration trends, from which household estimates are then derived (using the 2014-based household formation rates). The remodelled household projections are then fed back into the standard method through the application of the affordability adjustment, to generate the overall housing need figures for each area.
- 4.8 The local housing need derived from the trend-based projections is provided at Table 5.33 of the HEDNA. Whilst the overall approach is broadly understood, reference is made at paragraphs 5.149-5.150 of the HEDNA to a ‘further adjustment to deal with any suppression of household formation within the projections’ and ‘part return to trend’ analysis based on a refinement of the 2014-based household representative rates (HRRs). The results from the adjusted HRRs are shown in Table 5.34. The figures show an increase in household growth across the sub-region (by +3,000) compared to baseline trend-based projection, and increased household growth for Stratford-upon-Avon and Warwick districts. However, the HEDNA does not consider any further what implications this adjustment might have for the estimate of overall housing need across the sub-region, or for the SW area specifically.
- 4.9 **RPS recommends that the adjustment for household suppression presented in the HEDNA is reasonable and consistent with national policy and guidance and so should be taken into account in determining the scale of housing need in the SW area.**

Issue H2: Affordable Housing

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

4.10 Chapter 8 of the HEDNA includes an analysis of affordable housing need in Coventry & Warwickshire, which is claimed to follow the methodology set out in the PPG¹². Table 10 of IO document summarises the assessment of need for the SW authorities (drawn from Table 8.45 of the HEDNA) which is presented below.

Table 4-2 Net Affordable Housing Need (per annum) – South Warwickshire only

| | Rented Affordable Need | Affordable Home Ownership Need | Total Affordable Need |
|---------------------|------------------------|--------------------------------|-----------------------|
| Stratford-upon Avon | 419 | 129 | 547 |
| Warwick | 582 | 258 | 839 |
| SW area | 1,007 | 378 | 1,385 |

Source: SWLP IO Jan 2023, Table 10; HEDNA Table 8.45; RPS

4.11 It is recognised in the published evidence base that affordable housing need is 'high' relative to the overall housing need across the C&WHMA (paragraph 4.4 of the HEDNA). RPS agrees. Table 8.14 of the HEDNA illustrates this point when comparing affordable need (rented need only) to the trend-based projections for each authority, including Stratford-upon-Avon and Warwick. The table showing the need across all C&WHMA authorities is represented below.

Table 4-3 Net Affordable Housing Need (per annum) – C&W HMA

| | Net Rented Need | Adjusted Method | Standard Affordable Method | % Standard Affordable | Policy Requirement | Housing Provision to Meet Affordable Need in Full |
|---------------------|-----------------|-----------------|----------------------------|-----------------------|--------------------|---|
| Coventry | 1,887 | 1,964 | 96% | 25% | 7,548 | |
| North Warwickshire | 131 | 119 | 110% | 30-40% | 374 | |
| Nuneaton & Bedworth | 407 | 409 | 100% | 25% | 1,628 | |
| Rugby | 407 | 735 | 55% | 20-30% | 1,628 | |
| Stratford-on-Avon | 419 | 868 | 48% | 35% | 1,197 | |
| Warwick | 582 | 811 | 72% | 40% | 1,455 | |
| Warwickshire | 1,946 | 2,942 | 66% | | 6,282 | |
| C & W | 3,833 | 4,906 | 78% | | 13,830 | |

Source: C&W HEDNA Table 8.14

¹² PPG ID-2a-018 to 2a-024

- 4.12 The figures show that the rented affordable need as a proportion of the overall need for housing in the SW authorities is between 48-72% (or 60% across the two combined). Across the C&WHMA as a whole, the proportion is 78%. When adding in the affordable home ownership need, the proportions increase from 60 to 82% for the SW area, and from 78 to 91% for the C&WHMA. It is clear that the proposed policy targets will only deliver a fraction of the homes needed even if the policy requirements are met in full (which is unlikely). Affordable housing need therefore represents a significant proportion of overall need which needs to be addressed in the SWLP, and across the HMA as a whole, when considering future housing targets for the area. This is particularly the case in Warwick, but is nonetheless still an important factor in Stratford also.
- 4.13 In addition, the scale of affordable need as a proportion of total need shown above is, to a large extent, due to the need emanating from Coventry, which is 96%. The HEDNA (at paragraph 8.72) recognises that, in setting overall housing targets, the viability of development and the availability of funding are realistically constraints on the level of provision which can be achieved. If Coventry is to make any significant contribution towards meeting its own housing needs, of all tenures, then additional allocations will be needed. This will require a considerable focus on delivering more housing on previously-developed sites within the city's boundaries and the push for higher policy targets. However, the focus on brownfield land and higher policy standards will inevitably raise concerns with the viability and deliverability of lower value housing. This is evident because Coventry has failed to deliver its affordable housing policy targets since 2011, achieving 2,562 affordable homes against a policy target of 3,828 (2011-2022)¹³, or 232 homes per annum.
- 4.14 **On this basis, in devising an overall housing requirement in the SWLP, if the SW authorities are serious about addressing affordable housing delivery then consideration should be given to how the delivery of affordable can be maximised across the C&WHMA in order to deliver sufficient affordable homes to meet local needs, in line with national policy¹⁴. The best way to increase the supply of affordable housing across South Warwickshire is therefore simply to allocate more land in sustainable locations within the area. This is best achieved through the development of mixed-tenure private sector-led development in areas where viability is less of a problem, notably in South Warwickshire, relative to metropolitan areas such as Coventry.**

¹³ Coventry City Authority Monitoring Report 2021/22 Published 21st November 2022, Figure 9

¹⁴ NPPF 2021, paragraph 20

Issue H7: Other Comments

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

- 4.15 This chapter of the IO document provides a commentary on a range of factors relating to policies for the provision of housing, including the scale (or need), type, size, and tenure of new homes to meet the needs of local communities.
- 4.16 As a general comment, this chapter is the first point at which the overall growth strategy for housing is considered in any detail in the IO document. This is after the IO document has already considered the spatial options for growth in chapter 4 (under Issue S7). This approach runs the risk of predetermining the distribution of growth before establishing the level or scale of growth that should be planned for. As highlighted in response to Issue S10, **RPS recommends that the SWLP considers a different approach to devising the strategic policies relating to planning for the growth needs of the area by presenting the case for growth before considering distribution, rather than the other way round. This will ensure the SWLP is presented in a logical and coherent manner where distribution of development is properly considered in light of the scale of growth needed in the area.**

5 SUSTAINABILITY APPRAISAL (ISSUE I1)

Q-I1: Please add any comments you wish to make about the Sustainability Appraisal, indicating clearly which element of the appraisal you are commenting on.

- 5.1 The Planning and Compulsory Purchase Act requires a sustainability appraisal to be carried out on development plan documents in the UK. Additionally, the Environmental Assessment of Plans and Programmes Regulations¹⁵ (SEA Regulations) require an SEA to be prepared for a wide range of plans and programmes, including local plans, to ensure that environmental issues are fully integrated and addressed during decision-making.
- 5.2 It should also be noted that SA is an iterative process and, as such, should be undertaken alongside development of the SWLP as it moves forward through the various stages in order to maximise its sustainability credentials. This includes taking into account responses made by stakeholders to the SA and SWLP consultations as part of the plan-making process, including those submitted by local and national house builders. In this context, the IO document explains (page 26) that the SA process will take on board any comments on the SA and use them to furnish the next report with greater detail and accuracy.
- 5.3 RPS has reviewed the Sustainability Appraisal of the South Warwickshire Local Plan Regulation 18: Issues and Options Stage ('IO SA') and provides a response to the question below.

General Comments

- 5.4 The IO document explains under Issue I1 that the IO SA has been prepared to support the Issues and Options Consultation which explores the following reasonable alternatives as part of the plan making process:
- 5 Growth Options which provide details about where development should be distributed at a strategic scale across the South Warwickshire area
 - 7 New Settlement Locations for large-scale development of not less than 6,000 new homes and associated infrastructure
 - 32 Broad Locations which represents options for up to 2,000 homes located around the main settlements for medium scale development and associated infrastructure in any one Broad Location
 - 22 Small Settlement locations for intermediate scale development for between 50-500 homes in any one location, typically associated with smaller settlements and villages; and
 - 88 Policy alternative options for shaping the relevant policies. Subjects include for example climate change, tourism and health.
- 5.5 The IO SA also includes an 'assessment' of two housing number options, presented at Chapter 9 (Volume 2), but these are not listed in the IO document alongside the alternatives shown above.

¹⁵ The Environmental Assessment of Plans and Programmes Regulations 2004 (No. 1633)

- 5.6 The Sustainability Appraisal Framework and methodology is set out in Appendix A of the IOSA. The SA Framework comprises 13 SA Objectives, decision-making criteria (in the form of specific questions) and indicators used to appraise the sustainability performance of the reasonable alternatives as identified in the IO document.
- 5.7 Further detailed guidance is then provided in the form of ‘topic-specific methodologies’ for each SA Objective in sections 2.4-2.16 of the IO SA. The IO SA states (at para 2.3.3, volume 2) that these have been established which reflect the differences between the SA Objectives and how each receptor should be considered in the appraisal process. Having reviewed the detailed appraisals in the appendices, the topic-specific methodologies form the basis for the detailed appraisals of each option. However, none of these methodologies are referred to specifically in the SA Framework. **It is therefore unclear how the SA Framework has been devised or how it has been applied in appraising each option, given there is scant reference to it in the evaluation of options or the detailed commentary in the supporting appendices.**
- 5.8 Similarly, the SA Framework is highlighted in some chapters as being used to appraise the options, but not others. This lack of consistency suggests an arbitrary approach has been taken as a basis for the IO consultation and which adds further to the confusion as to how the SA Framework has been devised and then applied in the appraisal of options at this stage. **This lack of clarity and consistency in how the SA Framework has been applied undermines the transparency in the SA process, which is critical to ensure the appraisal is both robust and credible.**
- 5.9 This is evident when considering the approach to SA applied across different categories of options. Notably, this is of concern regarding how the housing number options have been assessed and presented in the IO SA, which is explained further in the next section.
- 5.10 In addition, Schedule 2, paragraph 7 of the SEA Regulations specifies that the Environmental Report (effectively the IO SA report at this stage) must include ‘*the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.*’ Section 2.17 of the IO SA provides a brief commentary on how potential offsetting (or ‘mitigation’) of significant effects has been considered at this stage based on a mitigation hierarchy (see Table 22.15 of the IO SA for details). **However, whilst some initial mitigations have been suggested for some categories of options, none have been identified for the generic policy options (see IO SA Appendix E) or, importantly, for the housing number options (in Chapter 9). There are no reasons given in the IO SA for why potential mitigation hasn’t been identified for these options. This again points to a lack of clarity and consistency in how the options have been appraised which further undermines the transparency in the process.**
- 5.11 Lastly, the IO document provides a commentary on the potential of the SWLP to accommodate unmet needs from the wider Birmingham and Black Country HMA, under Issue H4. Page 112 of the IO document states that ‘*For the purposes of the accompanying Sustainability Appraisal we have tested the effects of an additional 5,000 and 10,000 homes*’ as possible contributions towards any unmet need. However, the IO SA has not appraised any such contribution, or undertaken any

appraisal of possible locations where such unmet could be accommodated. This brings into play consideration of other locations located in close proximity to the local authorities with the Greater Birmingham and Black Country HMA, notably on the edge of Redditch. Consequently, **the potential contributions of 5000 or 10,000 dwellings to address unmet need as outlined in the IO document, and the spatial options to accommodate this need, represent reasonable alternatives that should be considered through the SA process for the SWLP. This should be undertaken and presented in the next iteration of SA, and a suitable policy response should also be presented in the draft (preferred options) version of the SWLP.**

SA of housing number options

- 5.12 Figure 3.2 of the IO SA identifies two housing number options. These options are derived from the updated Coventry & Warwickshire Housing and Economic Needs Assessment (HEDNA) 'trend-based' projection (Option I); and the Government's standard methodology for calculating housing need in South Warwickshire as set out in the Planning Practice Guidance (Option II).
- 5.13 The two housing number options are as follows:
- **Option I:** The HEDNA trend-based projections point to a need for 4,906 dwellings annually across the whole sub-region with 868 dwellings per annum in Stratford-on-Avon and 811 dwellings per annum needed in Warwick. Combined total of 1,679 per annum.
 - **Option II:** The Standard Method calculation identifies a need for 5,554 dwellings annually across Coventry and Warwickshire, but with 564 dwellings per annum in Stratford-on-Avon and 675 dwellings per annum needed in Warwick. Combined total of 1,239 per annum.
- 5.14 The extent of the appraisal of these two options is set out in Chapter 9 of the IO SA. RPS raises two broad concerns regarding the approach taken in the IO SA. **Firstly**, it is clear that the appraisal of the housing numbers has been carried out differently to the appraisal of the other options. For example, the appraisal of the housing numbers has been described as an 'option assessment', whereas the appraisal of the other options is described as an 'evaluation'. This suggests a separate approach has been taken in the appraisal of the housing number options. Similarly, there is also a distinct lack of detail underpinning the specific scoring of each housing number option against the SA Objectives (summarised in section 9.1 of the IO SA) with only a very brief commentary in Chapter 9 stretching to just one and a half pages; whereas the appraisal of other options is presented in considerably more detail in individual appendices (B to E) alongside specific chapters for each category of options in the main report (Ch 4 to 8). In contrast, there is no separate appendix which fully explains the scoring for the housing number options.
- 5.15 Determining the overall scale of housing growth to be planned for in South Warwickshire is a key requirement of the local plan process, a process that should be underpinned by a rigorous testing of all reasonable alternatives. However, no explanation is provided for why a different approach is merited for the housing number options. This again points to a lack of consistency and transparency in approach across the various options appraisals, which risks undermining the SA process.

- 5.16 **Secondly**, as explained the IO SA has identified and appraised two housing number options. Nonetheless, there is at least one other option for the housing requirement that has not been considered in the IO SA. This additional alternative option relates to a ‘part-return-to-trend’ analysis of projected household change set out in the HEDNA (see paras 5.149 to 5.152) and which is summarised for the Coventry & Warwickshire authorities in Table 5.34 of that document. This is a matter RPS has raised in separate submissions under Issue H1.
- 5.17 The HEDNA analysis points to different, higher household growth projection for the South Warwickshire authorities which takes into account past suppression in household formation and which should be addressed in the SWLP and, as such, supports the wider SA Objective for housing (SA Objective 9). However, these alternative growth projections have not been included in the IO SA report. **In RPS’ view, the ‘part return to trend’ projections for the South Warwickshire authorities constitute reasonable alternatives that should be tested through the SA process. RPS recommends that the alternative household growth projections set out in Table 5.34 of the updated HEDNA should be incorporated into the appraisal of reasonable options as part of the next iteration of the SA.**
- 5.18 In terms of the actual assessment of the two housing number options, the IO SA (paragraph 9.1.3) acknowledges that ‘...using the HEDNA figure should more accurately represent local housing needs than the Standard Method and therefore Option 1 should meet the accommodation needs of the various members of the community more successfully’. RPS broadly agrees with this position.
- 5.19 Nonetheless, the IO SA claims (at paragraph 9.1.4) that the housing number options could have negative impacts on SA Objectives 1, 3, 6 and 7 including ‘major negative impacts’ on climate change and on biodiversity. However, no account is taken here of the likely positive climate impacts expected once the Government introduces changes to building regulations on carbon emissions from new residential buildings through the Future Homes and Buildings programme by 2025. Nor does the appraisal reflect the implementation of Biodiversity Net Gain (BNG), which will become increasingly important in delivering well-designed and environmentally sensitive housing development over the coming years and decades in South Warwickshire, and across the country. **These measures introduced through Future Homes and BNG are likely to place a downward pressure on climate impacts from new development during the plan period to 2050. The SA of housing number options should be adjusted to take these factors into account.**
- 5.20 In addition, the IO SA (at paragraph 9.1.4) does acknowledge that the loss of agricultural land cannot be avoided in addressing future housing growth needs. This is evidenced in the Urban Capacity Study, which has been commented on elsewhere in this submission (under Issue S4). It is worth reiterating again that the published evidence shows a significant shortfall in land availability within existing urban areas across South Warwickshire that will need to be tackled as the SWLP process moves forward. RPS broadly agree with this position.

SA of Broad Locations: Shipston-on-Stour

- 5.21 Chapter 4 of the IO SA appraises 32 alternative Broad Locations where up to 2,000 homes could be directed. RPS notes that locations around Shipston-on-Stour have been identified as it is one of the 'Main Settlements' in South Warwickshire, which is welcomed. As shown in Figure 4.1 of the IO SA, four Broad Locations are assigned to Shipston-on-Stour. Appendix B of the IO SA provides an individual appraisal of each of these Broad Locations. Of particular interest to TW is the BL 'Shipston-on-Stour Southwest' which is appraised in B.19. This is because the Land at Hanson Avenue is located in this BL.
- 5.22 Section 4.10 of the IO SA provides a summary of the 'overall rank' of each BL at Shipston-on-Stour. This indicates the 'Best performing' BL against each SA Objective. The IO SA concludes that the 'Southwest' BL is the best performing against one SA Objective (Landscape). However, the scoring of the BLs is the result of where the boundary lines are drawn, which has impacted on how the scoring has been applied.
- 5.23 For example, it is noted that 'Shipston-on-Stour – East' BL is best performing against two SA Objectives and, as such, could be construed as performing better than the Southwest BL as a potential location for growth. RPS notes that the East BL is drawn (as shown on Figure B.17.1) so as to exclude a significant area of land at risk of flooding associated with the River Stour, which means this BL scores better than the Southwest BL in terms of SA Objective 2 (Flood Risk) because this BL includes an area of land in FZ 2 and 3. However, if the extent of the Southwest BL is amended to exclude this area of flood risk, the score would be different (i.e. positive) and would score equally well as the best performing BL (West BL) against this SA Objective.
- 5.24 No explanation is provided for the size or extent of the Broad Locations at Shipston-on-Stour, however this can impact on how the various locations might perform in sustainability terms. The arbitrary nature of the Broad Locations boundaries as drawn risks underplaying the potential for the Southwest BL to accommodate growth at Shipston-on-Stour. This risk should be taken into account when determining the amount of growth to be directed to the BLs.
- 5.25 In addition, given the size of the Southwest BL, there are clearly parts of the BL that are more suitable for development than others, for example land that is contiguous with the existing settlement boundary, including Land at Hanson Avenue. Consequently, **RPS recommends that a finer grain of assessment should be carried out to inform consideration of the quantum growth to be assigned to each Broad Location, as well as consideration potential non-strategic site allocation options at Shipston-on-Stour as part the Part 2 SWLP.**

SA of New Settlement options

- 5.26 RPS has made separate submissions on the seven potential new settlement location options identified in the IO document under Issue S5. Details of the SA assessments of these locations are set out in Chapter 6 and Appendix D of the IO SA.

- 5.27 Paragraph 3.8.1 of the IO SA states that the seven new settlements locations have been identified by the two Councils. The commentary in the IO document under Issue S5 (on page 49) points to these seven locations being drawn from seven larger areas that are simply based on the rail corridors outside of existing urban areas. These areas and locations are shown in Figure 12 of the IO document. The IO SA (3.8.1) then clarifies that the SA Team has prepared a 'spatial expression' of each New Settlement using a 'crude 250ha area of search in a circular search area' around the approximate location provided by the Councils in the IO document (which RPS assumes to be taken from the elements shown in Figure 12).
- 5.28 This appears to be the sum total of information and evidence that has informed the identification and selection of these locations as potential new settlements up to this point. Significant uncertainty remains as to where these locations might be located or their full extent. In this regard, RPS notes a significant lack of progress in developing the evidence base required since the Scoping Consultation in 2021. Therefore, there remain substantial doubts as to the suitability or deliverability of any of these potential locations as being able to deliver a new settlement. Consequently, **a significant measure of caution must therefore applied to any of the outputs from the SA process at this stage, until the vacuum in the evidence base to support these new settlement locations is prepared and made available to the public.**
- 5.29 That said, the findings summarised in Table 6.1 of the IO SA indicate that all seven new settlement options would have significant negative effects across a range of sustainability criteria. Added to this the need for a considerable amount of work required to inform a suitable policy framework to guide their development, **there is no confidence that any of these locations are capable of being delivered as new settlements based on the current position.**

SA of Spatial Options

- 5.30 Details of the SA assessments of the five spatial growth options are set out in Chapter 7 of the IO SA. RPS notes there is no accompanying detailed appraisal in the SA appendices.
- 5.31 Table 7.1 of the IO SA (and Table 7 of the IO document) provides a summary of the appraisal findings for each option. As stated on page 59 of the IO document, the various growth options are not materially different from one another, with the exception of 'Dispersal' option, which scores slightly lower in terms of sustainability performance against some SA Objectives. The IO document also points out that detailed locational information has not been taken into account at this stage, which means there is uncertainty regarding the nature and significance of the effects at this stage. It is therefore important that the findings from the SA are considered in the round alongside other relevant evidence regarding the suitability of specific locations and settlements in supporting the delivery of the spatial development strategy.
- 5.32 RPS has provided a response to the spatial growth options under separate submissions to this consultation, under Issue S7, in respect of the settlements and locations where sites being promoted by TW are located. The submissions highlight that Shipston-on-Stour is identified under the 'Sustainable Travel', 'Economy' and 'Sustainable Travel and Economy' options, as well as the

'Dispersal' option. In this context, **there is nothing presented in the IO SA which indicates that growth should not be directed to Shipston-on-Stour on sustainability grounds. To the contrary, directing growth to Shipston-on-Stour would support a number of spatial options that are shown to perform well in sustainability terms.**

6 EVIDENCE BASE: SETTLEMENT ANALYSIS (ISSUE S4)

Q-S4.2: Please add any comments you wish to make about the settlement analysis, indicating clearly which element of the assessment and which settlement(s) you are commenting on.

- 6.1 Alongside the IO document, a 'Settlement Analysis' evidence base report (referred to here as 'the report') has been issued by the Councils to help identify opportunities and constraints to growth in and around the edges of a number of settlements and locations across South Warwickshire. The analysis in the report focuses on three factors; Connectivity, Accessibility, and Density. A primary purpose of the report, as stated at paragraph 2.1 of the report, is to aid understanding of the potential to achieve the '20-minute neighbourhood' concept in those settlements identified, and is designed to support the development of the spatial strategy for South Warwickshire. **Page 44 of the IO document also points to 'other factors' outside the scope of this analysis relating to the potential for growth. However, the report does not identify those here or explain how these will be taken into account in determining where growth will be directed. RPS seeks further clarification on this as the SWLP moves forward.**

Settlement Selection

- 6.2 The settlements included in the analysis are listed in Table 2 of the IO document. These, the IO document claims, have been selected based on their status in the existing Local Plans and those that fall within certain growth options. Section 3 of the report provides some commentary on the reasoning behind the selection process. RPS notes that Radford Semele, Shipston-on-Stour and Southam have been included in the report, which is welcomed.
- 6.3 RPS has reviewed the evidence in relation to these three particular settlements and provides comments on each as part of the submission. Here the focus is on Shipston-on-Stour.

Connectivity Analysis

- 6.4 The report (at paragraph 2.4) defines 'Connectivity' as '*the physical connectivity of the existing street pattern, and any physical barriers which limit route/connection options*'. In this context, the analysis considers the extent to which a particular route is connected to others within the network. To do this, the evidence on Connectivity is further broken down into three sub-elements; Settlement Structure Analysis, Landform Analysis, and Connectivity Grade Analysis. The report states (at paragraph 4.11) that the evidence gathered and analysed enables comparison of different directions for potential growth around settlements, in terms of their ability to connect into the established 'structure' of the settlement, and the opportunities and constraints in this respect.

Settlement Structure Analysis for Shipston-on-Stour

- 6.5 Appendix 3 of the report provides summary mapping and supporting commentary to illustrate the findings of the analysis for Shipston-on-Stour settlement on Connectivity. An extract from the report for Shipston-on-Stour is appended to this submission (**Appendix B**). The area to the southwestern edge of the settlement is defined as 'Segment 2'.

Shipston-on-Stour (emphasis on our Site location)

- 6.6 In summary, the analysis shows that Segment 2 has an overall Connectivity Grade 'C'. According to Table 5 of the report, a 'C' score means any barriers 'may be overcome, but not easily'. In addition, the segments in this category either connect to existing Primary streets or Thoroughfares, or via an existing cul-de-sac and can secure active links. For Segment 2, reference is made to an existing farm track (PROW) running along the eastern edge towards the village centre, with two further rights of way across the area. It also refers to one of the red routes (thoroughfares) being a narrow lane connecting with the segment.
- 6.7 The supporting commentary for Shipston-on-Stour scores none of the segments higher than 'C'. However, RPS disputes the score assigned to Segment 2 on the basis that suitable connections into the existing highway network can be provided to enable access onto Hanson Avenue (which is designated a 'thoroughfare' in the analysis) relatively easily. This is explained as part of the transport strategy for Land at Hanson Avenue set out in the vision document (**Appendix A**). **On this basis, the barrier to connectivity regarding access can be overcome easily, and so the score for this part of Segment 2 should be amended to 'B' in the next iteration of the report.**

Landforms Analysis for Shipston-on-Stour

- 6.8 Appendix 3 of the report provides summary mapping and supporting commentary to illustrate the findings of the analysis for Shipston-on-Stour settlement on Landforms analysis. The outcome of the analysis is appended to this submission (**Appendix C**). Under this element, the analysis indicates the topography within Segment 2 as sloping away from Hanson Hill towards the settlement. This is consistent with evidence presented in the updated Vision Document prepared on behalf of Taylor Wimpey and which has been incorporated into the illustrative concept plan for the Land off Hanson Avenue. Therefore, RPS notes the outcome of this analysis.
- 6.9 In addition, it is important to note the analysis shows that Segments 10 to 15, and Segment 1, are constrained due to flood risk issues caused by the River Stour which runs in a southerly direction along the eastern and southern edge of the settlement. In managing flood risk, national policy requires that a sequential approach is taken to identifying suitable sites for housing development in development plans in order to steer new development to areas with the lowest risk of flooding from any source¹⁶. In line with this policy, **future housing growth should be directed to locations around Shipston that are outside areas of flood risk, notably Segment 2 including Land off Hanson Avenue.**

¹⁶ NPPF 2021 paragraph 162

Accessibility Analysis for Shipston-on-Stour

- 6.10 Under this element, the analysis measures proximity of each segment to nearby local services and facilities (across five categories of facility) using a threshold of 800 metres to represent a 10-minute journey on foot. The findings for Shipston-on-Stour are appended to this submission (**Appendix D**).
- 6.11 The results indicate that out of a score of five, Segment 2 scores three. This is because sites within this area are assessed as being more than 800m from the nearest medical centre and local school. Nonetheless, it should also be noted that Segment 2 is one of only six locations that are less than 800m from the town centre or employment ('retail, jobs, economy'). However, of these other areas, only Segment 3 lies outside the area of flood risk identified in the landforms analysis, but this scores 'D' in terms of connectivity. On this basis, **RPS considers that Segment 2, including Land at Hanson Avenue, scores relatively well overall in terms of connectivity and accessibility, and offers opportunity to direct development away from areas of known constraint. Consequently, Segment 2 is considered to be the most appropriate direction for growth at Shipston-on-Stour.**

Density Analysis for Shipston-on-Stour

- 6.12 For this part of the analysis, density maps prepared for each settlement give an indication of the prevailing densities in these locations, which may then inform assumptions about typical density ranges that may appropriately be applied to any growth in the locality if relevant to [preferred] spatial options, and therefore the approximate capacity of different areas of land. A Density Analysis map for Shipston-on-Stour has been produced and is appended to this submission (**Appendix E**).
- 6.13 For Shipston-on-Stour, the analysis has essentially split the settlement into two sub-areas north and south of the B4035 (Campden Road). The area to the south is defined as broadly 'Outer Suburb' (approx. 20-40 dwellings per hectare). RPS acknowledges that this density range is not considered to be extreme and is broadly consistent with the types of densities appropriate to a rural settlement location such as Shipston on Stour. Nonetheless, given the analysis is based on 'prevailing' densities, rather than a precise measure of density (paragraph 4.26 of the report confirms this) **RPS would recommend that density thresholds being considered in the SWLP should be applied flexibly to specific sites in Shipston-on-Stour in order that any prescribed standards reflect the accessibility and potential of different areas rather than one broad density range, in line with national policy**¹⁷.

¹⁷ NPPF 2021 paragraph 125

7 EVIDENCE BASE: HERITAGE ASSESSMENT (ISSUE D5)

Q-D5: Should we continue with the approach to include a high-level strategic policy within the Part 1 plan and to utilise heritage assessments to inform the growth strategy, and delay detailed policies to Part 2?

- 7.1 The IO document highlights that a heritage evidence base is being prepared to support the SWLP, titled '*Heritage and Settlement Sensitivity Assessment for Warwick and Stratford-on-Avon Local Plan (SWLP)*' dated September 2022 ('HSSA'). This is one of a number of technical documents that will help inform the choice of a single spatial option (or 'preferred option') to be consulted on at the next stage.
- 7.2 The IO document states that the HSSA has been prepared to determine the impact development may have on the heritage assets within various settlements, and will be used when determining the growth strategy (for the draft plan). Section 3 of the HSSA also states that the assessment will inform strategic site allocations and broad locations for growth within the development strategy for the Local Plan, but initially supporting the Issues and Options stage. Whilst the IO document has not requested any responses specifically on the HSSA, RPS has nonetheless reviewed the assessment with respect to Shipston-on-Stour, which is set out below.

Identifying potential impacts of development – Shipston-on-Stour

- 7.3 Shipston-on-Stour has been sub-divided into three sub-areas (North, East and southeast, and Southwest and west). The HSSA provides a table (not numbered in the report) which summarises the scores, based on a 'RAG' rating system, broken down by these sub-areas. The full assessment is provided at section 10.20 of the HSSA, alongside a number of supporting plans.
- 7.4 In summary, the HSSA scores the East and southeast as 'Red', and the North and Southwest and west areas as 'Green'. This is largely the result of the Conservation Area and a number of heritage assets in the eastern part of the settlement, which increases the sensitivity of development in this area. However, whilst the HSSA provides detailed commentary on each sub-area, these are not defined on a map or plan. This creates uncertainty for the reader in understanding how development on specific sites might impact on the sensitivity or susceptibility of heritage assets within those sub-areas. **RPS recommends that the HSSA is updated to provide an indication of the boundaries of each sub-area so the reader can properly interpret the information provided.**
- 7.5 That said, of particular interest is the sub-area Southwest and south, which includes the Land at Hanson Avenue. This sub-area scores 'Green' in the RAG assessment. In respect of designated heritage assets, there are no known assets identified along the southwestern boundary of the settlement (see pdf page 181 of the HSSA for the mapping). In terms of the sensitivity and susceptibility of development in this sub-area, the HSSA acknowledges that modern (residential) development has taken place to the south and west of the settlement and which encloses the historic core, but accepts that through appropriate mitigation there may be scope for development within this area. The HSSA also confirms there are no designated assets in this sub-area. In terms of

potential impacts on heritage assets, the HSSA acknowledges that recent modern development in this sub-area has eroded the heritage value that may have existed in the past.

- 7.6 The HSSA mapping (on pdf page 182) does indicate the presence of features on the Historic Environment Record (HER) and other non-designated assets to the south and southwest of the settlement, including an area of ridge and furrow running along the southwestern boundary on part of the Land at Hanson Avenue site. This is consistent with information provided in the updated Vision Document for the site (Appendix A), which identifies an area of ridge and furrow (MWA/6453) that has been ploughed out; and a 20th Century agricultural building (MWA/30137) which considered to be of negligible archaeological interest. It is further noted from the HSSA that there is an abundance of ridge and furrow records elsewhere around the settlement.
- 7.7 On this basis, **it is considered that there will be no impacts to the setting or significance of any designated or non-designated heritage assets from development in this part of the Southwest and south sub-area in Shipston-on-Stour.**

Recommendations

- 7.8 In light of the findings highlighted above, the HSSA recommends that in the Southwest and south sub-area there may be potential for development in this area, subject to appropriate mitigation. The HSSA therefore does not preclude development from coming forward in this part of the settlement edge. It is also noted that development in the sub-area to the East and southeast of the Shipston-on-Stour 'should be avoided' (see pdf page 179). RPS broadly concurs with these recommendations
- 7.9 On this basis, **RPS broadly welcomes the conclusion that development has potential in the Southwest and south sub-area (subject to confirmation that Land at Hanson Avenue being promoted on behalf of Taylor Wimpey is located within this sub-area) and that any potential impact on any designated or non-designated heritage asset can be suitably mitigated as part of the planning application process.**

APPENDICES

Appendix A

Taylor
Wimpey

Land off Hanson Avenue, Shipston -on-Stour



Vision Document

March 2023



**Taylor
Wimpey**

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This document is confidential and prepared solely for your information. Therefore you should not, without our prior written consent, refer to or use our name or this document for any other purpose, disclose them or refer to them in any prospectus or other document, or make them available or communicate them to any other party.

RPS **BARTON
WILLMORE**

Eddisons | Incorporating
Croft

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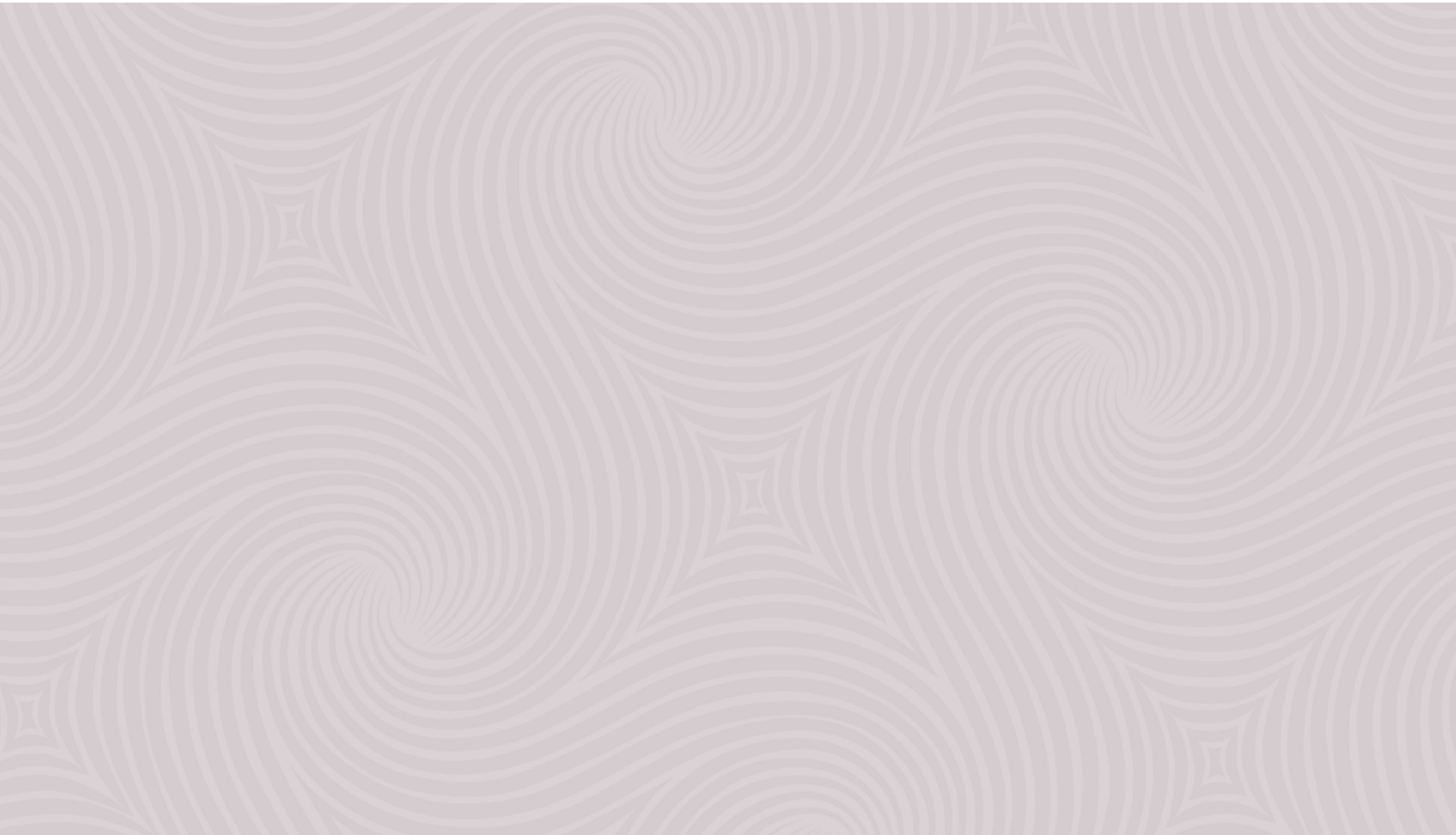


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1.0 Taylor Wimpey



1.0 Taylor Wimpey

Taylor Wimpey's vision is to create a sustainable and attractive place where people will enjoy to live, a characterful new development within easy reach of the services and facilities of Shipston-on-Stour to offer a high quality of life, both now and in the future.

Taylor Wimpey incorporates a responsible and specialist strategic land promotion business. Their projects are located throughout the country ranging from large urban extensions to small residential schemes.

We build houses that become homes, and developments that become communities. We focus on placemaking and design and invest in affordable homes, infrastructure and research and development to help.





Local investments

We invest in infrastructure and facilities including affordable housing, green spaces, community and leisure facilities, transport infrastructure, educational funding, jobs for local people, heritage buildings and public art. The majority of our contributions are made through our planning agreement obligations. These are negotiated with local authorities and reflect local needs, council policy and feedback gained through community engagement.

Encouraging active travel and sustainable transport

We aim to design walkable neighbourhoods that prioritise pedestrians and cyclists and where customers can enjoy an active lifestyle and make sustainable transport choices. Our placemaking standards encourage layouts that integrate paths and cycle routes that connect with existing networks and street design that encourages slower vehicle speeds and safer cycling conditions. We invest in public and community transport, walkways and cycle paths through our planning obligations and aim to install this infrastructure at an early stage.

Connected communities

When moving into a new home, people want to quickly feel part of a thriving community. We do what we can to encourage our residents to integrate. At our Pennington Wharf site in Manchester, we created a Community Hub, a community centre kitted out with shared working facilities, a kitchen, a community notice board and spaces for socialising and community activities such as yoga sessions and children's classes. We also appointed a community champion to facilitate regular events and introduce new residents to their neighbours. We assessed the impact using customer research and early findings suggested that the approach can help to foster connections.

Affordable homes

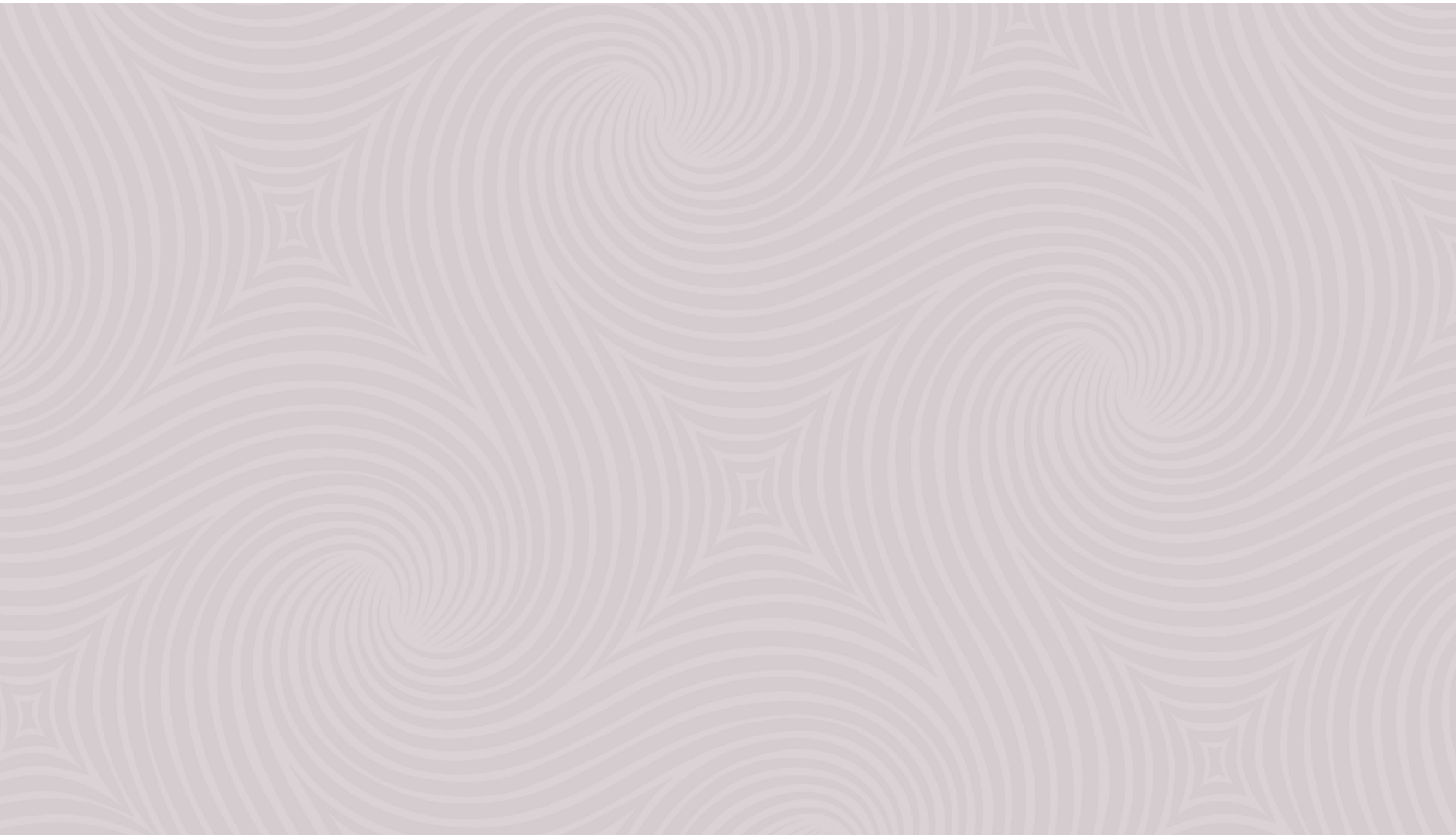
A lack of affordable housing is one of the biggest challenges facing people across the UK, with rising house prices and rents and younger generations waiting longer to get on the housing ladder. We can play a part in addressing these problems by creating high-quality homes for a greater number and wider range of people and exploring new initiatives to improve affordability and encourage homeownership. Our approach includes: – Building houses and apartments to suit a wide range of budgets – Exploring new initiatives that can improve affordability – Working with local authorities and registered provider partners (housing associations) to integrate high-quality social housing on our developments

Our new house type range

Our standard house types are designed to be high-quality, energy-efficient homes that are cost-effective and safe to build. They can be adapted to reflect local character and scheme design and are used for the majority of our homes. We worked with architects to update our standard house types, which we will start using this year. The new range incorporates more open plan living, more natural light and improved storage, reflecting customer feedback and the results of our research and development. Most will offer improved accessibility, that means they can be adapted more easily for people with disabilities.



2.0 The Site



2.0 The Site

Taylor Wimpey has an interest in some c.18.5 acres/7.5ha of land adjacent to the south western edge of Shipston-on-Stour.

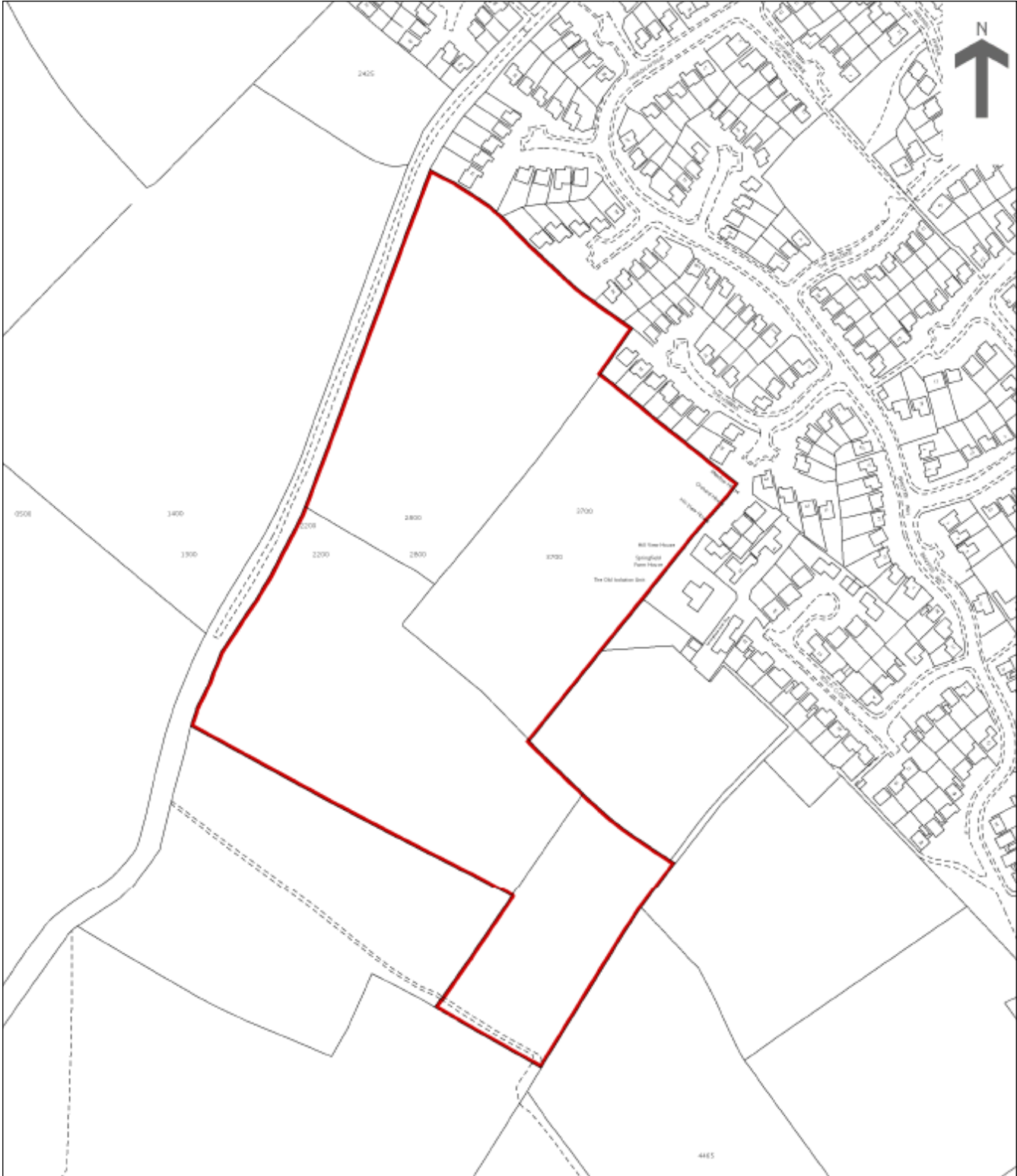
The site is adjoined to existing residential development to the north east and agricultural land to the south and west. Land to the north west of the site is committed for residential development.

The Site consists of a collection of field parcels, currently in arable use, that is adjacent to an unnamed track to the north western boundary of the site (public right of way SS124). The various sub-parcels of land are bounded by existing hedgerows and trees. The northern boundary of the Site forms the primary connection to the existing settlement abutting the existing built-up area boundary of Shipston-on-Stour.

Hedgerows interspersed with mature trees bound the site to the south, while a linear wooded area bounds the site to the north west. Residential properties and their rear garden fencing and hedge boundaries form the eastern boundary of the site. The Site also has a moderate slope that runs generally upwards from north to south away from the settlement.

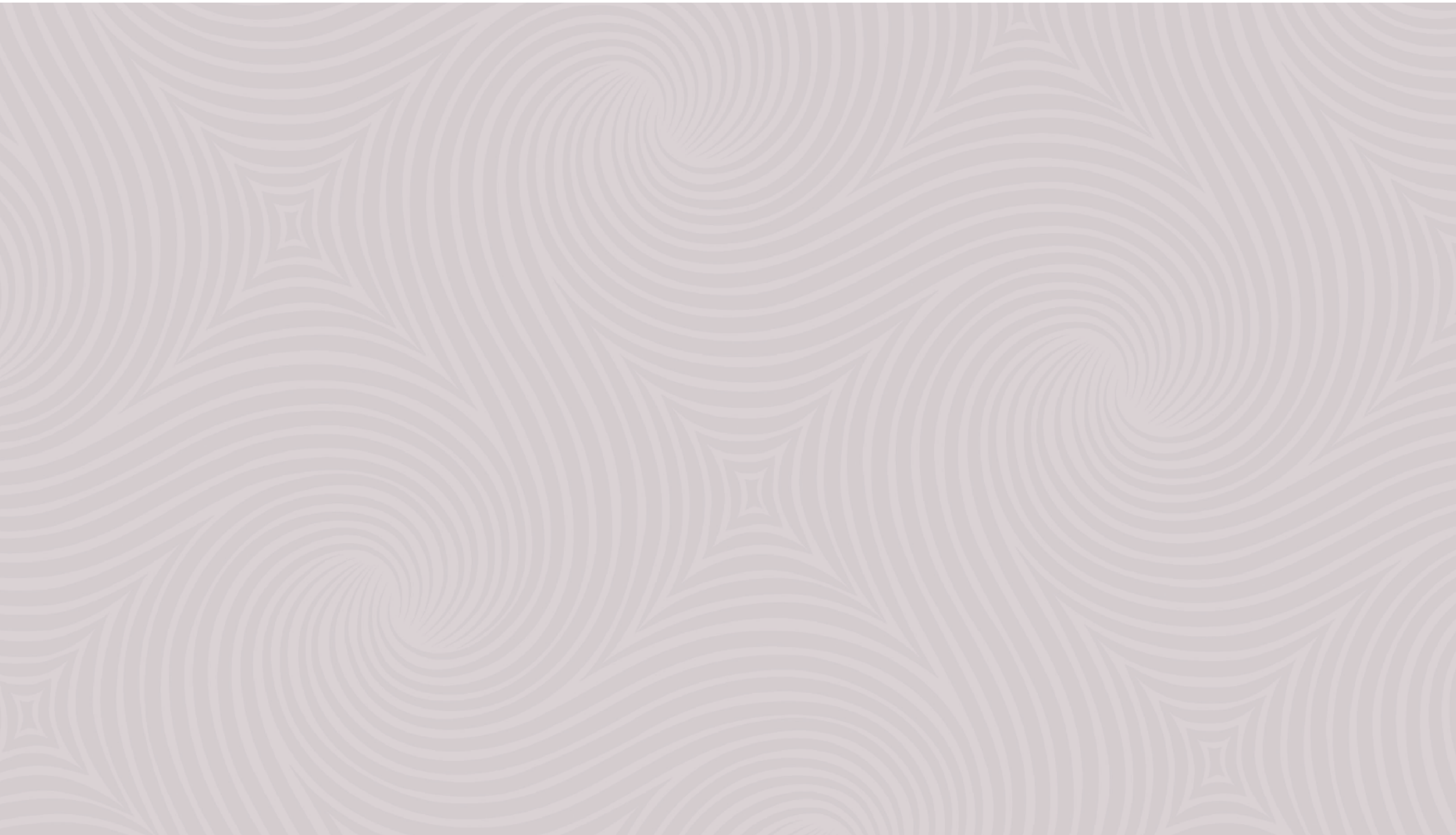


Figure 1: Site Boundary





3.0 Sustainability





3.0 Sustainability

At Taylor Wimpey our purpose is to build great homes and create thriving communities. We are one of the UK's largest residential developers and are focused on delivering high-quality homes for our customers, benefiting the wider communities in which we work. We're proud to create places that will be enjoyed by generations of people for decades and even centuries to come. Yet today, younger generations face an uncertain future and the scale of the environmental crisis has never been more apparent. The pandemic highlighted the importance of home, not just the four walls in which we live, but our neighbourhoods, green spaces and our planet.

The challenges posed by climate change and biodiversity loss are becoming ever more apparent and urgent action is needed across every sector. As a responsible business, we want, and will be, a part of the solution. Our environmental strategy sets out how we will help protect our environment for future generations, partner with suppliers to reduce the impact of the homes and developments we build, and make it easier for our customers to live a sustainable lifestyle with the aim for us to play our part in protecting the planet and creating a greener, healthier future for future generations.

Protecting the Environment

A healthy environment is essential to economic prosperity, to thriving communities and to everyone's health and wellbeing. The challenges posed by climate change and biodiversity loss are becoming ever more urgent, and we want to play our part in tackling them

Our strategy focuses on the key environmental impacts for our business: climate change, nature, resources and waste.



Climate Change

Our science-based carbon reduction target to reduce operational carbon emissions intensity by 36% by 2025, from a 2019 baseline, has been approved by the Science Based Targets initiative (SBTi). This operational target is consistent with reductions required to keep warming to 1.5°C, the most ambitious goal of the Paris Agreement.

We have been working with the Carbon Trust since 2011 and we were the first UK large housebuilder to obtain the Carbon Trust Standard for Carbon in 2017. We are well positioned to play our part in the transition to a low carbon economy.



Nature

Taylor Wimpey has committed to increasing natural habitat on its new developments compared with before development begins and, where appropriate, adding additional wildlife enhancements, such as bug hotels, bird and bat boxes and wildlife ponds to support native species.

We are working with two nature organisations, Hedgehog Street and Buglife, to help us increase natural habitats and support nature on our developments.

This includes adding hedgehog highways to our new sites and supporting the B-Lines project, an initiative to create 'insect pathways' of pollinator-friendly habitat through the UK's countryside and towns.

By creating space for nature on our sites, we aim to also help support our customers' physical and mental wellbeing.



Resources and Waste

We commit to Protect the environment and improve efficiency by using fewer and more sustainable resources cutting our waste intensity by 15% by 2025 and to use more recycled materials. We have published a 'towards zero waste' strategy for our sites and our supporting targets include engaging with suppliers to meaningfully reduce plastic packaging on our sites by 2025 and making it easier for customers to live a more sustainable lifestyle.

Our homes have been specifically designed to integrate features to help customers live a more sustainable lifestyle to help our customers reduce their own carbon footprint by the changes we make in our homes and by enabling more sustainable transport options. We will also make it easier for customers to recycle and save water at home, and to create a nature friendly garden.

We are trialling low carbon technology, including green portable cabins and solar hybrid generators and have co-funding a PhD at Birmingham University exploring opportunities to save energy and enhance health and wellbeing in new homes.



SUSTAINABLE DEVELOPMENT GOALS



We aim to support progress on the UN Sustainable Development Goals through our business and our work sustainability.

We have analysed the goals and their related sub-targets and the following shows the goals and targets we've identified as most relevant to us. We have used this analysis to inform our materiality assessment and the development of our environment strategy.

UN Sustainable Development Goals

Taylor Wimpey is also in support of the UN Sustainable Development Goals, which aim to unite governments, businesses and the third sector to end poverty, fight inequality and address climate change. We have identified 12 goals and 32 targets where we can make a contribution towards a more sustainable future. We use the goals to inform our processes and the development of our sustainability strategy and targets. An index is included on our website, showing how we can support the goals. At Taylor Wimpey our purpose is to build great homes and create thriving communities. We are one of the UK's largest residential developers and are focused on delivering high-quality homes for our customers, benefiting the wider communities in which we work.

The delivery of land off Hanson Avenue, Shipston-on-Stour as a sustainable residential led development will be dependent on creating a developable and market facing masterplan. Sustainability will be at the heart of the development in terms of how the dwellings are to be constructed and how these will respond to the ever increasing and rigorous environmental and sustainability requirements being introduced by Government and implemented through Building Regulations.



Taylor Wimpey **2021 Building Regulations compliant home**

Photovoltaic Panels

Thermal Break Lintel

Wastewater Heat Recovery

Well Insulated Walls

Triple Glazing

Airtightness 4

Electric Vehicle Charger

Gas Boiler with Flue Gas Heat Recovery

* This specification is based on our working assumptions from November 2021 and is subject to change.
 ** Individual home specification may vary and could include some or all of these measures.
 *** The Future Homes Standard is subject to further government consultation in 2023.

Taylor Wimpey **2025 Future Homes standard home**

Photovoltaic Panels

Wastewater Heat Recovery

Thermal Break Lintel

Well Insulated Walls

Smart Heating Controls

Underfloor Heating

Air Source Heat Pump

Triple Glazing

Airtightness 4

Electric Vehicle Charger

* This specification is based on our working assumptions from November 2021 and is subject to change.
 ** Individual home specification may vary and could include some or all of these measures.
 *** The Future Homes Standard is subject to further government consultation in 2023.

TW are at the forefront of this and have been actively looking at how we can respond to the challenges posed by climate change by creating a greener, healthier future for their customers, colleagues and communities. As part of this, TW are committed to cutting down our own environmental footprint, reducing emissions and waste, conserving precious resources and regenerating the natural environment on our developments. Furthermore, as a company we are seeking a science-based carbon reduction target that will ensure we align our progress with the international Paris Climate Agreement.

TW will engage our supply chain, influencing positive change beyond the business and reducing the significant environmental impacts associated with the goods and services that it buys. Purchasers are wanting to live more sustainably so we are seeking to make the changes to their homes and developments that will enable their customers to achieve their aspiration of a greener and healthier lifestyle.

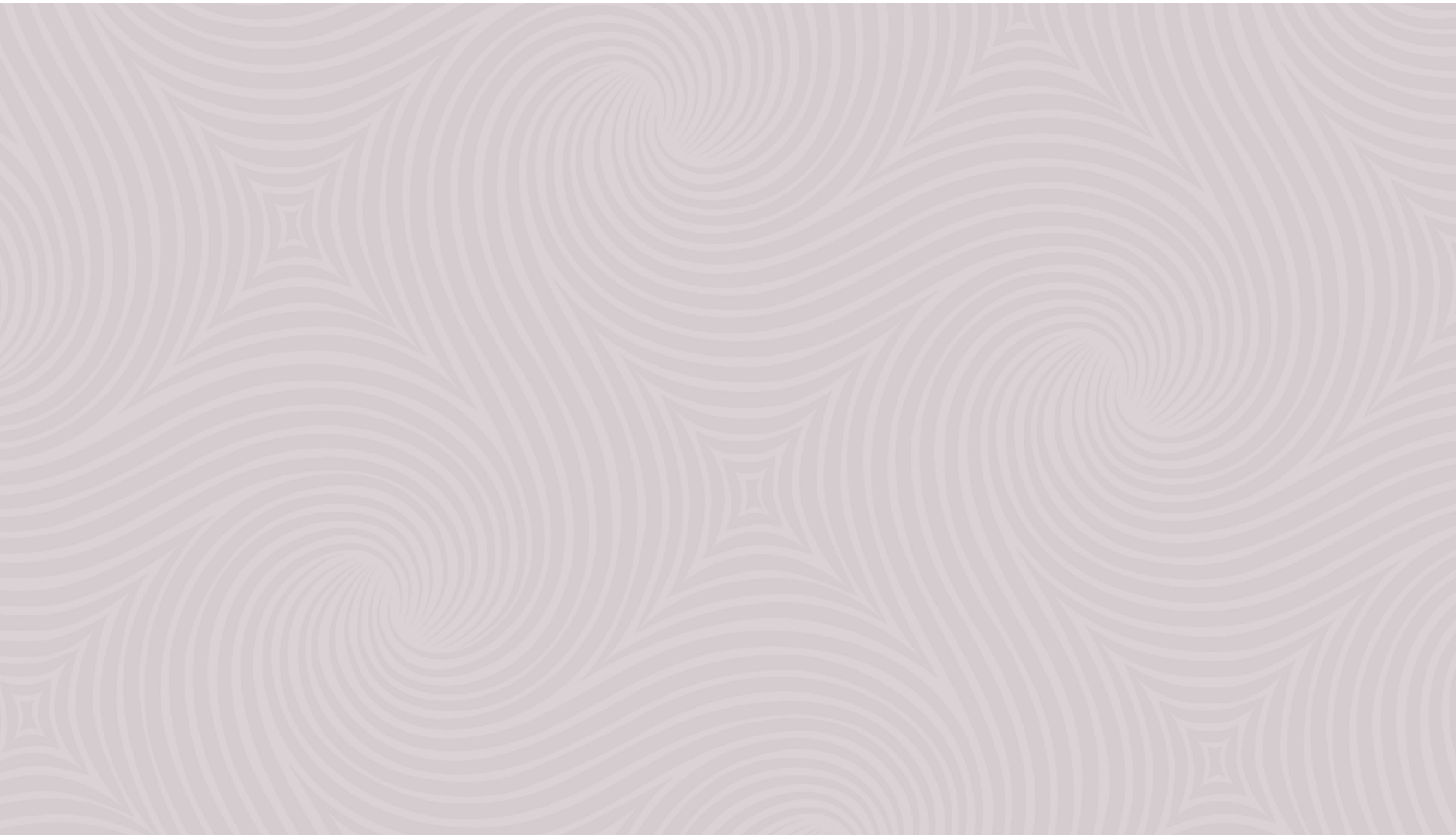
Notwithstanding the overall objective of addressing climate change and developing even more sustainable houses, TW are looking ahead to how it can achieve the 2025 Future Homes Standard which new dwellings here will need to achieve.

The graphic opposite highlights the key design measures and technologies that TW will seek to incorporate within the fabric of their dwellings in order to achieve the Future Homes Standard.



4

4.0 The Vision



4.0 The Vision

Taylor Wimpey oversee the entire process from start to finish and work with local people, community groups and local authorities to create the most mutually beneficial schemes. They seek to apply this approach to the scheme at Shipston-on-Stour with the potential to provide approximately 115 dwellings on land off Hanson Avenue.

Shipston-on Stour is a sustainable location for development. The village is classed as one of eight Main Rural Centres in the adopted Stratford Core Strategy and incorporates a range of services and facilities including regular public transport services to Stratford-upon-Avon.

This demonstrates that Shipston-on-Stour is a sustainable location for development and Taylor Wimpey therefore hope to bring forward the site through the local plan process to respond to the future housing need of Shipston-on-Stour and Stratford-on-Avon District as this arises.

This document brings together the technical and environmental studies of the site which have been undertaken by the Taylor Wimpey consultant team and demonstrates that the site is an appropriate and sustainable site for future development.

Social



Provision of **115 new homes, including affordable homes,** helping local people to be able to afford to stay in the area.

Increase open space, community sport, leisure spending by **£34,197**



Economic¹

Support the employment of 356 people

(combination of direct, indirect, and induced jobs) during the construction phase. **Provide 3 apprentices, graduates, or trainees.**



Generate £1,386,095 in tax revenue, including **£129,887 in council tax revenue** to Stratford-on-Avon District Council.

When complete the future occupiers will generate **£3.03m of expenditure** in local shops and services and a further **£620K spent to make these houses “feel like home”.**



Generate £92,713 towards education spending which could provide up to **44 classroom spaces.**

¹ Based on the findings of the Economic Footprint of House Building in England and Wales report, commissioned by the House Builders Federation. The report identifies some of the key benefits building new homes can generate for the national and regional economy as well as for a local community's wellbeing and sustainability. <https://www.hbf.co.uk/policy/policy-and-wider-work-program/hbf-housing-calculator/>

Environmental

The proposals retain the majority of existing important trees and hedgerows.

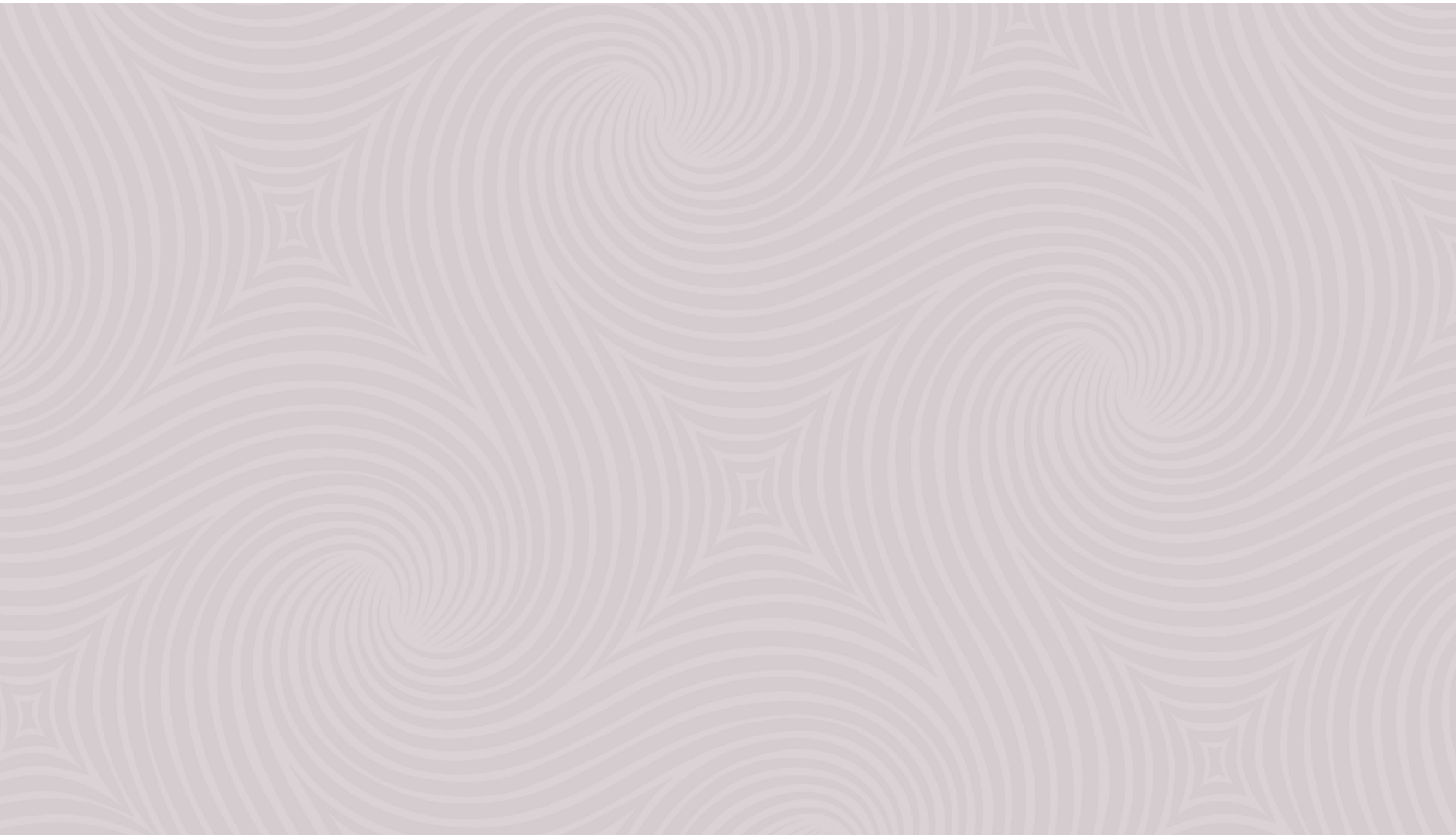


The proposals create **2.8 ha of new publicly accessible green space.**



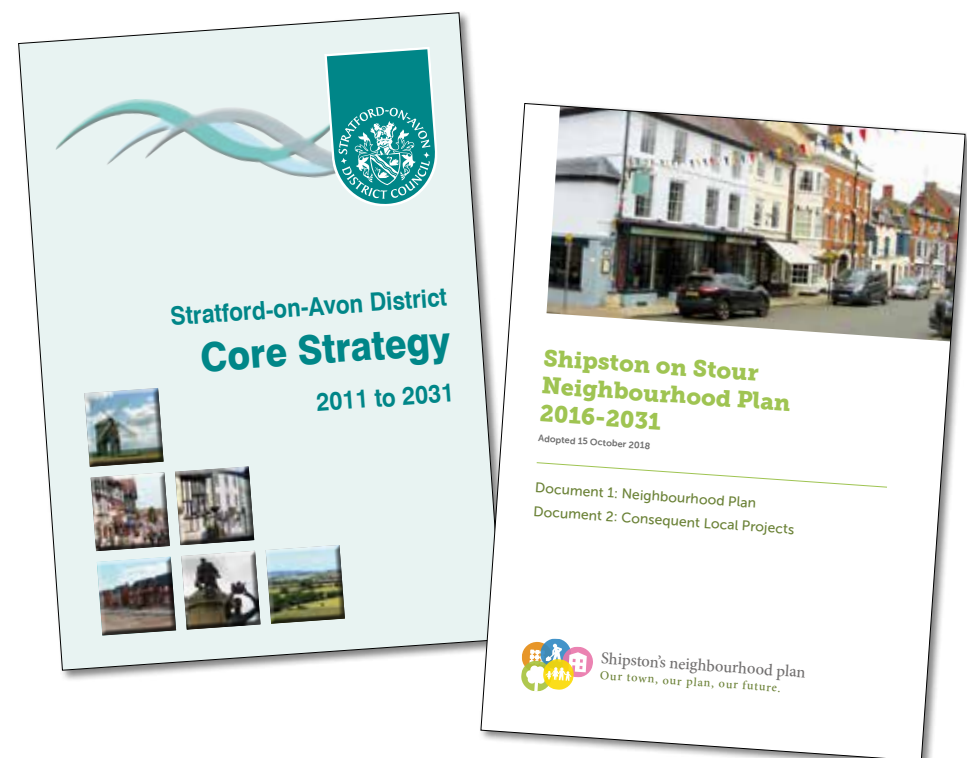


5.0 Development Plan



5.0 Development Plan

The site falls within Stratford-on-Avon District where the existing development plan comprises the Stratford-on-Avon District Core Strategy 2011 to 2031 (adopted 11th July 2016) and the Shipston-on-Stour Neighbourhood Plan 2016 to 2031 (NP) (adopted 15th October 2018).



Shipston-on-Stour is a sustainable location for development. The village is classed as one of eight Main Rural Centres in the Core Strategy and incorporates a range of services and facilities including regular public transport services to Stratford-upon-Avon. Main Rural Centres are the second tier in the settlement hierarchy and are identified as suitable locations for housing and business development. There are significant constraints present across the Main Rural Centres that limit where growth can come forward, largely resulting from their tightly-drawn boundaries. Three of the eight Main Rural Centres are constrained by the Green Belt, which may not be reviewed any time soon were the Government's planning reforms to national policy to be adopted. Other constraints to development include areas of Special Landscape Value, Flood Zones 2 and 3, Scheduled Ancient Monuments, a Registered Battlefield and Areas of Restraint that are regarded as making an important contribution to the character of the settlements.

Shipston-on-Stour is also no exception. Land to the east and south of the settlement falls within Flood Zones 2 and 3, with the eastern side of the settlement also being an Area of Restraint, while land to the north of the settlement is not considered suitable for development

due to potential landscape impacts on settlement form and character. In comparison, land to the south-west of Shipston-on-Stour, including the site, is not affected by any constraints on development that cannot be addressed through appropriate mitigation.

Development has recently been approved in the broad location to the west and south-west of the settlement. This includes land to the north of Campden Road (the B4035) where Taylor Wimpey is currently building their Herdwick Fold development approved at appeal (14/00318/OUT); the former IMI Norgren Site immediately to the west of this also approved at appeal and subsequently resubmitted (16/01002/FUL); and land to the south of Campden Road part of which was granted planning permission (14/02607/OUT), and part of which was also approved on appeal (13/02571/OUT). The principle of development in this part of the settlement has therefore been clearly established as being appropriate for residential.

Land lying between the approved sites and the site is identified by Policy HSG5 of the Neighbourhood Development Plan (made on 15 October 2018) as a reserve housing site (shown pink on Figure 3) with the

potential to accommodate 25 to 30 dwellings. As a result of the NP identifying this as a reserve site the emerging Stratford-on-Avon District Site Allocations Plan (SAP) does not currently propose to identify any further reserve sites at Shipston-on-Stour. However, it should be noted that the site has only been promoted for development since the adoption of the NP and so was not considered for development during the preparation of the NP. As such the fact that neither the NP nor the emerging SAP identify the site for development should not be considered to be reflective of the development potential of the site.

The NP also includes a Prospective Permissive Path identified by Shipston-on-Stour Town Council which runs through the south western part of the site and links with the existing Public Right of Way that lies just beyond the north western boundary of the site. Taylor Wimpey would welcome discussions with the Council and Town Council as to how this aspiration can be facilitated through the development of the site.



Figure 2: Consented Sites to West of Shipston-on-Stour

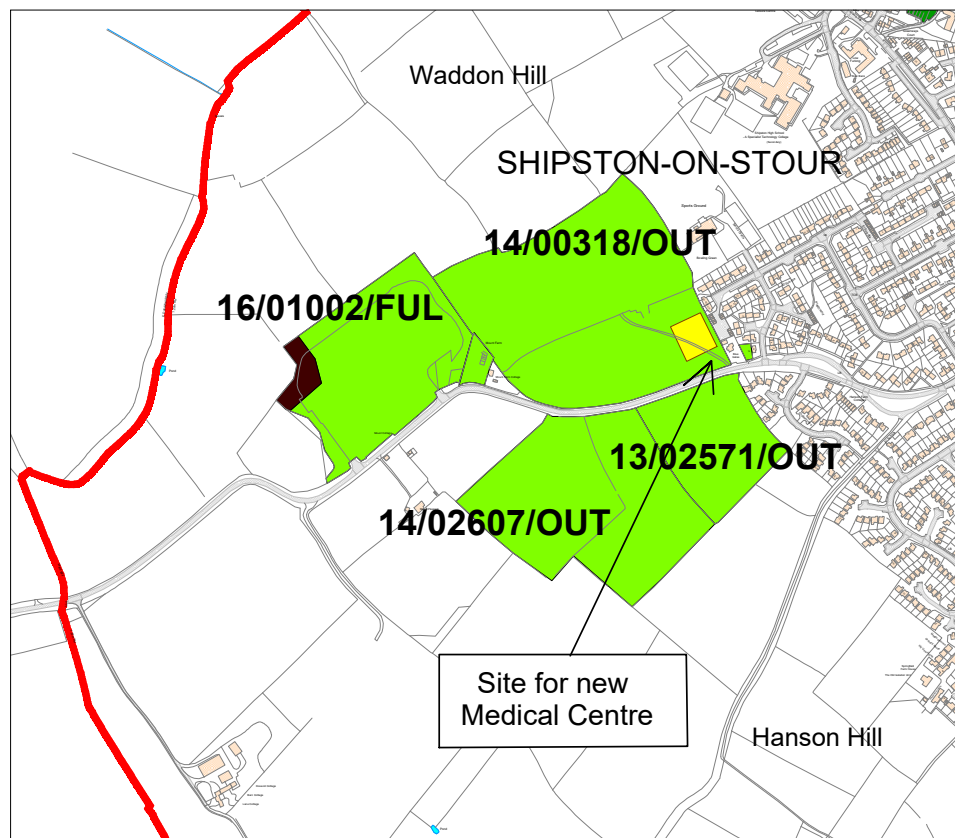
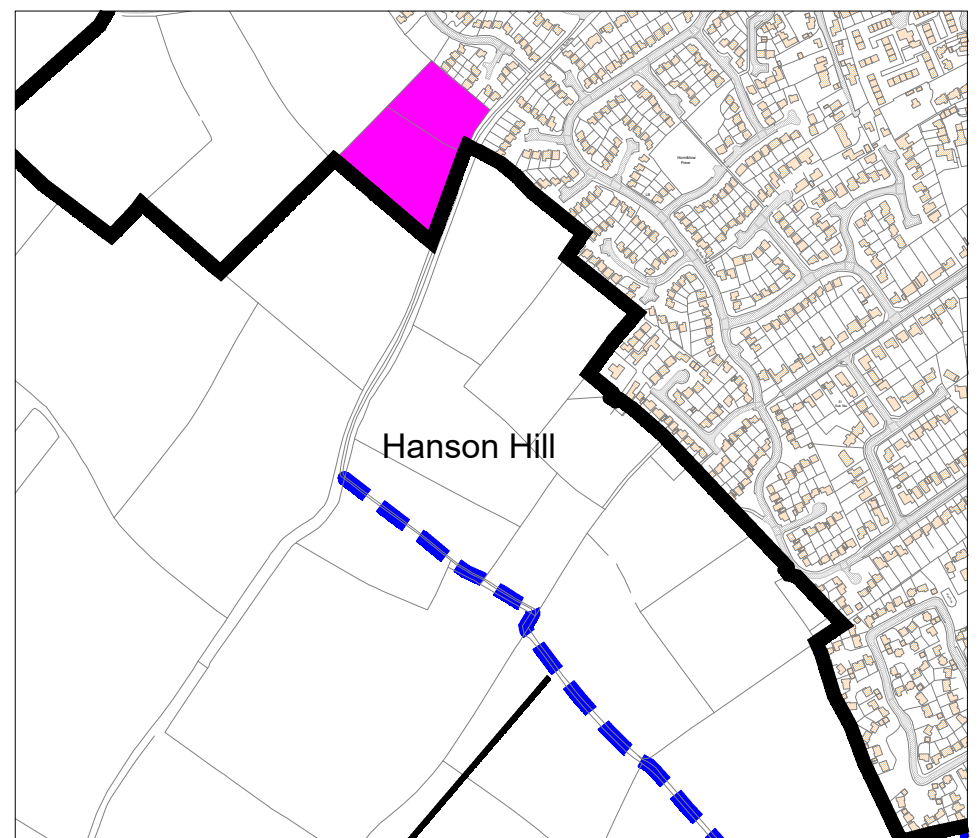


Figure 3: Identified Reserve Site and Prospective Permissive Path



South Warwickshire Local Plan

In January 2021 Stratford-on-Avon District Council commenced a review of its Core Strategy, working with Warwick District Council to prepare the South Warwickshire Local Plan (SWLP). The SWLP will set out the strategy and identify sites to meet future development needs in terms of housing, jobs, infrastructure and open spaces to 2050. It will do this in the context of addressing the important issues of climate change, wellbeing, connectivity, and biodiversity. It will also set out the planning policies that the two Councils will use to assess applications for development. It will replace certain key policies in the existing Stratford-on-Avon District Council Core Strategy and Warwick District Council Local Plan, but other policies in these documents will remain in force.

The Issues and Options (IO) Consultation Document, published in January 2023, proposes that the plan-making process consist of at least two separate parts:

- Part 1: Growth Strategy and Strategic Policies
- Part 2: Detailed Policies and specific site allocations, and (potentially) revised settlement boundaries

The IO document considers a wide range of issues relating to the overall scale of growth needed up to 2050 and how this might be distributed across the SW plan area.

Under Issue H1, as a minimum the housing need for South Warwickshire calculated using the current version of the standard methodology is a minimum of 1,239 new homes per year which equates to a figure in excess of 35,000 new homes by 2050 (assuming a base date of 2021). The IO document notes that there continue to be high levels of housing unaffordability across South Warwickshire (Issue H2). As such the Councils are considering how best to address this problem. It also notes that there may be a requirement to meet unmet housing need arising from other authorities such as Coventry, Birmingham or the Black Country. The development of the site would contribute towards meeting housing need and also provide affordable housing.

In this context, the IO document proposes a move away from the standard method as a basis for identifying local housing need and to inform the housing requirement for South Warwickshire. This ‘trend-based’ approach would result in a local need of 1,679 homes per annum. TW is broadly supportive of any policy measures that lead to an increase in the planning and delivery of new housing across the Plan area, which would provide further impetus to identify additional land in sustainable locations including Shipston-on-Stour.

In terms of distribution, the SWLP IO document also includes options for growth at existing settlements, including Shipston-on Stour. TW welcomes the intention to consider Shipston as a potential location for growth, in particular the broad location (ref. 2c) to the south-west of the settlement (see Figure 5). Given the consents for residential development granted in recent years, and the designation of land as a Reserve Housing Site in the NDP, the land in the south-west quadrant clearly has merit for accommodating the future growth needs of the Plan area, in preference to other parts of the settlement.

Furthermore, other evidence set out in SWLP Urban Capacity Study shows that there very limited options for

development within the existing urban area (see Figure 6). No urban sites were promoted through the call for sites consultation stage for the SWLP at Shipston. An existing car park site (Bridge Car Park, Mill Street) was considered but this would involve the loss of valuable parking for local shoppers and other users of the local facilities. It is evident that growth will need to be focused on the edge of Shipston that is suitably-located and accessible to the rest of the settlement. TW consider that Land off Hanson Avenue is an accessible location to accommodate future growth without harming the character and appearance of the settlement.

It is proposed that rather than charge separate Community Infrastructure Levies, as is currently the case, that both authorities will operate the same Community Infrastructure Levy charging regime to ensure that growth is accompanied by the necessary infrastructure across South Warwickshire, and that it is funded in a coordinated and consistent way. The SCSCD sets out 12 key sustainability themes that the SWLP will seek to address. The development of the site would contribute towards addressing these themes as appropriate.

Figure 4: Wheel of Sustainability

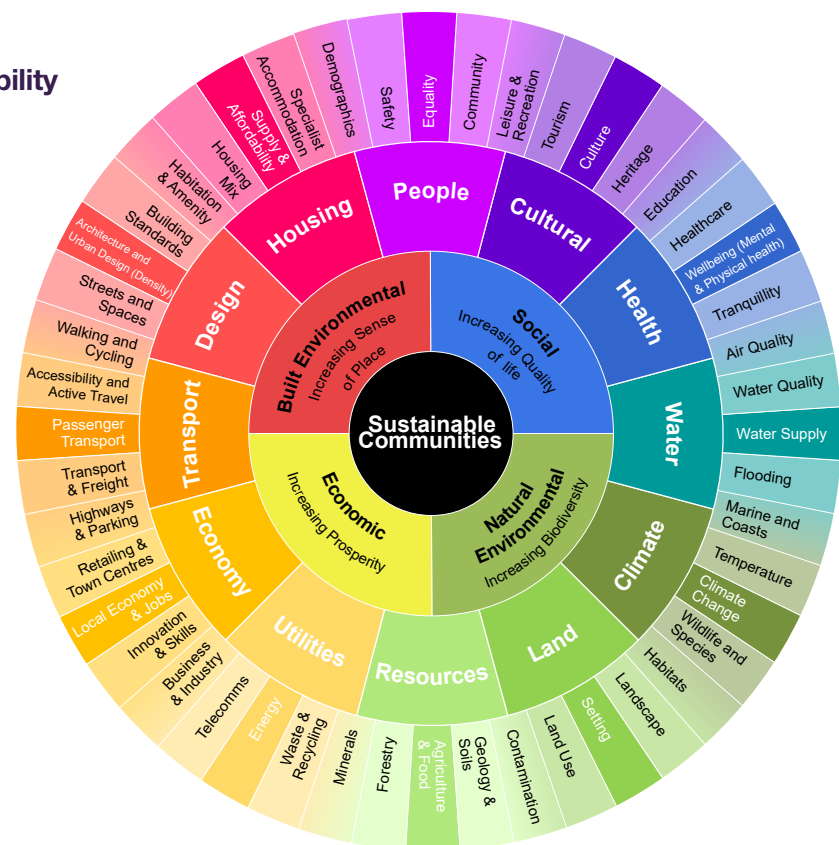


Figure 5: Connectivity Analysis for Shipston-on Stour

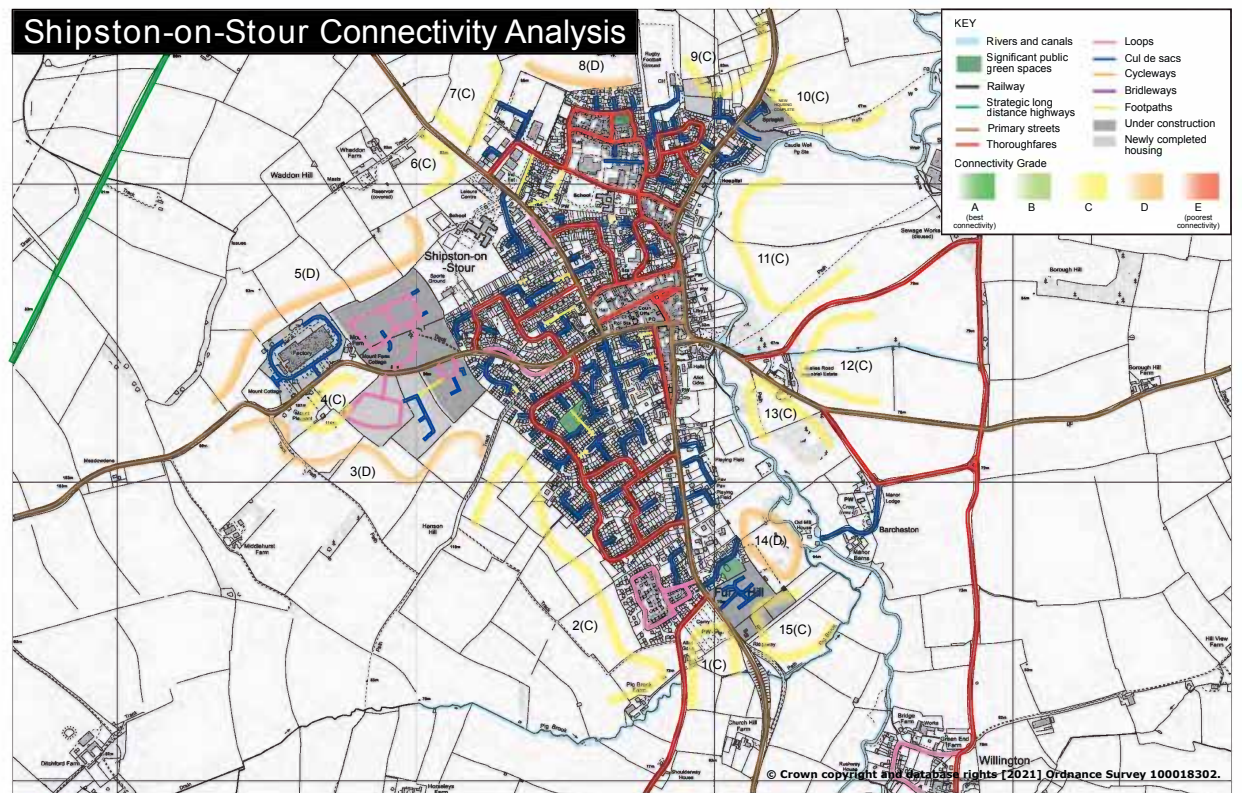
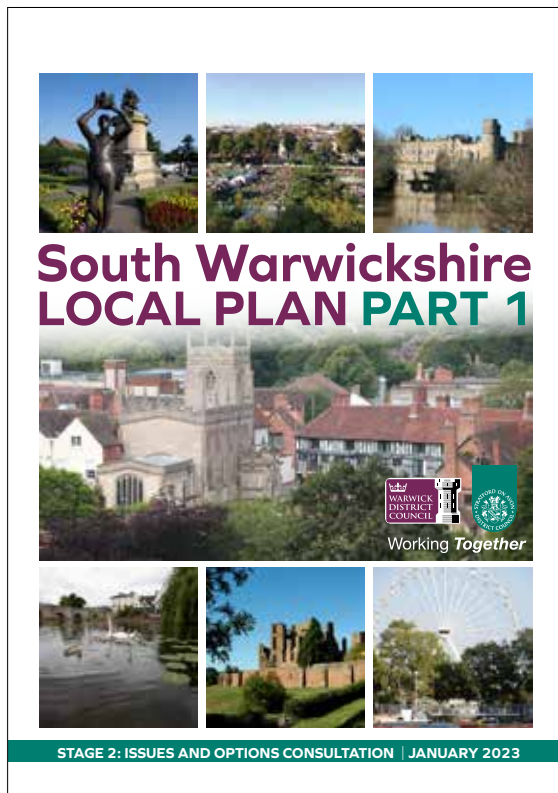
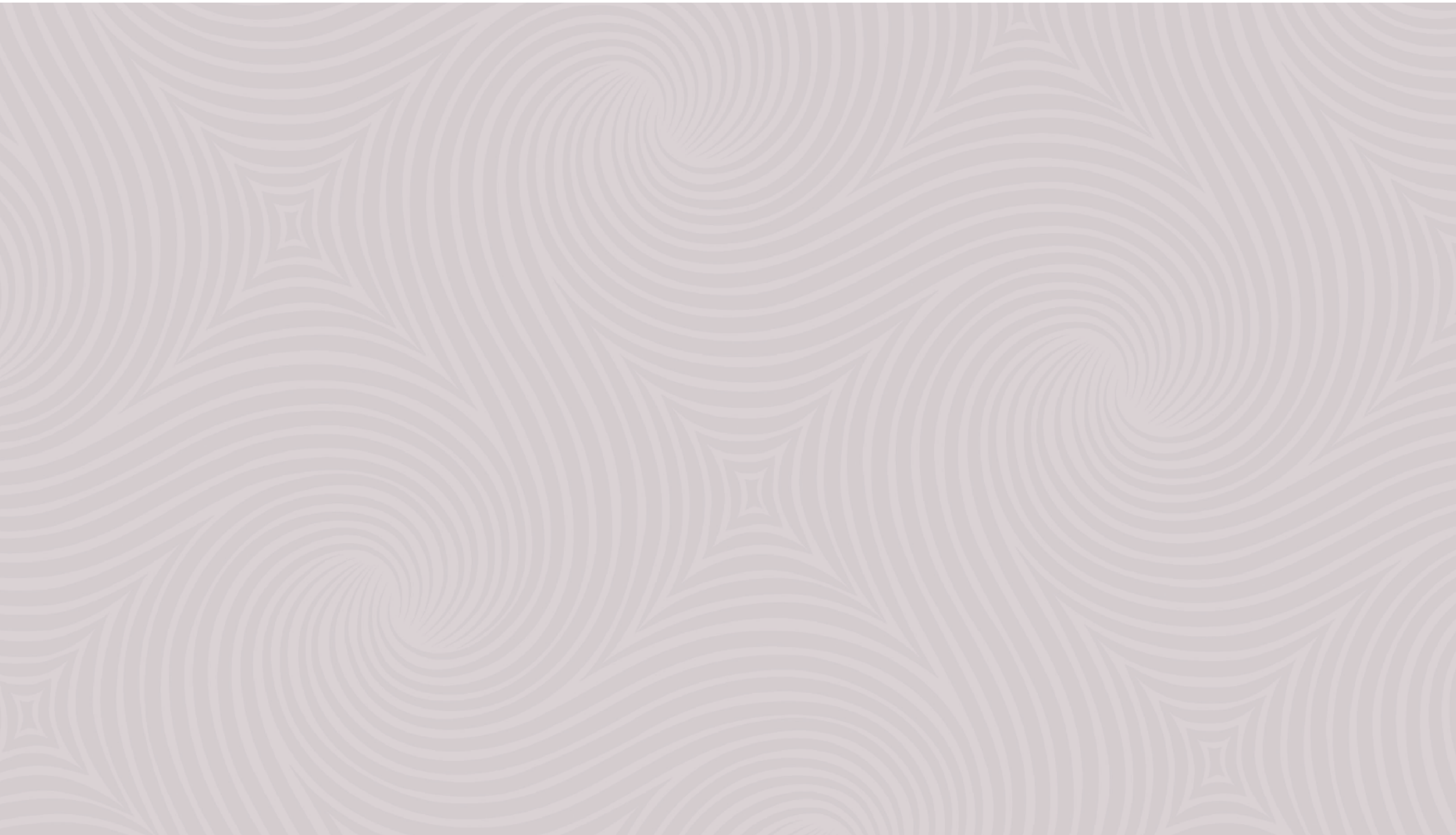


Figure 6: Extract from SWLP Urban Capacity Study showing Shipston-on-Stour





6.0 Site Context



6.0 Site Context

The Site is located less than 800 metres from the range of services and facilities located within the village centre of Shipston-on-Stour. The village is situated in the south of the District, approximately 9 miles southeast of Stratford-on-Avon.



Public transport

A bus service (number 51) operates throughout the week, and at weekends, providing a service from Shipston-on-Stour to Stratford and Moreton-on-Marsh. This service is operated by Pulham & Sons (Coaches) Ltd. The nearest bus stop to the site is located on Campden Road less than 500m from the northern edge of the site.

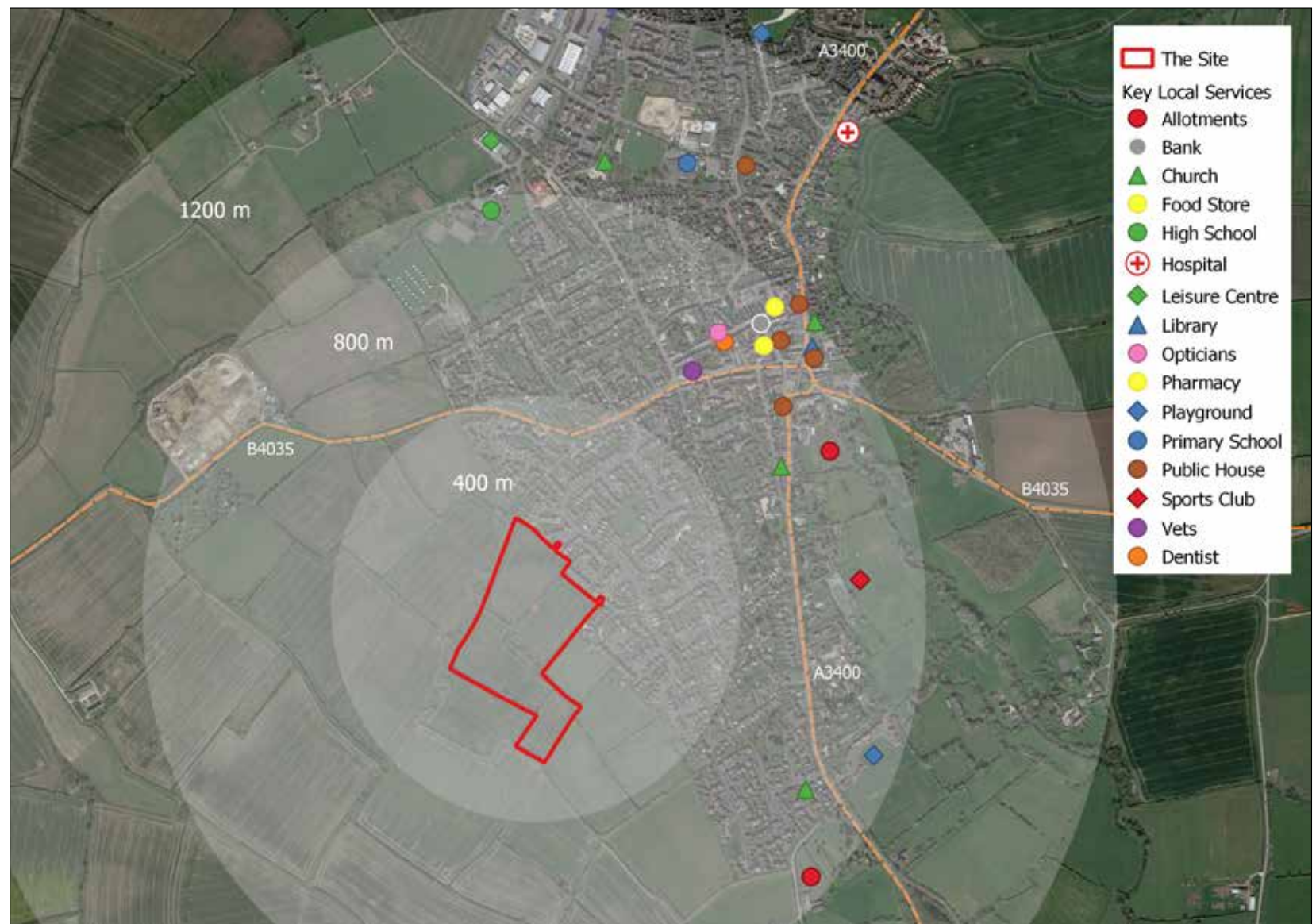
Walking and Cycling

A Public Right Of Way (SS124) runs adjacent to the north western boundary of the site which connects the site to Campden Road to the north east of the site providing a link to the services and facilities of Shipston-on-Stour, as well as linking via another Public Right Of Way (SS124a) again to Campden Road to the north west of the site.

Figure 7: Transport Network Plan



Figure 8: Local Facilities Plan



Highways

To the north of the site lies the B4035 Campden Road. The site is bordered to the west by agricultural land and to the east by an existing residential development accessed via the A3400 London Road.

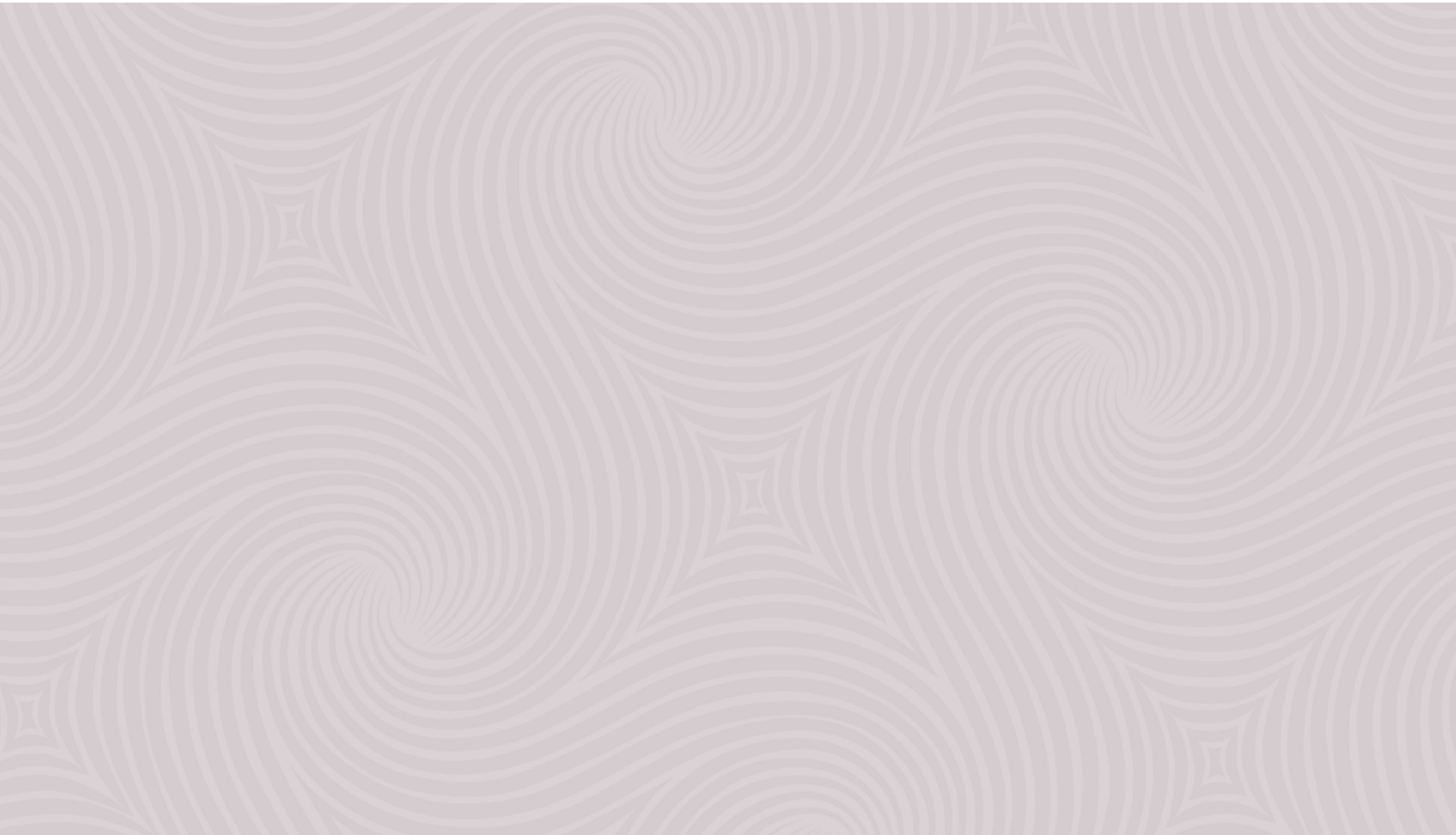
Banbury and junction 11 of the M40 are approximately 15 miles to the east of the site, via the B4035. Leamington Spa and junction 15 of the M40 are also approximately 15 miles north of the site via the A429. The site is connected to Birmingham to the north and London to the south the M40. Tewkesbury and junction 9 of the M5 are approximately 25 miles to the west of the site, with the M5 connecting the site to Bristol and the south west. Oxford also lies approximately 25 miles to the south east of the site along the A3400.

Local Amenities

The site is in a highly accessible and sustainable location, being within easy walking distance of the village facilities offered by Shipston-on-Stour. These include primary and secondary schools, a convenience food store, a leisure centre, a medical centre, a dentist, a sports club, a public house, a hospital, and various employment opportunities. The majority of main facilities and amenities within Shipston-on-Stour are located within a 800m walking distance of the site (a walk of 10 minutes).



7.0 Landscape



7.0 Landscape

The evidence base for landscape, of relevance to the Site, comprises the Landscape Sensitivity Assessment of Main Settlements including Areas of Restraint Assessment (White Consultants) - July 2011. In this document, the Site lies within Land Cover Parcel (LCP) Sh09, which extends in a broad swathe around the western edge of Shipston-on-Stour.

The landscape sensitivity to housing development is noted to be Medium. Of all the areas surrounding the settlement, this is the lowest sensitivity level shown. In relation to the sensitivity of the area to housing development, the document states that:

'The area forms a prominent rural backcloth to the settlement which is apparent from the Shakespeare Way along the Stour valley and forms a generally positive approach along the B4035.'

The sensitivity of the area lies primarily in its visual prominence as well as hedges and trees. Housing development no higher than two storeys could be accommodated discreetly below the break of slope [around 85mAOD] in only a few lower fields either side of the main PROW rising up the hill. New field boundaries with trees and public access would be needed as advance planting where fields are subdivided to provide adequate screening. Housing

in the fields adjacent to the B4025 and to the south would be too prominent and would adversely affect the setting of, and approaches to, the settlement as a whole.

The document notes that the area is prominent and that:

'the zone forms the western backcloth and skyline to the settlement - Hanson Hill'

The document notes that visibility of the area is high and states:

'prominent slopes visible from Shakespeare's Way and wider landscape to the east as well as main road approaches to settlement'

In terms of tranquillity, the document notes:

'visibility of housing to one side plus presence of road reduce tranquillity'

With regard to the settlement edge, the document notes:

'the housing estate edge is not very well mitigated by vegetation although it is set into the hillside to an extent'

With relation to the potential for mitigation if the area is suitable for development, the document seeks:

'increase tree cover in hedgerows overall to screen and filter views; create new field boundaries with trees and access to form a strong vegetated settlement edge'

It is notable that development under construction alongside the B4035 Campden Road to the north-west does not accord with the particular concern expressed in the Landscape Sensitivity Assessment in relation to development in that area. It extends up the eastern slope of Mount Pleasant towards the summit, albeit an

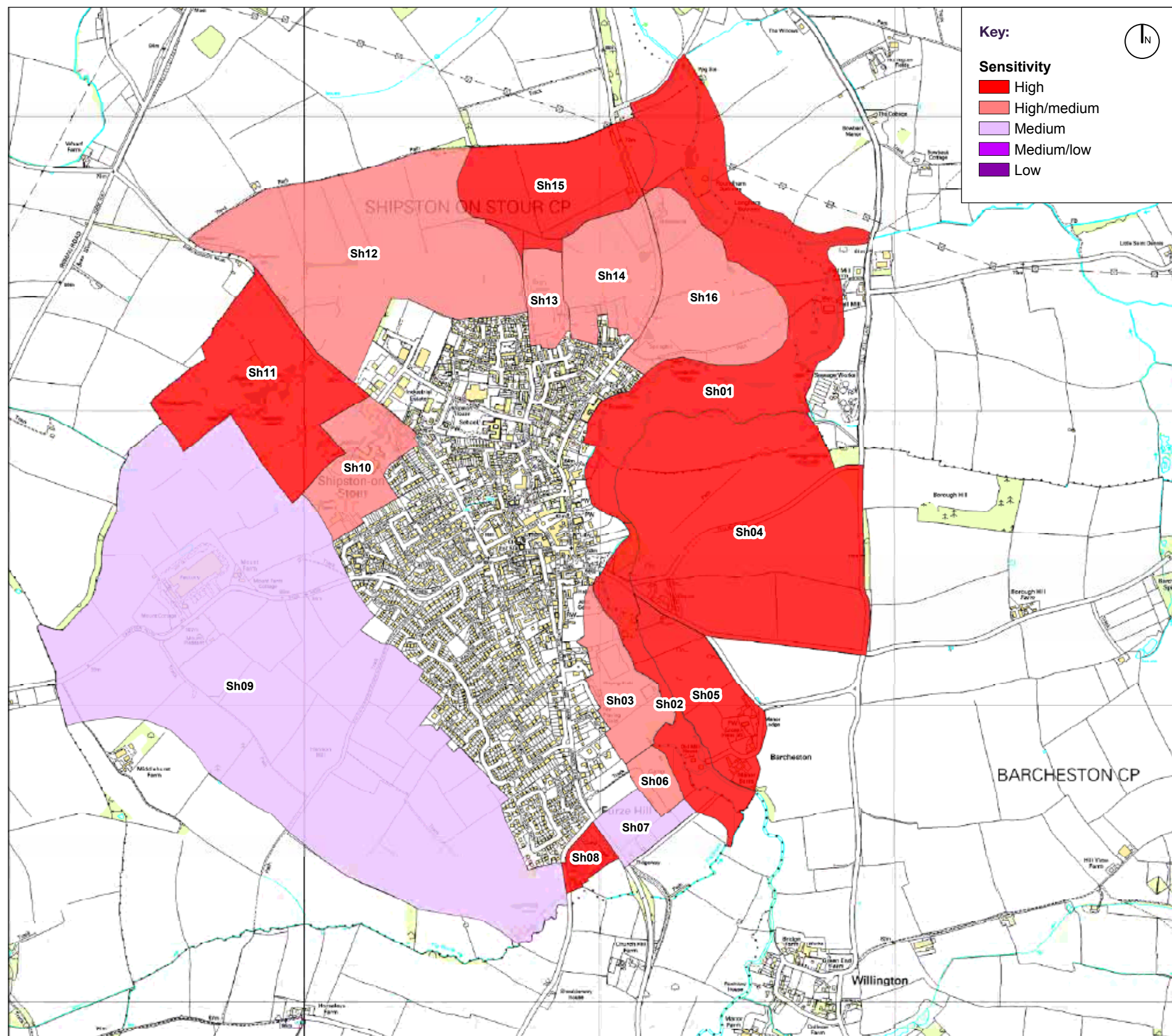
area of open space is provided at the western edge of development to maintain the legibility of the landform. As a result of this development, it is evidence that it is the summits and upper slopes of the ridgeline forming the western flank of the Stour valley which have become the landscape backdrop to the settlement, including views from the east, rather than the shallower local slopes. The settlement pattern is also more clearly spreading up the topography on the basis of following movement corridors.

There is potential for residential development, within the Site, which includes the fields adjoining the Bridleway noted in the Landscape Sensitivity Assessment as being the appropriate location to accommodate 2-storey residential development.

By development extending no further than the break in the slope which, in the vicinity of the Site, lies at around the 90m-95m AOD contours, the legibility of the upper slopes of Hanson Hill will be preserved, notably in views from the eastern valley flank and the identified higher sensitivity of the landscape setting formed by Hanson Hill and land further to the south.

There is potential for locally-characteristic clumps of structural vegetation to help anchor and integrate such development within the existing stepped settlement pattern, as well as new hedgerow field boundaries to provide a vegetated settlement edge. This would also enhance the perception of vegetated containment of the settlement. There is the potential for enhanced public access to open space on the upper slopes, providing views out over the settlement and valley and a naturalistic environment for informal recreation, including wildflower grassland.

Figure 9: Landscape Sensitivity to Housing Development





8.0 Access



8.0 Access

Two access arrangements are proposed comprising simple priority narrowings at each of the existing estate road approaches to the site, off Hanson Avenue and The Hobbins.

Each of the accesses are proposed within the confines of what is currently either Taylor Wimpey owned land or adopted highway.

The priority narrowings will have dual benefit in slowing down traffic on each of the approaches to the site and also maintaining adequate pedestrian provision.

Each access can be designed as a 3.5m single lane narrowing with advance signage, which will give priority to traffic entering the development whilst at the same time helping to reduce approach speeds through Hanson Way and The Hobbins.



North South Aerial View



Figure 10: Proposed Site Access Arrangements



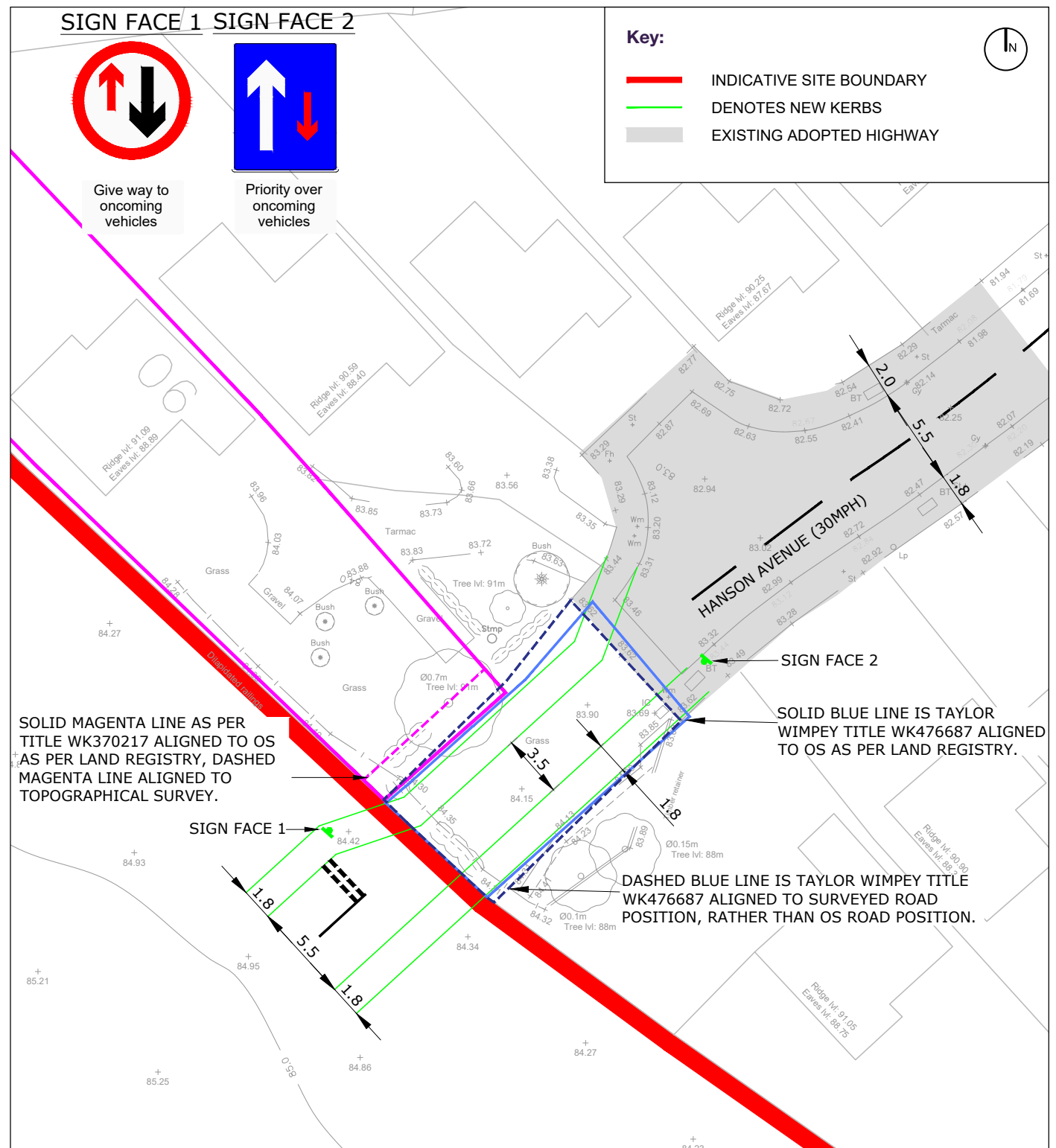
Taylor Wimpey Title Plan WK476687



Taylor Wimpey Owned Land

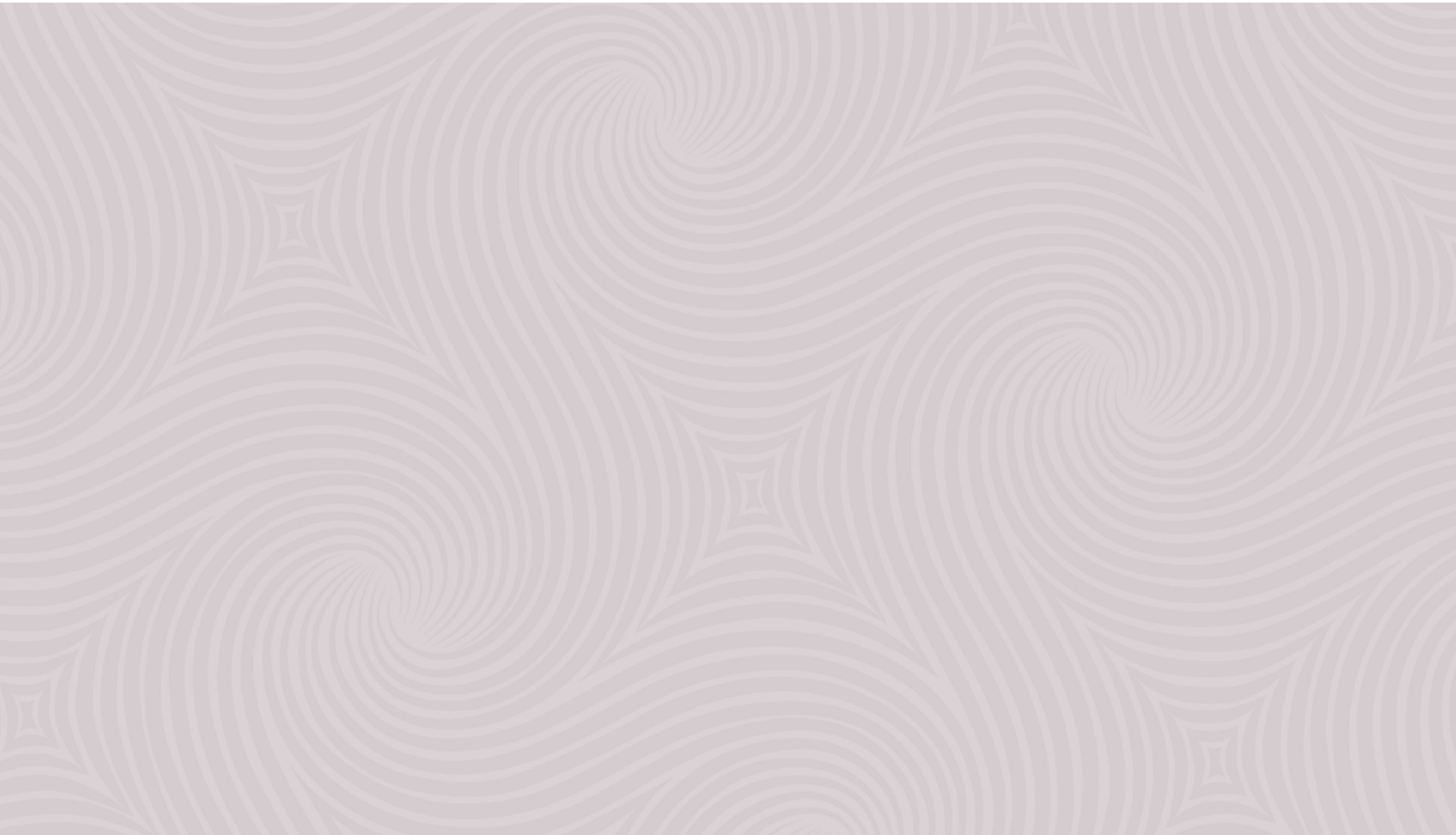


Adopted Highway Plan





9.0 Ecology



9.0 Ecology

The site is not subject to any statutory designations. The nearest designated sites are:

- **Midsummer Meadow SSSI located approximately 1.6 km north west of the site;**
- **Drybank Meadow Cherrington SSSI located approximately 3.9km south east of the site; and**
- **Stretton-on-Fosse Pit SSSI located approximately 3.8km south west of the site.**

While the site falls within a SSSI impact risk zone associated with the Midsummer Meadow SSSI, residential development is not identified as being a form of development for which the Local Planning Authority is advised to consult with Natural England. This indicates that that residential development of the site is not expected to have an adverse impact upon the SSSI.



Key:

- Areas of Outstanding Natural Beauty (England)
- ▣ Limestone Pavement Orders (England)
- ▤ Local Nature Reserves (England)
- Moorland Line (England)
- ▣ National Nature Reserves (England)
- ▤ Ramsar Sites (England)
- ▤ Proposed Ramsar Sites (England)

Sites of Special Scientific Interest Units (England)

- ▣ Favourable Condition
- ▣ Unfavourable Recovering
- ▣ Unfavourable no change
- ▣ Unfavourable Declining
- ▣ Part Destroyed
- ▣ Destroyed
- ▣ Not Assessed
- ▣ Sites of Special Scientific Interest (England)
- ▣ Special Areas of Conservation (England)
- ▣ Possible Special Areas of Conservation (England)
- ▣ Special Protection Areas (England)
- ▣ Potential Special Protection Areas (England)

World Heritage Sites (England)

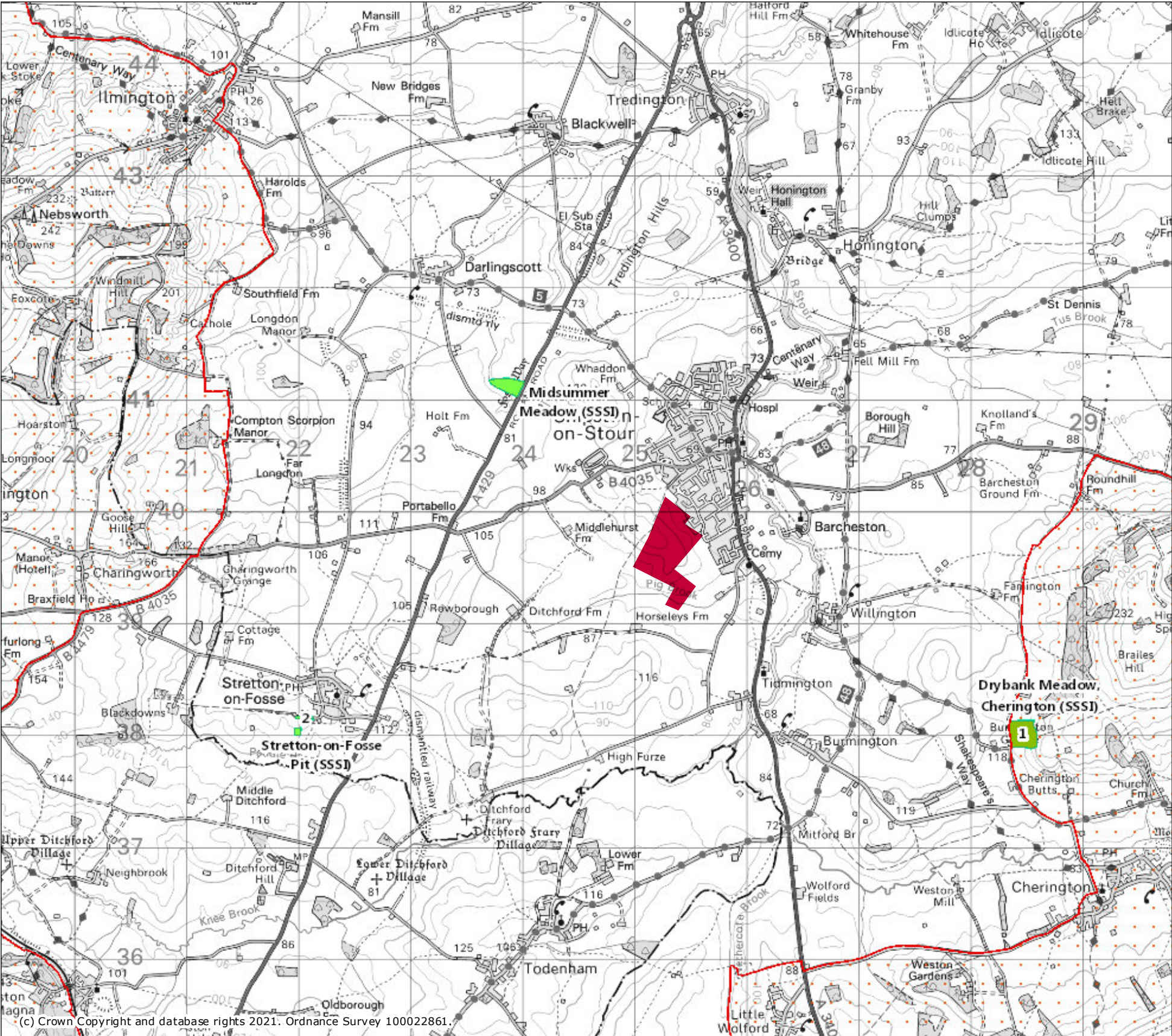
- ▣ Buffer Zone
- ▣ World Heritage Site
- ▣ National Forest (England)
- ▣ Drinking Water Protected Areas (Surface Water) (England)
- ▣ Drinking Water Safeguard Zones (Surface Water) (England)
- ▣ Drinking Water Safeguard Zones (Groundwater) (England)

Source Protection Zones merged (England)

- ▣ Zone I - Inner Protection Zone
- ▣ Zone I - Subsurface Activity
- ▣ Zone II - Outer Protection Zone
- ▣ Zone II - Subsurface Activity
- ▣ Zone III - Total Catchment
- ▣ Zone III - Subsurface Activity
- ▣ Zone of Special Interest



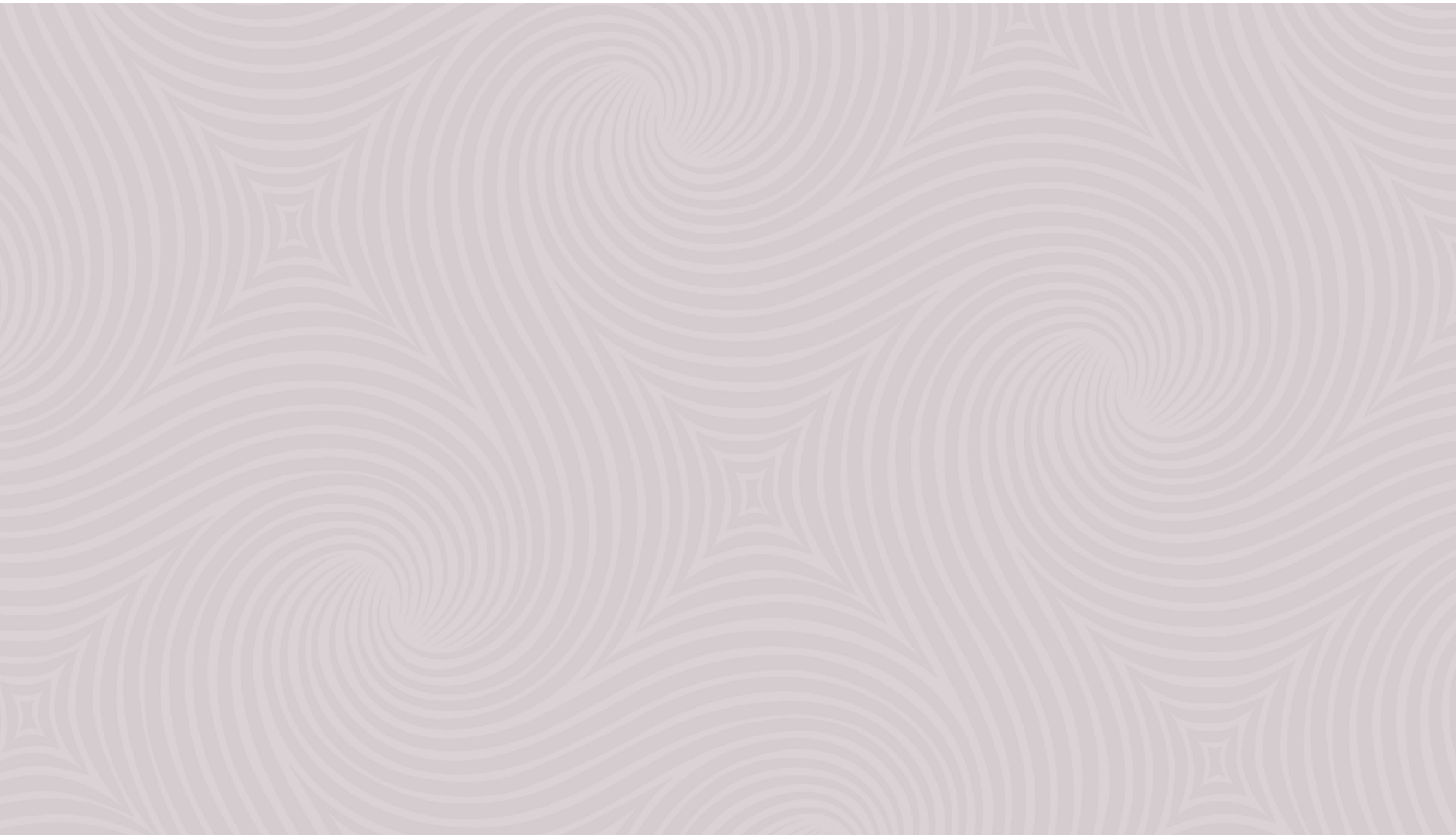
Figure 11: Nearby Designated Sites





10

10.0 Heritage



10.0 Heritage

There are designated heritage assets present in proximity to the study site consisting of the Shipston-on-Stour Conservation Area and Listed Buildings. The potential development impact to these heritage assets has been assessed and it is considered that there will be no impacts to the setting or significance of these designated heritage assets.

In terms of other relevant designated heritage assets, no World Heritage Sites, Scheduled Monuments, Registered Park and Gardens, Historic Battlefields, or Historic Wreck Sites, lie within the immediate proximity of the site. The site is not located in an area of designated archaeological priority.

Two non-designated heritage assets are recorded as being located within the study site, consisting of ploughed out ridge and furrow (MWA6453) and a 20th century agricultural building (MWA30137), which are considered to be of negligible archaeological interest. The site is considered likely to have a low potential for below-ground remains associated with all periods. Agricultural activity from the Medieval period onwards is considered likely to have had a moderate, but widespread, negative impact on below-ground archaeological deposits.

The SWLP IO consultation is supported by a Heritage Sensitivity Assessment (HSA) intended to inform Strategic Site Allocations for the two districts, designed to assess the sensitivity to new development on the existing heritage and landscape character within a number of settlements within South Warwickshire, including Shipston-on-Stour.


The Land off Hanson Avenue is located within sub-area 'Southwest and west'. The HSA notes that modern development characterises the southwest and west of the settlement which encloses the historic core and its designated assets; there is a Listed Building on the southern boundary (but this is not located close to the site). Consequently, the HSA concludes there may be scope for development in this area, subject to appropriate mitigation measures being put in place with regard to the Listed Building.

Figure 12 summarises the findings for Shipston-on-Stour. The findings from the HSA do not indicate that heritage considerations would preclude development on the site. This is consistent with the initial assessment set out in this vision document.




Key:

 Site Boundary

 1km search radius

Designated Heritage Assets:

 Listed Buildings

 Shipston-on-Stour Conservation Area

Non-designated Heritage Assets:

HER Records Points

 Monuments

 Buildings

 Findspots

 PAS Monuments

HER Records Line

 Monuments

HER Records Polygons

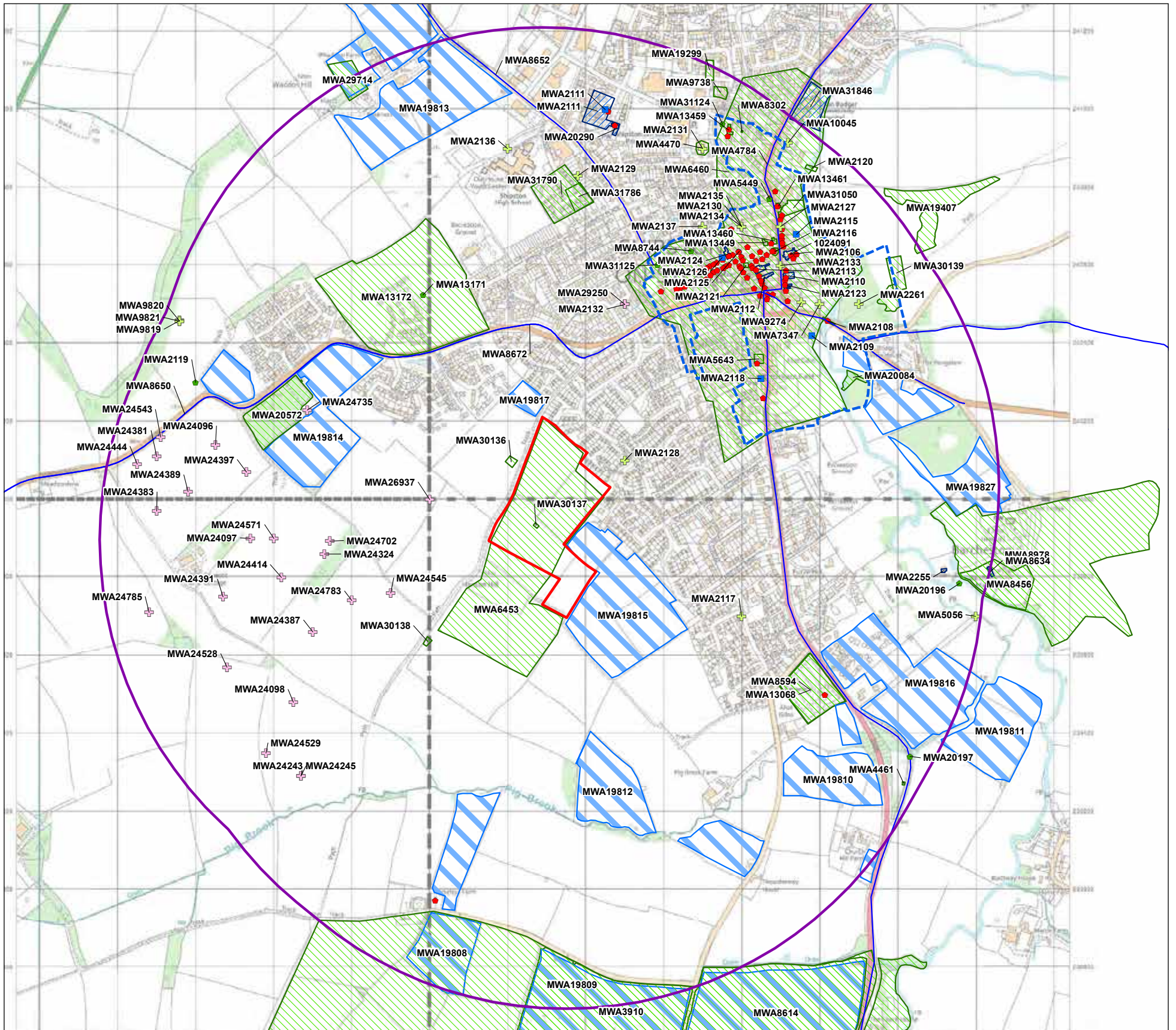
 Monuments

 Buildings

 Land



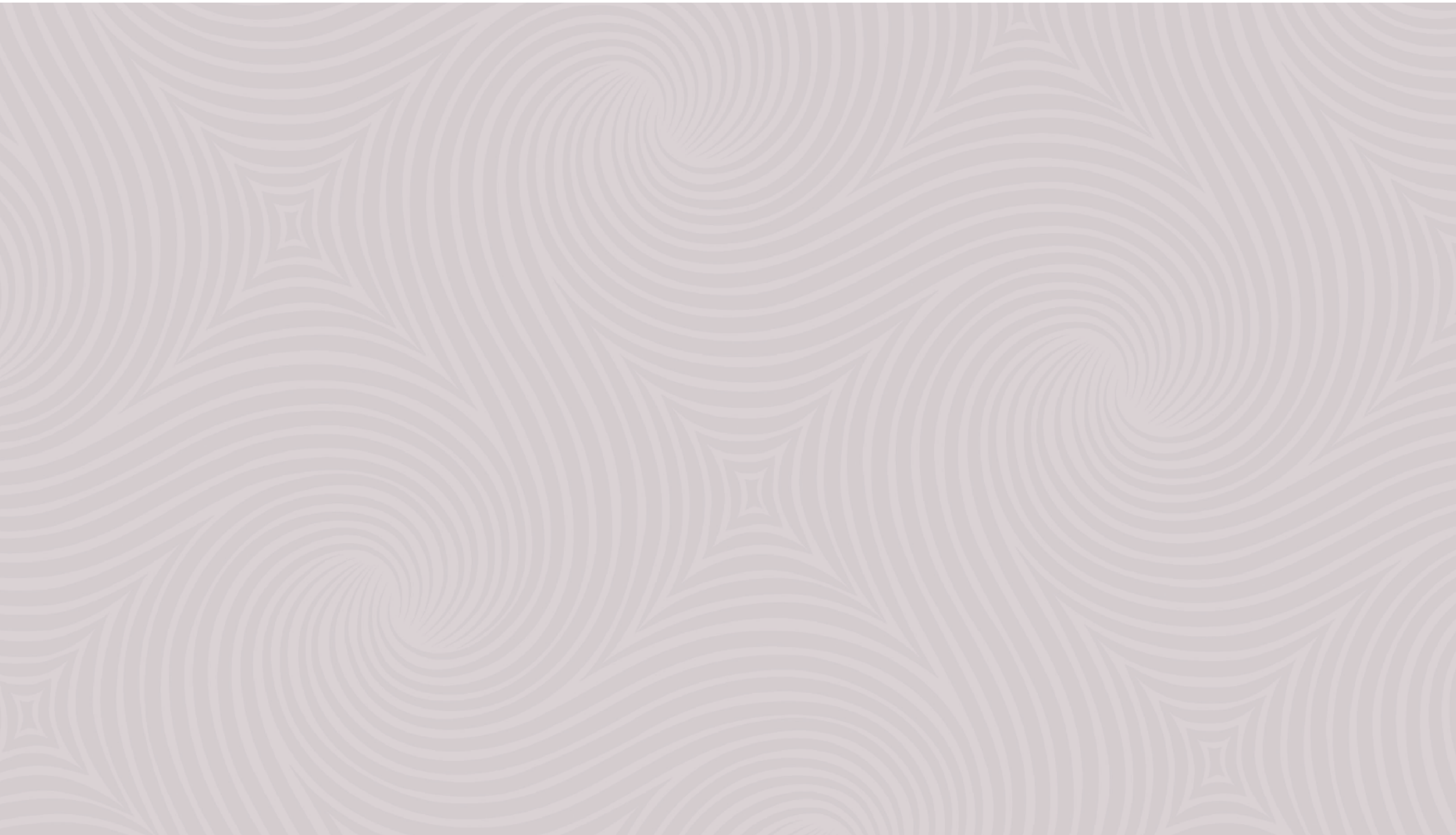
Figure 12: Designated and Non-Designated Heritage Sites





11.0

Flooding and Drainage



11.0 Flooding and Drainage

The site is located in flood zone 1 as so is at a low risk of flooding.

Figure 13: Flood Map for Planning

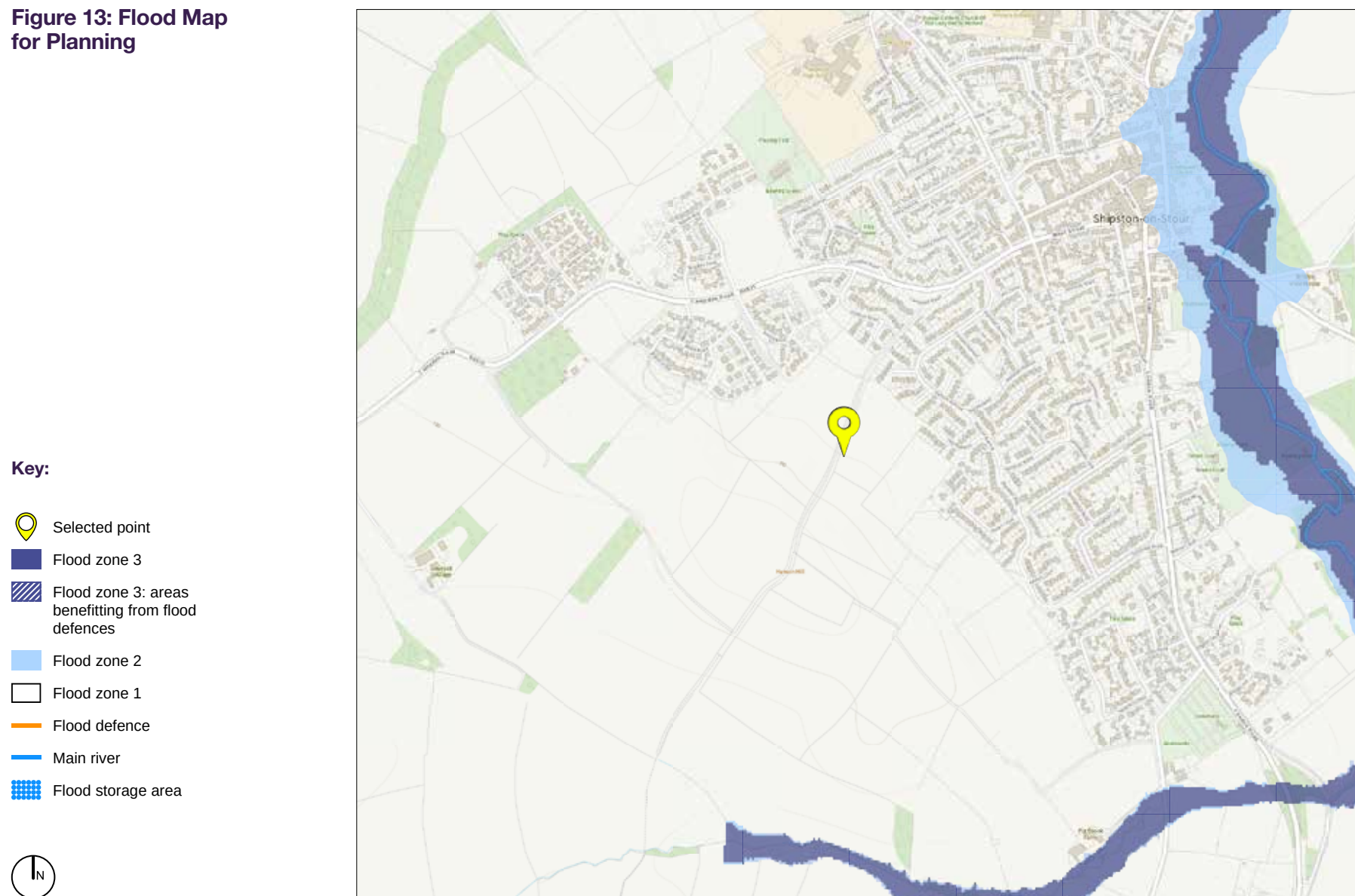




Figure 14: Risk of Flooding From Surface Water



Key:

- Low Risk
- Medium Risk
- High Risk



The site is also located in an area of very low risk to surface water flooding with an annual chance of flooding of less than 0.1%

The surface water run-off will be managed by a combination of oversized below ground pipes, swales and attenuation ponds. Attenuation up to the 1 in 100 year + 40% climate change event will be provided on the site within two attenuation ponds located in the lowest parts of the site, swales and permeable paving. These SUDS/water features will provide multi-functional benefits by providing storage, water quality benefits, biodiversity and amenity. This will add to the overall aesthetic appeal and ensure biodiversity and ecological requirements are met



12

12.0

Emerging Proposals



12.0 Emerging Proposals

The net development area of the proposal is about 3.4ha (8.4 acres).

Topography and local landscape considerations have guided the initial design concept. This is with particular reference to the extent and nature of the existing north-south slope, which would provide a natural limit to the possible extent of built development on the Site. Other considerations taken into account include options for the provision of suitable access for vehicles, as well as possible locations for appropriate sustainable drainage measures. Figure 15 illustrates how the local topography has guided the principles for development of the Site, clearly indicating how far southwards the built from could extend. This would broadly align with the existing field boundaries, providing a strong defensible edge to the settlement.

Key:

-  Site Boundary
-  Proposed Primary Access
-  Proposed Secondary Access
-  Key Gateway Frontages
-  Nodal Points
-  New Structural Landscape to Anchor Proposals and Strengthen the Vegetated Settlement Edge
-  Existing Landscape Retained, Maintaining Vegetated Edge to the Settlement and Proposals
-  Area Unsuitable for Development (Steep Slope circa 1:8)
-  Area Suitable for Development (Moderate Slope circa 1:12-1:20)
-  Key Views
-  Sustainable Drainage Attenuation Ponds Located at Site Low Points
-  Existing Area of Development
-  Land South of Oldbutt Road - Stratford-on-Avon Site Allocations Plan
-  Contours



Figure 15: Development Principles Plan



Figure 16: Design and Landscape Framework



Key:

| | |
|---|--|
|  | Site Boundary |
|  | Land South of Oldbutt Road - Stratford-on-Avon Site Allocations Plan |
|  | Proposed Primary Access |
|  | Proposed Secondary Access |
|  | Proposed Development Area |
|  | Proposed Infrastructure |
|  | Proposed Public Open Space |
|  | Proposed Play Area |
|  | Existing Trees and Hedgerows |
|  | Proposed Trees and Hedgerows |
|  | Proposed Attenuation |

On this basis, the developable area comprising two field parcels contiguous with the settlement boundary would form approximately 50% (or c. 3.4 hectares) of the overall site area. As a result, the steeper area of land to the south west of the site offers the opportunity to enhance the provision of available public open space for new and existing residents of Shipston-on-Stour. Figure 16 illustrates the balance that could be achieved in terms of built and non-built development on the Site.

Taking into account the location of the site and the character and density of the adjacent residential areas, an average density of 34 dwellings per hectare has been applied providing a total of 115 predominantly 2 storey dwellings. Some 2.5 storey dwellings can be used in key locations to improve legibility and add character.

The proposed density allows for the creation of a sustainable and balanced residential development, comprising a mix of housing types, sizes and tenures and ensures the efficient use of land. This will provide choice and takes into account the existing residential context.

Existing trees and hedgerows are proposed to be retained across the site and SUDS will be incorporated into the design. Access to the development is proposed from Hanson Avenue and the Hobbins.

A sustainable development can be achieved on the Site based on a sensitively designed, landscape-led proposal that delivers an appropriate balance between residential development and additional open space provision that genuinely seeks to address aspects of the local character and topography.





13

13.0

Site Delivery



13.0 Site Delivery



Paragraph 67 of the NPPF advises that Local Planning Authorities should have a clear understanding of housing needs in their area and that they should establish realistic assumptions about the availability, suitability and likely economic viability of housing sites. In relation to the site, these three components are addressed opposite.

Availability

For the purposes of demonstrating the availability of a site, the Council must be confident that there are no legal ownership problems and that it is controlled by a housing developer that has expressed an intention to develop, or the landowner has expressed an intention to sell. Where problems are identified, an assessment will need to be made as to how and when they can be realistically overcome. As the site is within the control of Taylor Wimpey, a market leading housebuilder, it is clear that the site is available for development.





Suitability

NPPG advice on assessing the availability of housing land provides clarity on demonstrating suitability with respect to policy restrictions, physical problems or limitations, potential impacts and environmental conditions. In respect of policy restrictions, the site is located adjacent to the proposed built-up area boundary for Shipston-on-Stour.

However, it is clear that sites outside of existing settlement boundaries will need to be identified for development to meet the housing requirements of the District, as was the case for the previous plan. Development of the area would bring opportunities for improvements such as improving the habitat and wildlife value of the site, linking areas of vegetation, creating green corridors, connecting existing movement routes and providing much needed housing and providing areas of public open space.



Likely Economic Viability

The site is not affected by any known significant constraints that might affect its viability, such as ground stability or significant contamination. Based on Taylor Wimpey's significant experience of delivering similar sites within both Stratford-on-Avon District and the wider West Midlands it is therefore considered that the development of the site is economically viable.



Achievability

To be considered achievable the Council can be confident that there is reasonable prospect that housing will be delivered. The site does not present any barriers to development as proposed, nor are any issues expected that will delay the overall implementation of development on the site. It is therefore achievable.

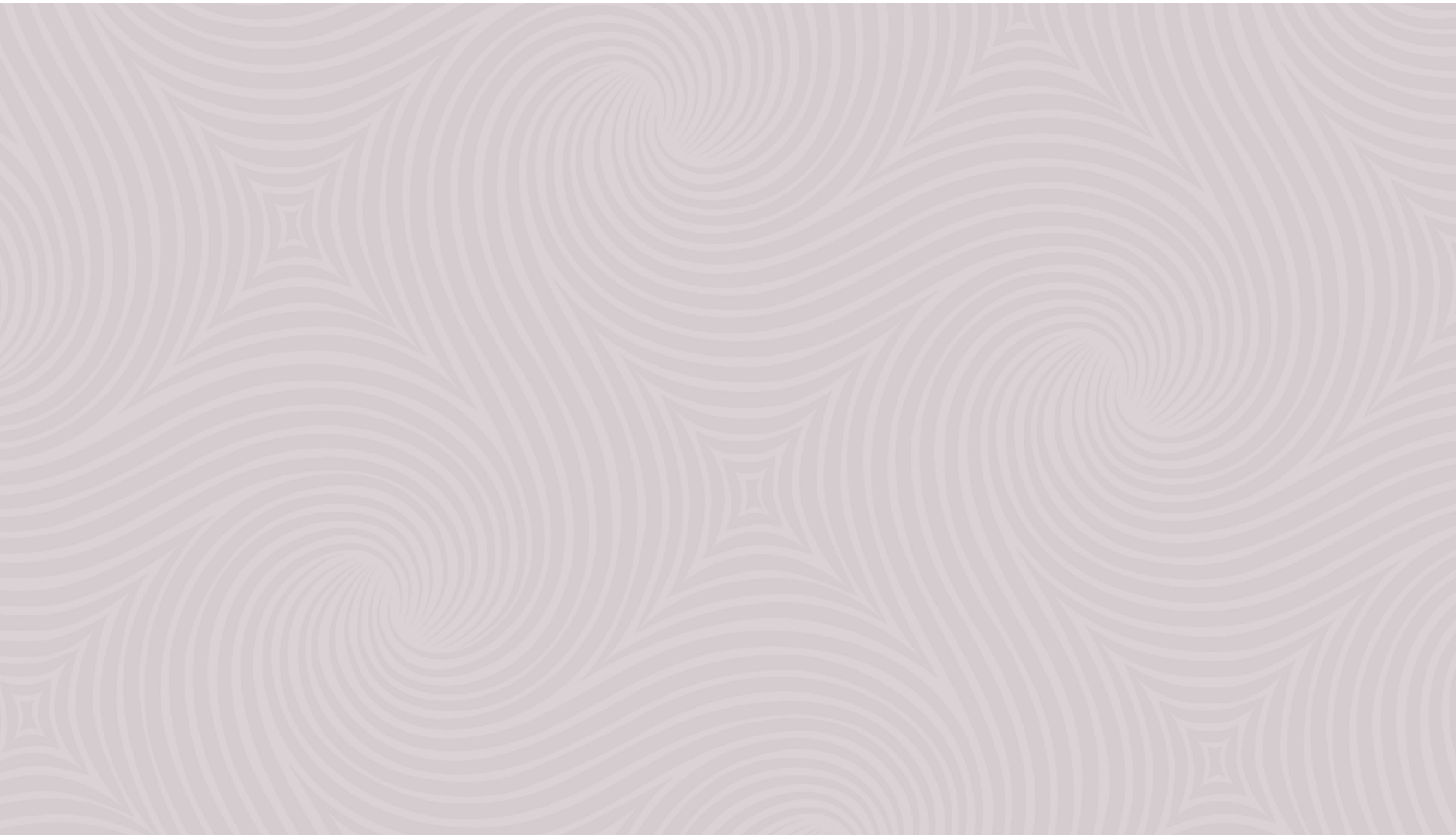




14

14.0

About Us



12.0 About Us

Taylor Wimpey is one of the leading national housebuilders operating across the UK and is responsible for building and selling over 13,000 houses in 2022 alone. Taylor Wimpey has extensive experience across the Midlands, with a strong track record of delivering high quality, sustainable developments across the region.

Taylor Wimpey is a dedicated FTSE 100 developer and homebuilder with over 125 years of experience and an unparalleled record in our industry. We aim to be the homebuilder and developer of choice for our customers, employees, partners, shareholders and the communities in which we operate.

We have expertise in strategic land, land acquisition, home and community design, urban regeneration and supporting infrastructure which focus on the customer's quality of life and adds value to their homes and community. We draw upon our expertise as an established house builder to innovate and adapt to changing customer requirements, to provide homes of the highest quality, meeting and exceeding the expectations of the purchaser, whilst setting new high standards of customer care in the industry.

The HBF 5 star award is awarded to housebuilders that achieve at least 90% by customers who would recommend their developer 8 weeks after they have legally completed on the purchase of their new home. At Taylor Wimpey we are always looking at how we can improve the service that we provide to our customer, we send a HBF customer satisfaction survey to all of our customers and request feedback on our performance and customer service at 8 weeks and 9 months.

We then use this information to look for trends in feedback and then work with the wider business unit to deliver an improvement plan. Our Year To Date performance for these metrics (95.5% for 8 weeks and 86.6% for 9 months) see us rated as a 5 star build by the NHBC.

Our 24 regional businesses across the UK give our operations significant scale and a truly national coverage, combining the strengths of a national developer with the focus of a smaller local business. We operate under a framework of local and national knowledge, supported by the financial strength and highest standards of corporate governance of a major PLC. We have a strong business culture of doing the right thing which underpins our purpose and strategy.

We deliver homes and communities across all market segments tailored to local needs. We provide high quality places to live with appropriate facilities and infrastructure, an attractive environment and sense of place. Each of our regional businesses develop sites of varied scale and character and build a range of homes, from one-bedroom apartments and starter homes to large, detached family homes. We are committed to creating places, delivering homes for the open market alongside supporting infrastructure and providing affordable housing, in partnership with local authorities, Registered Providers and a variety of Government bodies, such as Homes England.

We seek to add social, economic and environmental value to wider communities. Our experience and heritage in collaboration and engagement with all stakeholders ensures we deliver to local requirements with a sustainable mix of housing types and tenures. Public and stakeholder engagement underpin our approach.

With unrivalled experience of building homes and communities, Taylor Wimpey is at the forefront of the industry in placemaking, design, build quality, health and safety, customer service and satisfaction. This is underpinned by our financial strength and funding capability.





Land off Hanson Avenue, Shipston -on-Stour

Vision Document

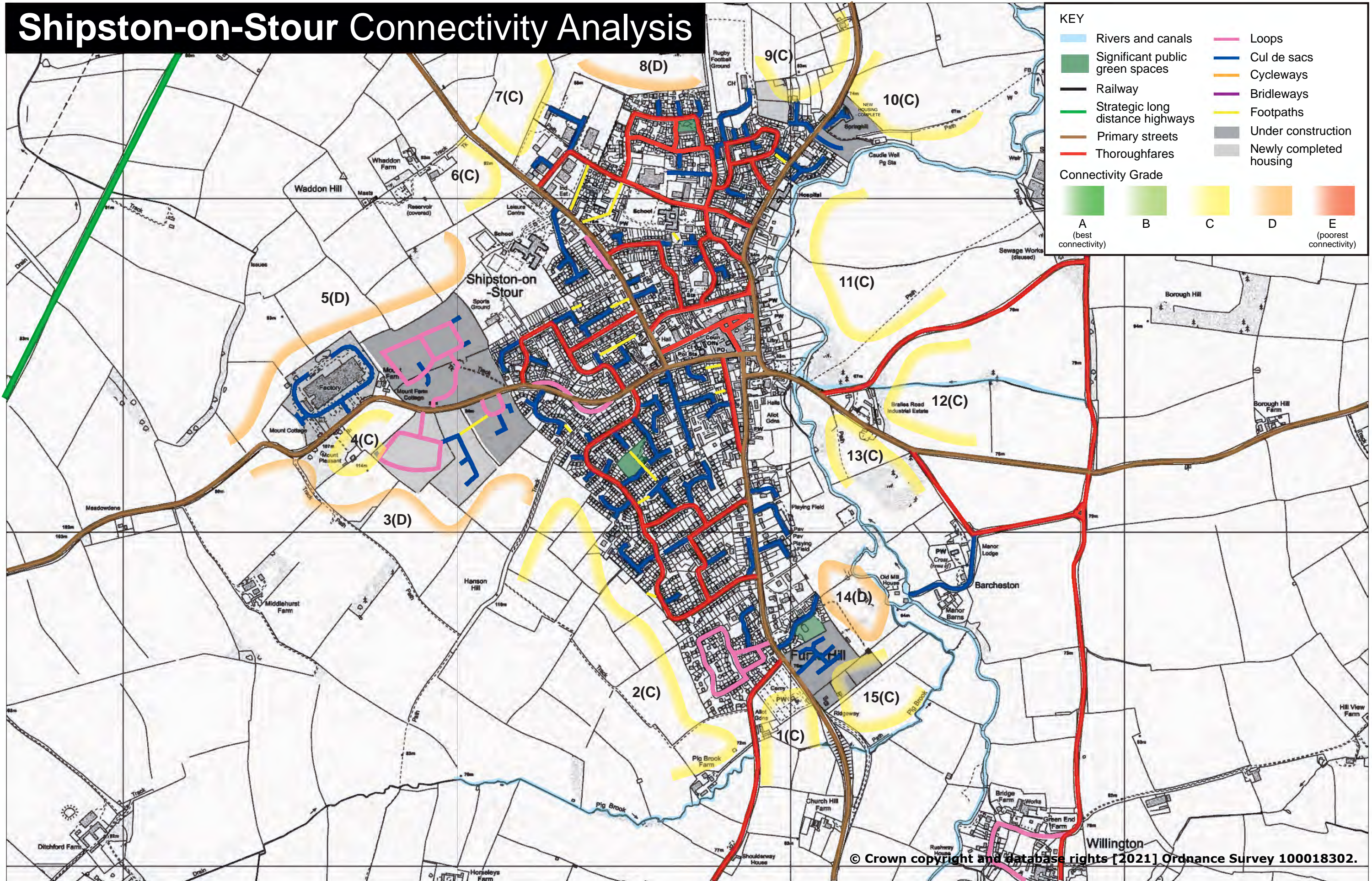
March 2023

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Appendix B

Shipston-on-Stour

Shipston-on-Stour Connectivity Analysis



Shipston-on-Stour

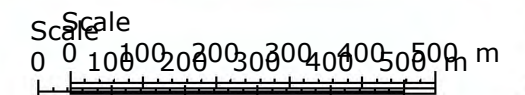
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Tel: 01926 410410

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Drawn By: MB

Date: 02/12/2021



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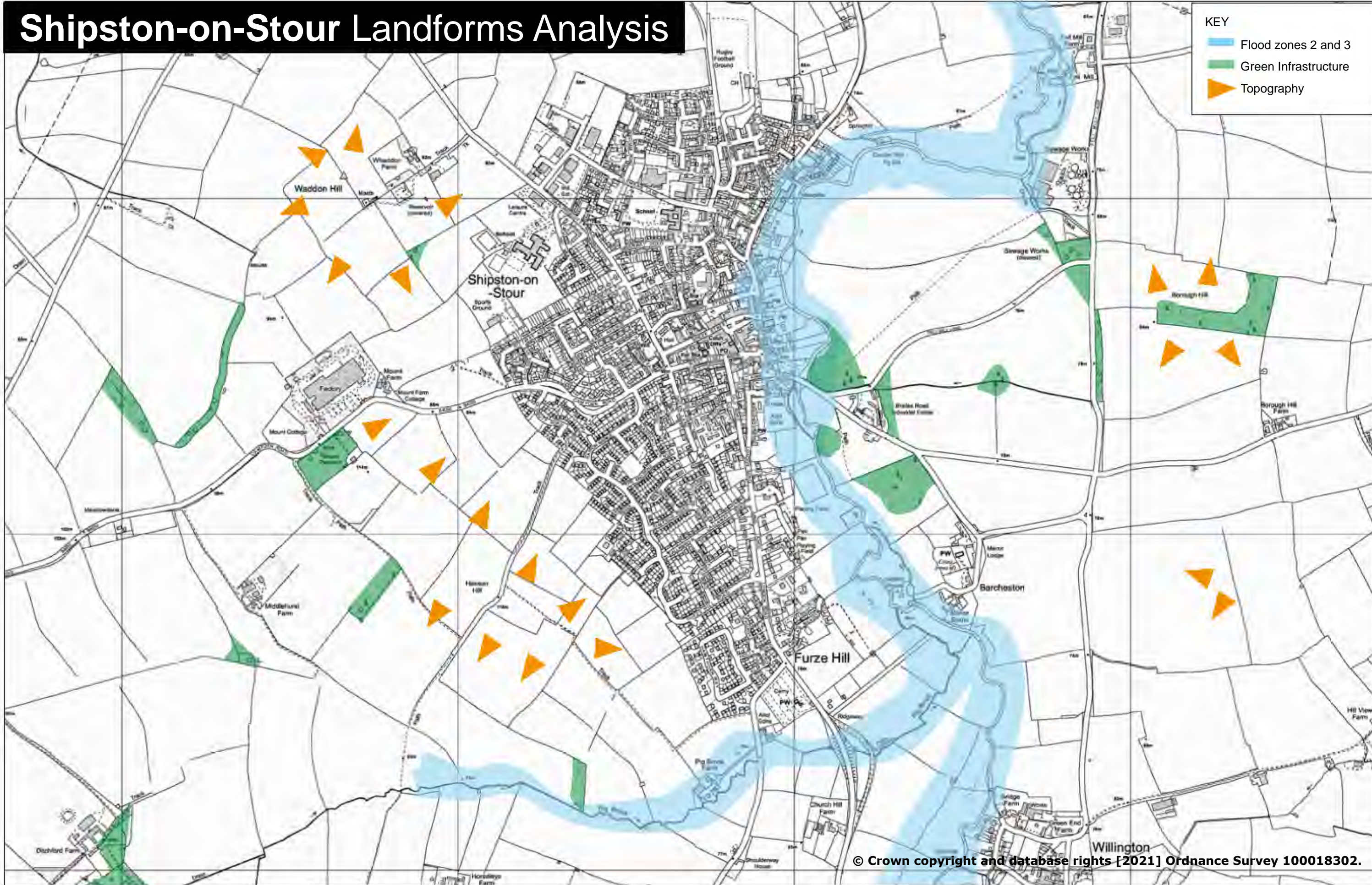


Connectivity Grade Analysis: Shipston-on-Stour

| Area / segment reference | No. brown routes | No. red routes | Active links | Barriers | Comments | Connectivity Grade |
|--------------------------|------------------|----------------|--|---|---|--------------------|
| 1 | 1 | 1 | Existing farm track (PROW) runs along north western edge of site towards the town | Cemetery between this area and neighbouring houses. The red route is a narrow lane | | C |
| 2 | 0 | 2 | centre | 1 of the red routes is a narrow lane | | C |
| 3 | 1 | 0 | Existing farm track (PROW) runs along eastern edge of site towards the town centre and this area crossed by 2 further PROW | Access to much of this area would rely on extending existing loops or cul-de-sacs. Direct access to brown route is at furthest point from the town centre | | D |
| 4 | 1 | 0 | | | Sloping site. Neighbouring fields already developed | C |
| 5 | 1 | 0 | | Access to much of this area would rely on extending existing loops or cul-de-sacs. Direct access to brown route is at furthest point from the town centre | | D |
| 6 | 1 | 0 | | Separated from nearest houses by leisure centre and school | | C |
| 7 | 1 | 0 | | Separated from nearest houses by industrial estate | | C |
| 8 | 0 | 0 | Potential green link through rugby club | Relies on extension of cul-de-sacs or through industrial estate | | D |
| 9 | 1 | 0 | Potential green link through rugby club | | Much of this site slopes away from the town | C |
| 10 | 1 | 0 | PROW through site. Potential further link along river | | | C |
| 11 | 0 | 1 | PROW through site. Potential further link along river | River and floodplain between developable area and the town centre. Narrow bridge access to town centre | | C |
| 12 | 1 | 1 | Potential link along watercourse | Separated from town centre by river. Narrow bridge access to town centre | | C |
| 13 | 1 | 1 | Riverside PROW | Separated from town centre by river. Narrow bridge access to town centre | Much of this site is woodland | C |
| 14 | 0 | 0 | Potential route along river / sports pitches / allotments | Relies on extension of cul-de-sacs | | D |
| 15 | 1 | 0 | Potential route along river / sports pitches / allotments | | | C |

Appendix C

Shipston-on-Stour Landforms Analysis



KEY

- Flood zones 2 and 3
- Green Infrastructure
- Topography

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Scale
0 100 200 300 400 500 m

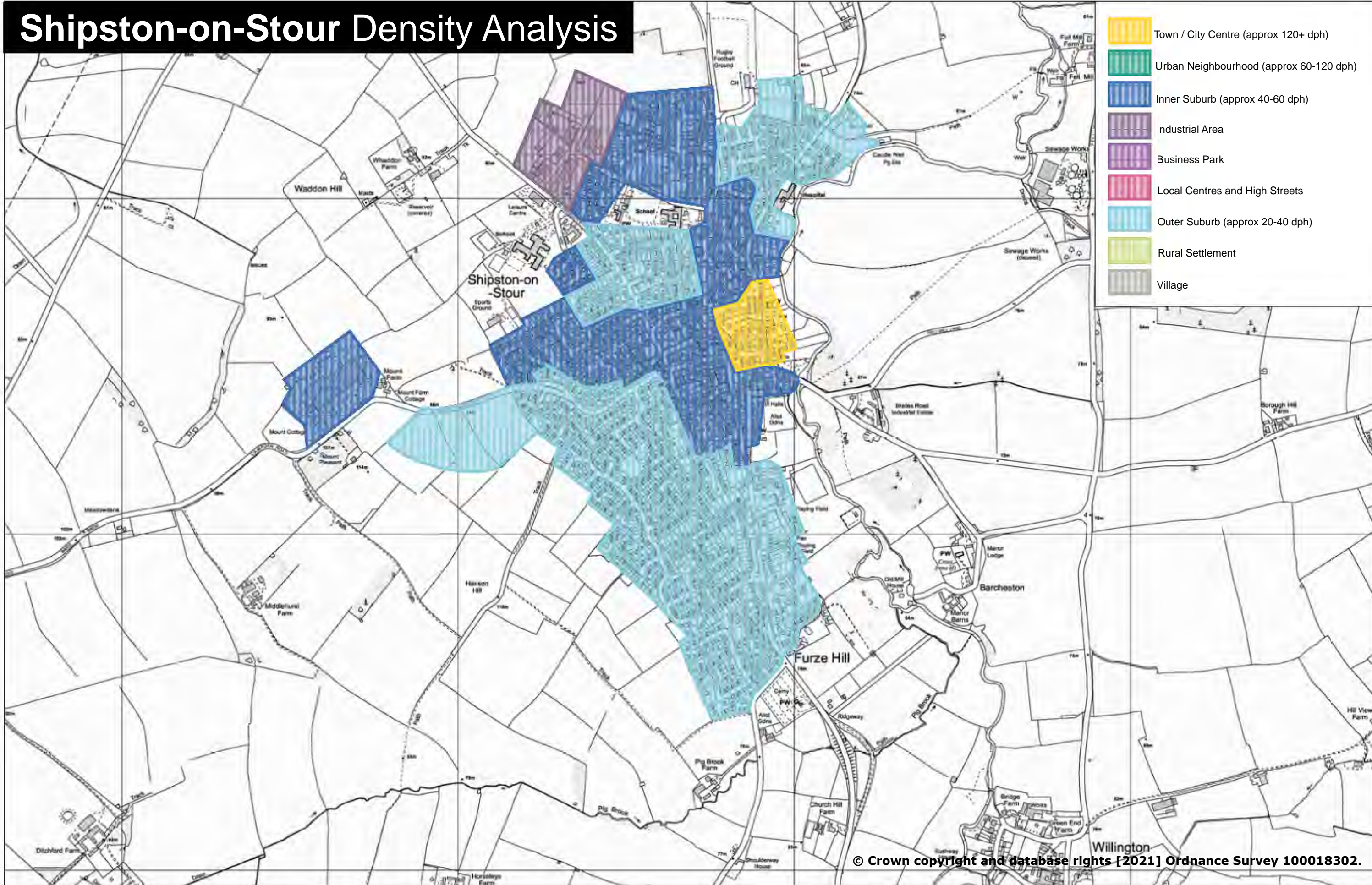
SCALE: 1:10000 @ A3

Appendix D

| Local facilities within 800m: Shipston on Stour | | | | | | |
|--|---------------------------------|-----------------------|--|-------------------|------------------|-----------------------------------|
| Area number | Retail, Jobs and Economy | Places to meet | Open space, leisure, recreation - wellbeing | Healthcare | Education | Total number of categories |
| 1 | 0 | 1 | 1 | 0 | 0 | 2 |
| 2 | 1 | 1 | 1 | 0 | 0 | 3 |
| 3 | 1 | 1 | 1 | 0 | 0 | 3 |
| 4 | 0 | 1 | 1 | 0 | 0 | 2 |
| 5 | 0 | 1 | 1 | 1 | 1 | 4 |
| 6 | 0 | 1 | 1 | 1 | 1 | 4 |
| 7 | 0 | 1 | 1 | 1 | 1 | 4 |
| 8 | 0 | 1 | 1 | 1 | 1 | 4 |
| 9 | 0 | 1 | 1 | 1 | 1 | 4 |
| 10 | 0 | 1 | 1 | 1 | 0 | 3 |
| 11 | 1 | 1 | 1 | 1 | 1 | 5 |
| 12 | 1 | 1 | 1 | 1 | 0 | 4 |
| 13 | 1 | 1 | 1 | 1 | 0 | 4 |
| 14 | 1 | 1 | 1 | 0 | 0 | 3 |
| 15 | 0 | 1 | 1 | 0 | 0 | 2 |

Appendix E

Shipston-on-Stour Density Analysis



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