



FINAL DRAFT

LAND AT GAYDON/LIGHTHORNE HEATH

SUPPLEMENTARY
PLANNING
DOCUMENT

OCTOBER 2014





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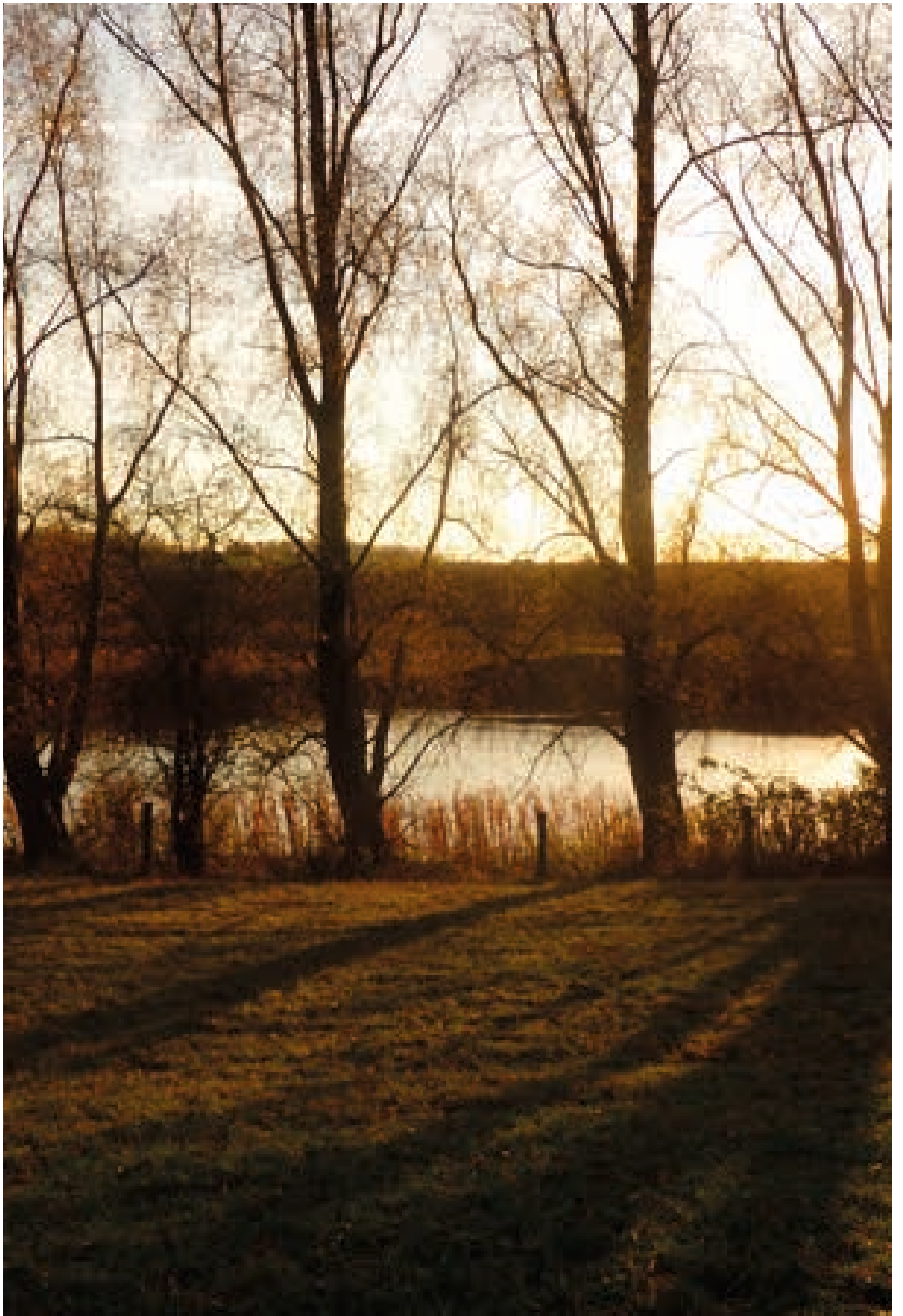
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INTRODUCTION



I.0 INTRODUCTION

Land at Gaydon/Lighthorne Heath presents a major opportunity to deliver a high quality new community that meets a key component of growth within the District of Stratford-on-Avon.

The site is identified in Stratford-on-Avon District's Core Strategy as a new settlement capable of delivering 3,000 dwellings together with necessary infrastructure. It also includes provision for 100 hectares of land to be designated for the future strategic growth and expansion of Jaguar Land Rover.

The existing employment offer at Gaydon, together with the location of the strategic highway network provide a major and unprecedented opportunity to plan for successful future development in a comprehensive manner.

I.0 INTRODUCTION

I.1 BACKGROUND

Stratford-on-Avon District Council has identified land at Gaydon/Lighthorne Heath as a new settlement capable of significantly contributing to the District's housing requirement for the period to 2031.

The preparation of a Supplementary Planning Document (SPD) is an essential first step to guide future stages of development. The SPD provides guidance and further detail to the development principles set out in the adopted Core Strategy. The SPD relates to an area of land covering approximately 290 hectares as allocated by Policy GLH, comprising a new settlement of approximately 3,000 dwellings (with 2,500 dwellings to be built by 2031) and associated services, facilities and necessary infrastructure.

It is proposed the new residential settlement is named Kingston Grange, which references the name of the farm located towards the centre of the site that appears as early as 1728 on the Yates' map of Warwickshire.

One of the key elements of the masterplan is to provide Jaguar Land Rover with the scope required to expand its well established operations at the adjacent Gaydon Site, and the Core Strategy allocates 100 hectares of the land to enable the future strategic growth and expansion of the business.

The company requires sufficient and appropriately located land to support its growth and future business needs in order to maintain its competitiveness and both retain and attract a highly skilled workforce. It requires this certainty in order to have confidence in its ability to invest, expand and broaden operations in the future as part of a long term strategy which will benefit the local, sub-regional and national economy.

I.2 THE PURPOSE OF THE SPD

This SPD has been facilitated by Stratford-on-Avon District Council with input from the existing local communities alongside the promoters/developers of the new community and Jaguar Land Rover.

The SPD will provide a guide as to how the policy requirements of the Core Strategy can be incorporated into the new community in order to attain environmental, social, design and economic objectives in relation to the development.

Planning applications will need to generally accord with the broad objectives of the SPD and will need to be accompanied by a detailed masterplan or similar document clearly demonstrating how the SPD's objectives can be attained in an integrated way. With regards to Jaguar Land Rover, the proposals will reflect the evolving business requirements of the company.

The SPD should be read in conjunction with the Stratford-on-Avon District Core Strategy as well as other relevant planning documents and current national policy and guidance.

A stakeholder group has been established to facilitate engagement on the document and future stages of the development process. This has included several workshop/community events and details of the consultation process are outlined in section 4 of the SPD.



I.0 INTRODUCTION

A full summary of the consultation process and the responses received is provided in an Appendix.

The SPD is accompanied by a Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA), which is also subject to consultation. The guidance from both the European Commission and the Government indicates how local authorities can comply with the requirements of Directive 2001/42/EC and the subsequent "Environmental Assessment of Plans and Programmes Regulations 2004" (the SEA Regulations) which amplify its operation within England. Under the SEA Regulations, local authorities must, where appropriate, carry out a SEA of land use and spatial plans.

The Council has therefore produced a Draft SA/SEA, which details the likely significant effects on the environment of implementing the SPD and the reasonable alternatives considered, taking into account the objectives of the masterplan.

I.3 THE ROLE OF THE SPD: ESTABLISHING GOOD DESIGN AND DELIVERY

This SPD reflects up to date best practice and sets out the minimum design standards which should be achieved to deliver the new development at Land at Gaydon/Lighthorne Heath.

The key elements of the SPD are:

- a preferred spatial framework which should form an applicant's starting point for masterplanning;
- design principles aimed at delivering a high quality scheme;
- aspirations for addressing sustainable design;
- aspirations relating to the scheme's delivery ; and
- aspirations which should be met at the planning application stage and beyond to ensure adequate and consistent approaches to quality and delivery.

The SPD accords with the National Planning Policy Framework (NPPF) and the Core Strategy, and should be read in conjunction with Government policy documents relating to large-scale development, sustainability and design.

The remainder of this SPD covers the following:

- Location, Context and Policy (Section 2): A summary of the location, characteristics and planning policy framework.
- Site Constraints and Opportunities (Section 3): A summary of the overall constraints and opportunities for the area.
- Community Engagement (Section 4): An outline of the consultation and engagement process together with a summary of outcomes.
- Vision and Objectives (Section 5): A summary of the vision and objectives for the site together with an overall concept.
- Key Design Principles (Section 6): A summary of the good design principles that should lie at the heart of the design of the area including sustainable design.
- Delivery (Section 7): A summary of the expectations for outline planning application submissions, conditions and planning obligations, strategic phasing and governance.



2.



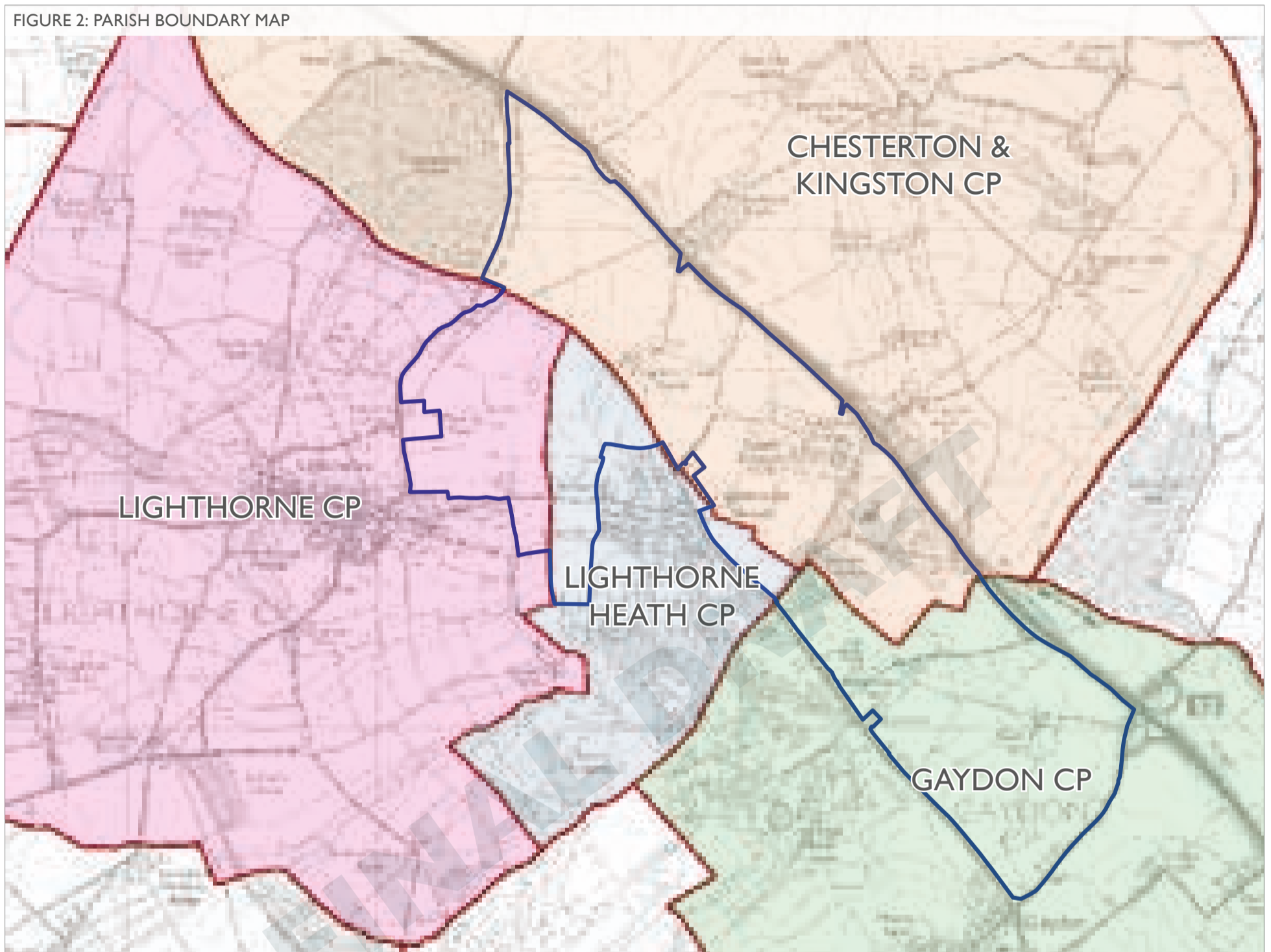
THE SITE AND ITS CONTEXT

FIGURE 1: THE SITE



2.0 THE SITE AND ITS CONTEXT

FIGURE 2: PARISH BOUNDARY MAP



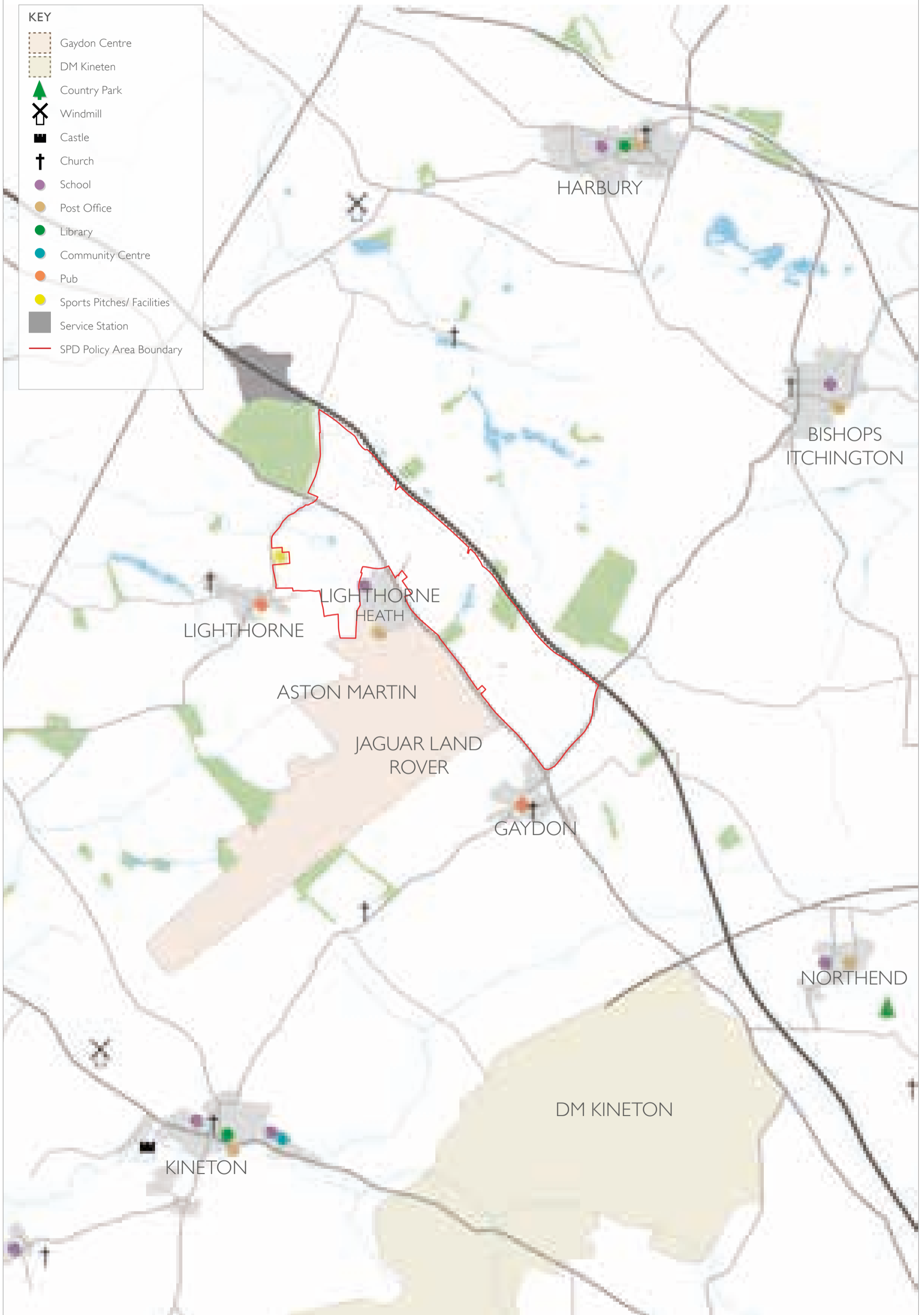
2.1 LOCATION

This strategic location, as shown on the plan opposite, is situated about 12 kilometres south of Warwick and Royal Leamington Spa and 15 kilometres north of Banbury, adjacent to Junction 12 on the M40. The site consists mainly of gently sloping, arable farmland with well-defined hedgerows, woodland blocks and scattered trees, and isolated farm buildings. Within the site lies Gaydon Coppice, a designated Ancient Woodland.

The site is located entirely within Stratford-on-Avon District, adjacent to the village of Lighthorne Heath and near to the villages of Gaydon and Lighthorne. It is largely bounded by the M40 to the east; the B4451 to the south; the B4100 to the west; and Chesterton Wood to the north. It also includes areas of land between the B4100 and Chesterton Road, Lighthorne. The policy area covers approximately 290 hectares.

The majority of the proposed site falls within the Parish of Chesterton and Kingston. However, small areas of the site are also located within the neighbouring parishes of Lighthorne, Lighthorne Heath and Gaydon as illustrated in Figure 2.

FIGURE 3: LOCAL FACILITIES PLAN



2.0 THE SITE AND ITS CONTEXT

2.2 WIDER CONTEXT

The adjacent community of Lighthorne Heath and the nearby villages of Gaydon and Lighthorne collectively comprise about 650 dwellings.

Lighthorne Heath

Lighthorne Heath was constructed to house military personnel associated with RAF Gaydon during the 1950s. The houses were transferred to the District Council in the 1970s or sold on the open market. Facilities within Lighthorne Heath include a small village shop, a village hall, and Lighthorne Heath Primary School. In terms of recreational facilities, the village has a skate park and playing pitch.

Gaydon

The village of Gaydon was originally focused around the church. Subsequent 20th century development has infilled many of its open spaces and extended its physical form up to the junction of the Banbury Road and Southam Road. The style of properties within Gaydon is varied with both a mix of historic buildings (a number of which are listed) and more modern housing. There is a range of facilities including a filling station, a small local garage, a village hall, a pub and a community village shop.

Lighthorne

Lighthorne is a small village comprising traditional buildings nestling along a narrow steeply sided valley and more recent development on higher ground at its western end. The majority of the village is located within the Lighthorne Conservation Area. A number of buildings are also listed. There is a village hall, public house and sports club.

Chesterton & Kingston

The majority of the site falls within Chesterton & Kingston Parish, which is the least developed of any of the surrounding parishes, with relatively few dwellings. The Parish of Chesterton and Kingston includes Kingston Grange Farm which is located in the centre of the site. The location of the M40 has severed the site from the wider Chesterton and Kingston Parish.

JLR Existing Gaydon - Policy AS II

Directly adjacent to the allocation is the Gaydon Site, one of the principal design and engineering centres for Jaguar Land Rover. It already accommodates a broad range of uses, including a design and research centre, vehicle testing and circuit facilities for the development of Jaguar and Land Rover vehicles. Over the past 30 years a design and research centre, and private research and development test track facilities have become established, used for the development of Jaguar Land Rover vehicles.

Jaguar Land Rover is a major international business which has a network of sites within the West Midlands. The business is an advanced premium automotive manufacturing firm developing leading technologies, including low emissions vehicles, and it is a key economic asset and significant employer within Stratford on Avon District, Warwickshire and the wider region, in addition to indirect employment within other businesses. There is also a direct relationship with the adjoining District of Warwick which directly borders the site and where many Jaguar Land Rover employees also live.

Jaguar Land Rover is the UK's largest automotive manufacturing business. In 2013, Jaguar Land Rover sold 425,000 vehicles in over 170 countries. Jaguar Land Rover is one of the largest exporters by value in the UK, with 80% of vehicles produced in the UK being sold abroad. In recognition of its outstanding export sales growth, Jaguar Land Rover was awarded the 2014 Queen's Award for Enterprise in International Trade, reflecting on the company's positive contribution to society and the growth of the UK economy.

Jaguar Land Rover's UK operations take place at a range of locations, principally including three vehicle manufacturing plants - two in the West Midlands at Castle Bromwich and Solihull, one near Liverpool in Halewood - and two advanced design and engineering centres at Gaydon (Stratford-on-Avon) and Whitley (Coventry). At present, these facilities provide 29,000 jobs, with over 19,000 of these across the network of sites in the West Midlands. A new Engine Manufacturing Centre site near Wolverhampton is expected to provide circa 1,400 jobs once at full capacity.

In recent years, Jaguar Land Rover has doubled its number of employees. The provision of manufacturing and technology jobs is a significant step to helping the government achieve its aim of re-balancing the UK economy and meeting the objectives of the Coventry and Warwickshire Local Enterprise Partnership.

As well as direct employment, Jaguar Land Rover's activities sustain an additional 190,000 jobs throughout the UK at dealerships, suppliers and local businesses.

Jaguar Land Rover is the UK's largest automotive apprenticeship provider. Indeed in 2014 (up to October) alone the business recruited 193 apprentices and 283 graduates. Almost 2,000 people joined the Jaguar Land Rover's graduate and apprentice programmes in a four-year period to 2014. It also has an award-winning schools programme, "Inspiring Tomorrow's Engineers", to encourage children to take up engineering careers. Jaguar Land Rover was named 2013 Responsible Business of the Year, by the leading Corporate Responsibility Index, Business in the Community.

In addition to the advanced design and engineering centres at Gaydon and Whitley, Jaguar Land Rover has invested in a number of collaborative research and development programmes, in association with other partners and a number of higher education establishments in the West Midlands, to help create a workforce of highly skilled engineers, in an area long-associated with the automotive industry. These projects include the new National Automotive Innovation Campus at Warwick University, which Jaguar Land Rover is creating with partners including Tata Motors European Technical Centre and WMG (Warwick Manufacturing Group). When this facility opens in 2016 it will become the innovation and research hub for more than 1,000 researchers and engineers from Jaguar Land Rover alongside academic and supplier partners.

Jaguar Land Rover is also a member of the Coventry and Warwickshire Local Enterprise Partnership (LEP) that leads on the economic growth and job creation strategy for the area.

The Gaydon site is a key economic asset within the District, County and West Midlands more generally, employing several thousand people, together with indirect employment in relation to logistics and suppliers. The site is located adjacent to an established highway network, including the M40 which is an important transport gateway into Coventry and Warwickshire. It provides a clear opportunity for growth and this is reflected throughout the document.

2.0 THE SITE AND ITS CONTEXT

As far as possible, Jaguar Land Rover is seeking to future-proof its position as a leading global business which is of benefit to the District.

Jaguar Land Rover considers that continual advancement is critical to maintaining competitive and evolving vehicle design and technology in a sustainable manner. Jaguar Land Rover has been the largest UK investor in research and development within the manufacturing sector in recent years, and is within the 'global top 100 for R&D' spend. In the year to March 2015, Jaguar Land Rover have advised that they will invest over £3.5 billion on new product creation and capital expenditure.

Expansion at the Gaydon site, which is a key location specialising in the design and development of future vehicles and other automotive technologies, is critical to the future growth and progression of the business, and an integral part of the economic future of Stratford-on-Avon District and West Midlands and UK more generally. Jaguar Land Rover is a business operating within a highly competitive global economy, and the Council recognises that the business needs to ensure that it can adapt quickly to external forces, such as technological advances and changes in customer demand. Growth of Jaguar Land Rover's operations at Gaydon will support the business through growth of design, engineering, testing as well as publicly accessible marketing and leisure facilities.

2.3 LOCAL FACILITIES

Retail/Convenience

Given the wider context of the site there is currently a limited range of retail/facilities available within close proximity, with only a small village shop in each of the nearby settlements of Lighthorne Heath and Gaydon.

The nearest settlements providing a wider range of retail services are Bishops Itchington (4.1km to the north east) and Kineton (5.4 km to the south west). Both settlements offer larger convenience stores, banks and post offices.

Health

There are GP surgeries based in Harbury, Kineton and Wellesbourne. The Harbury Surgery operates a branch surgery in Bishops Itchington and the Wellesbourne Surgery operates a branch surgery in Kineton. It is important to note that any available capacity at these surgeries will be absorbed by other developments already having the benefit of planning permission.

Education

There is currently a one-form entry primary school, Lighthorne Heath Primary School, in the village of Lighthorne Heath (for ages 4-11 years old). Kineton High School is the closest secondary school and also has a sixth form.

Leisure and Recreation

Current provision in the area includes grass playing pitches (Lighthorne and Lighthorne Heath), allotments (Lighthorne) and locally equipped areas of play (Lighthorne Heath).

More extensive leisure facilities (including cinemas, theatres and indoor/outdoor recreation facilities) are located in Royal Leamington Spa, Stratford-upon-Avon and Banbury.



2.0 THE SITE AND ITS CONTEXT

2.4 PLANNING POLICY CONTEXT

The SPD is part of a broader spatial strategy for the District and sets out the Council's overall guidance for the site allocation "Proposal GLH: Gaydon/Lighthorne Heath". The document reflects and provides further detail on the policy within the Stratford-on-Avon District Council Core Strategy Development Plan Document (DPD).

The SPD does not have the same status as the Core Strategy but it is an important material consideration in the determination of future planning applications. It is not a standalone document and as highlighted earlier, should be read in conjunction with the National Planning Policy Framework and local planning policy, including the Core Strategy DPD:

National Planning Policy Context

The National Planning Policy Framework (NPPF) (March 2012) sets out the key national policy guidance for all development.

The Development Plan

The proposed Core Strategy DPD was submitted to the Secretary of State for Examination on 30 September 2014. The Council are also working on the preparation of a number of other planning documents which once adopted, will also form part of the development plan. These include:

- Site Allocations DPD (housing and employment delivery)
- Gypsy and Traveller Local Plan

Planning Guidance

There are other SPDs produced by the Council which should be read in conjunction with this SPD. These include:

- Sustainable Low-Carbon Buildings SPD
- Developer Contributions SPD
- Car and Cycle Parking Standards SPD

It is important to note that once the Core Strategy is adopted the SPD's listed will be replaced.

The Council has committed to prepare a new Development Requirements SPD that will in due course consolidate and update much of the previous guidance.

Core Strategy DPD

The Core Strategy DPD sets out the vision, objectives and framework for managing development in the District up to 2031. It contains policies on a wide range of specific subjects, and identifies a number of development site proposals.

Policy CS.16 of the Core Strategy DPD identified that provision will need to be made for at least 10,800 additional homes in the District by 2031. A proportion of this need will be met by a number of strategic allocations, including 3,000 homes at Gaydon/Lighthorne Heath of which at least 2,500 will be built within the plan period.

Proposal GLH: Gaydon/Lighthorne Heath of the Core Strategy DPD identifies that the following will be delivered within the policy area:

- Land comprising approximately 100 hectares at the southern end of the allocation to enable the expansion of Jaguar Land Rover to meet the business needs for uses that can include:
 - Research, design, testing and development of motor vehicles and ancillary related activities.
 - Other advanced engineering technologies and products.
 - Offices.
 - Low volume manufacturing and assembly operations.
 - Development of associated publicly accessible event, hospitality, display, leisure and conference facilities and marketing infrastructure.
 - Automotive education and training including ancillary accommodation.

- Housing - approximately 3,000 dwellings (2,500 dwellings by 2031) to include (alongside private sector housing):
 - extra care for the elderly;
 - specialised housing if required;
 - private sector rental;
 - opportunities for self-build residential accommodation; and
 - the delivery of 35% affordable housing in accordance with Policy CS.17
- One main village centre to be delivered within the defined first phase of development. The main village centre shall be appropriately located to serve both the existing residents of Lighthorne Heath and the existing and proposed workforce communities. The main village centre shall incorporate:
 - a range of shops and services to support the existing and new communities;
 - a community hub to include meeting space, health and leisure facilities; and
 - a three form entry primary school, all as identified within the Infrastructure Delivery Plan.
- A contribution to support off-site provision for secondary (including sixth form) schooling.
- A comprehensive green infrastructure strategy incorporating:
 - Structural landscaping and open space, both alongside the M40 and to establish and/or reinforce visual and functional buffers to maintain the separate identity and integrity of the existing villages of Lighthorne and Gaydon.
 - A managed ecological reserve at Lighthorne Quarry, linking to managed networks within and adjacent to the development.
 - A network of open space to include provision for children's play, formal sports, allotments and community woodland. The open space within the site will provide for ecological mitigation as part of the wider biodiversity strategy and the use of Sustainable Urban Drainage Systems (SuDs) and will relate to wider countryside accessibility.
- A comprehensive pedestrian and cycle network to provide links to the surrounding countryside, villages and employment areas.
- The phased delivery of utilities infrastructure to include:
 - New primary substation
 - New main gas pipeline
 - Appropriate upgrade work to the foul sewer infrastructure
 - Superfast fibre optic broadband
- The phased delivery of highway and transport infrastructure as set out in the Infrastructure Delivery Plan, but also to include any further specific schemes that may be identified as necessary to mitigate more local impacts.
- Frequent, express bus services to Warwick/Leamington and Banbury, including railway stations.

Other policies of particular relevance to the policy area are outlined below:

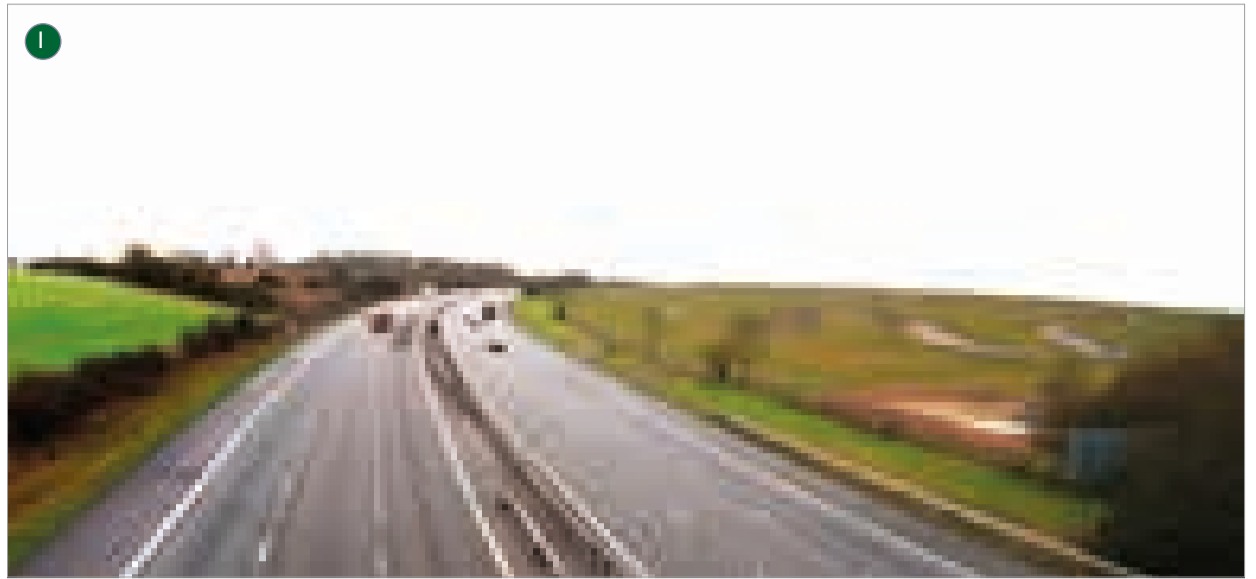
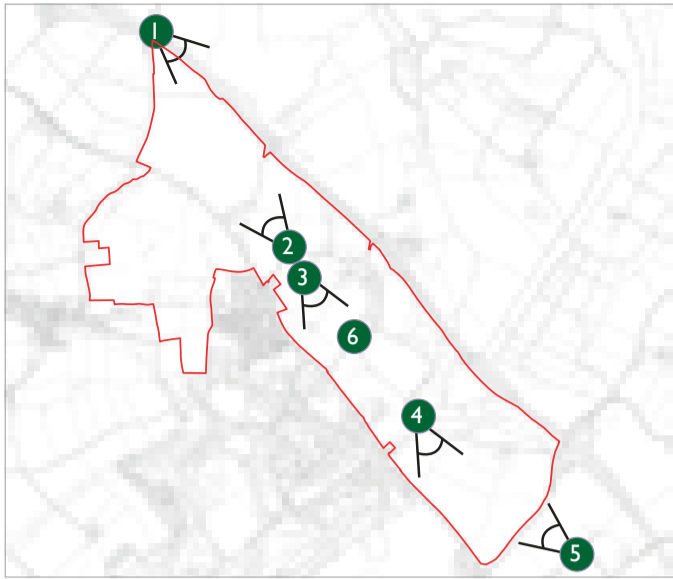
- Policy CS.1 "Sustainable Development"
- Policy CS.2 "Climate Change and Sustainable Construction"
- Policy CS.3 "Sustainable Energy"
- Policy CS.4 "Water Environment and Flood Risk"
- Policy CS.5 "Landscape"
- Policy CS.6 "Natural Environment"
- Policy CS.7 "Green Infrastructure"
- Policy CS.8 "Historic Environment"
- Policy CS.9 "Design and Distinctiveness"
- Policy CS.15 "Distribution of Development"
- Policy CS.17 "Affordable Housing"
- Policy CS.18 "Housing Mix and Type"
- Policy CS.21 "Economic Development"
- Policy CS.22 "Retail Development and Main Centres"
- Policy CS.23 "Tourism and Leisure Development"
- Policy CS.24 "Healthy Communities"
- Policy CS.25 "Transport and Communications"
- Policy CS.26 "Developer Contributions"



3.



SITE CONSTRAINTS AND OPPORTUNITIES



View south onto M40



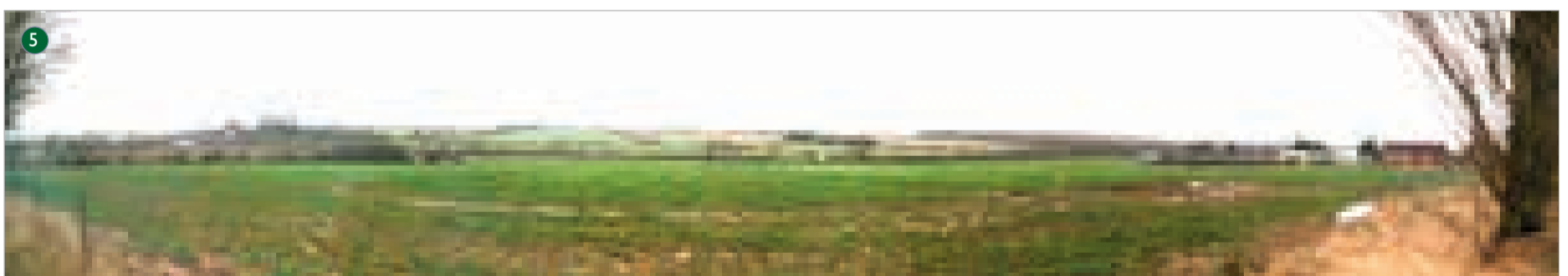
View looking north from centre of site



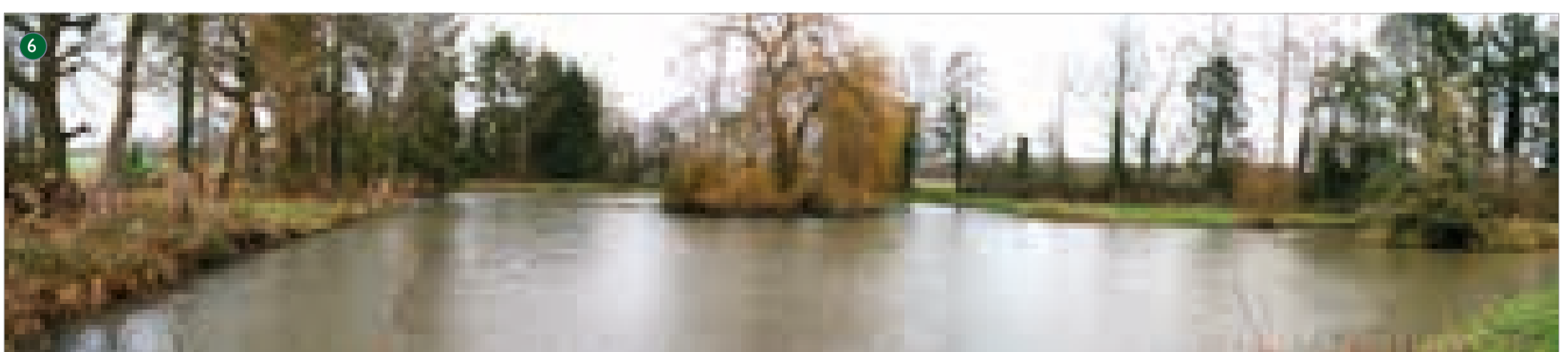
View looking south from centre of site



View looking south across southern end of site



View looking north to Jaguar Land Rover site



Fishing ponds

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

This section of the SPD sets out the key technical constraints and opportunities for the site which in turn will help to shape the masterplan:

3.1 TOPOGRAPHY AND VIEWS

The site is positioned on the higher levels of the open clay vale of the Feldon area and consists of mainly gently sloping, arable farmland with well-defined hedgerows, woodland blocks and scattered trees and isolated farm buildings.

The site broadly occupies an area of land which is surrounded by lower ground with isolated higher points. The topography is varied with relatively elevated areas along the middle sections and lower levels to northern and southern extents. As a result, the visual characteristics are varied.

Isolated hills, spires and towers such as Windmill Hill are prominent landmarks and important characteristics of the landscape and views. Large areas of woodland, tall trees large public or private buildings also feature.

The western and part of the northern extents of the site have restricted outward views due to their position on lower ground and the dense network of hedgerows and trees (including Chesterton Wood). In contrast, the southern extents of the site have open views out into the surrounding landscape due to relatively open and sloping south facing fields.

Views from the north-western corner of the site bordering Chesterton Wood and the M40 are partly restricted by Chesterton Wood, there are however clear views towards the M40 and countryside beyond where the land slopes steeply downward toward the motorway.

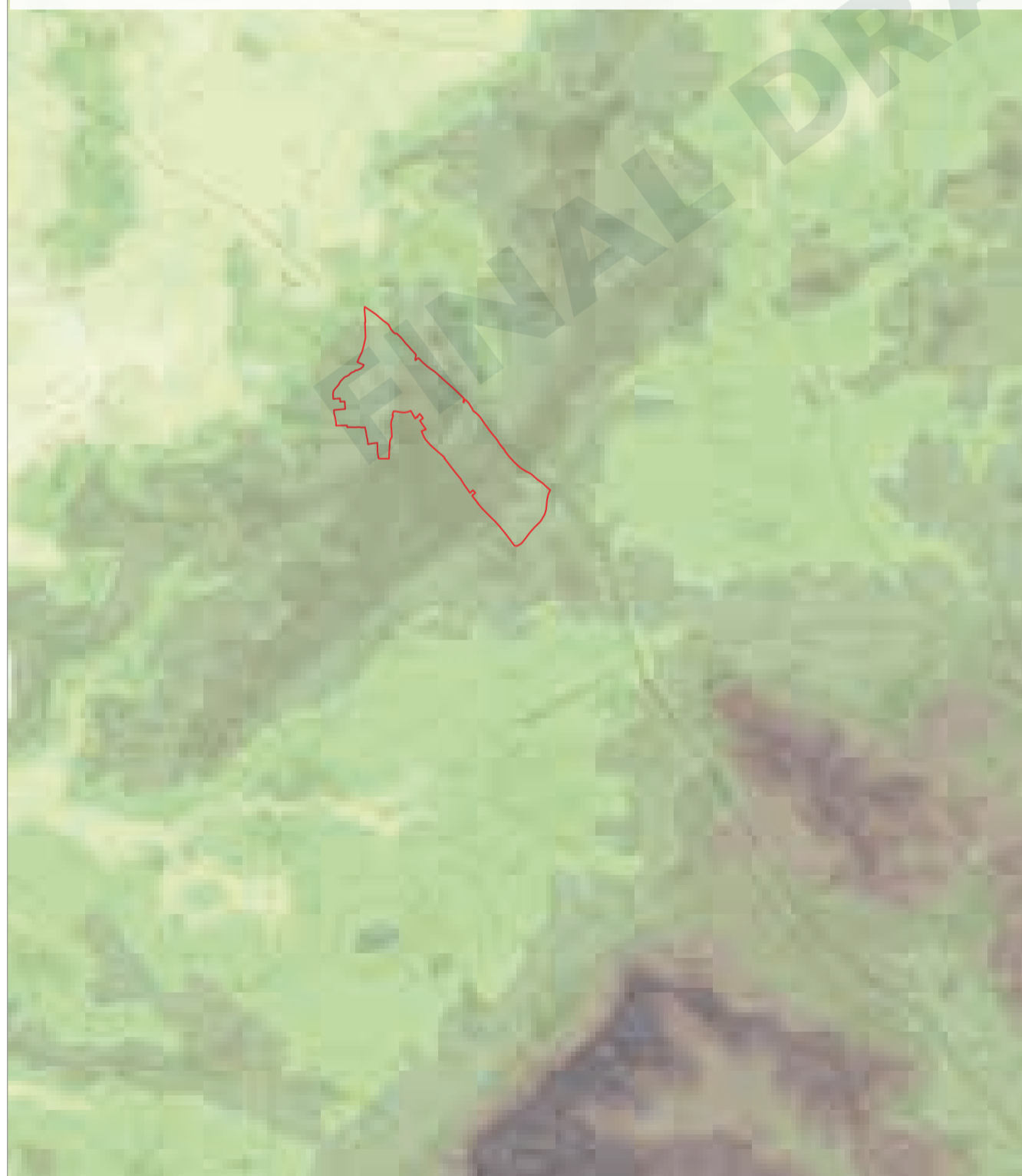
The central area near the fishing ponds and Kingston Grange Farm is enclosed and subdivided by a network of hedgerows and boundary vegetation providing no significant views into the site or out to the wider landscape.

Views from the more elevated area of the site, located adjacent to Lighthorne Heath settlement, are relatively open looking north and west across the former quarry area to the wider countryside. To the south and east, views are restricted by Lighthorne Heath, buildings and earthworks associated with the Jaguar Land Rover /Aston Martin sites and vegetation along the B4100.

The southern extents of the site have very open views out into the surrounding landscape due to a break of slope in a southerly aspect. The larger scale field pattern and area of landfill are more open in nature and exposed to views into the site from surrounding areas.

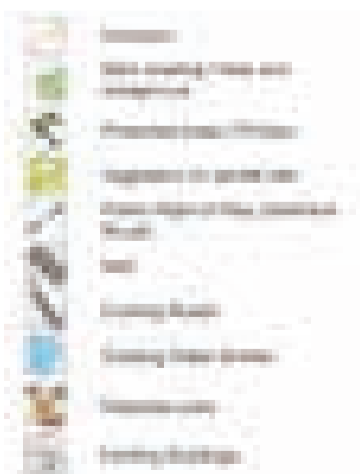
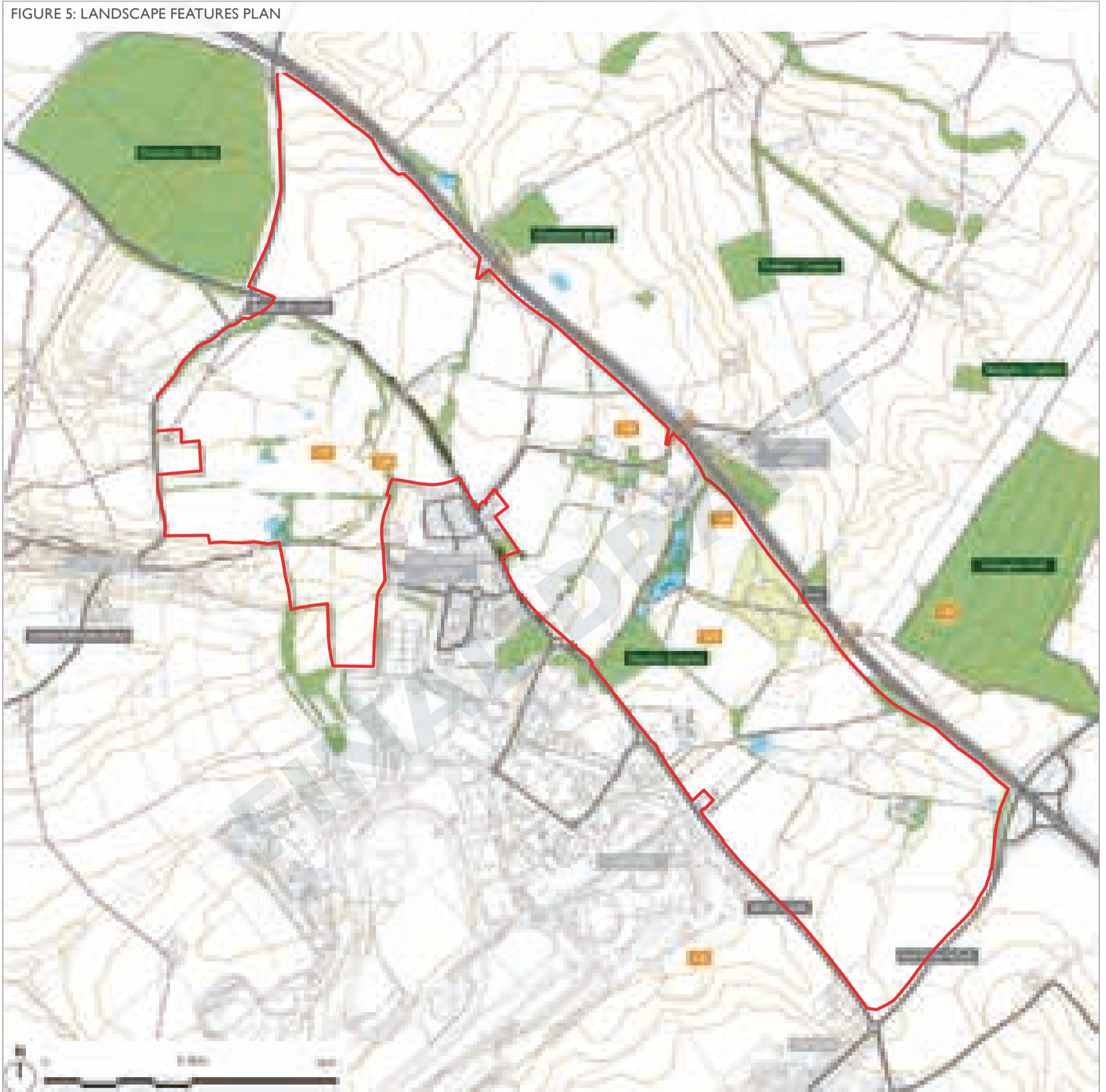
Proposals should seek to maintain key views both in and out, between the development and the open countryside in accordance with Policy(s) CS.1, CS.5, CS.6, CS.7, CS.8, CS.9, CS.24 and Proposal GLH of the Core Strategy DPD

FIGURE 4: SITE TYPOGRAPHY



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

FIGURE 5: LANDSCAPE FEATURES PLAN



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.2 LANDSCAPE CHARACTER

The District has a varied landscape which is highly valued by residents, local employees and visitors. In broad terms, the District can be divided into a number of landscape character areas including the well wooded Forest of Arden area north of the River Avon and the valleys of the Rivers Avon and Stour which provide an attractive vale landscape comprising open fields and floodplains. A number of studies recording the landscape character of the area have been produced from regional to district scales. The Stratford-on-Avon District Design Guide District and Character Map (2001) defines the site and surrounding area as lying within the Feldon - Lias uplands character area.

Some of the key characteristics of the Feldon - Lias uplands character area are follows:

- Varied rolling land form often associated with steep wooded scarp slopes, mostly draining to the Rivers Dene and Itchen without clearly defined basins
- Many hedgerows and roadside trees
- Well defined geometric pattern of small to medium sized fields;
- Disused quarries with semi-natural grassland and scrub
- Compact villages sited on hill and ridge tops and hill sides and along narrow valley bottoms.

The Council acknowledge the importance of the varied landscape character within the district and Policy CS5 Landscape in the Draft Core Strategy states:

"The landscape character and quality of the District will be maintained by ensuring that development takes place in a manner that minimises and mitigates its impact and, where possible, incorporates measures to enhance the landscape."

A. Landscape Character and Enhancement

Development should have regard to the local distinctiveness and historic character of the District's diverse landscapes.

Development should protect landscape character and avoid detrimental effects on features which make a significant contribution to the character, history and setting of a settlement or area.

Measures should be incorporated into development schemes to enhance and restore the landscape character of the locality."

Landscape Features

The landscape character of the site is varied and predominantly in agricultural pasture and arable use, with the former quarry area principally rough pasture farmland. Fields are divided by a network of hedgerows which vary in condition, some being managed whilst others either contain significant gaps or are overgrown. A number contain mature trees, some of which are protected. Given the nature of the allocation and proposed uses, it is recognised that it is unlikely to be feasible to retain all hedgerows within the southern part of the site allocated for the future growth and expansion of Jaguar Land Rover. Where this is the case, development proposals will need to demonstrate appropriate mitigation through a strategy for green infrastructure. There are also small copses and woodland scattered across the area, including Gaydon Coppice (Ancient Woodland). There are some isolated farm buildings and a number of water bodies of varying sizes within the site, including small ponds and a larger network of fishing ponds near Kingston Grange Farm.

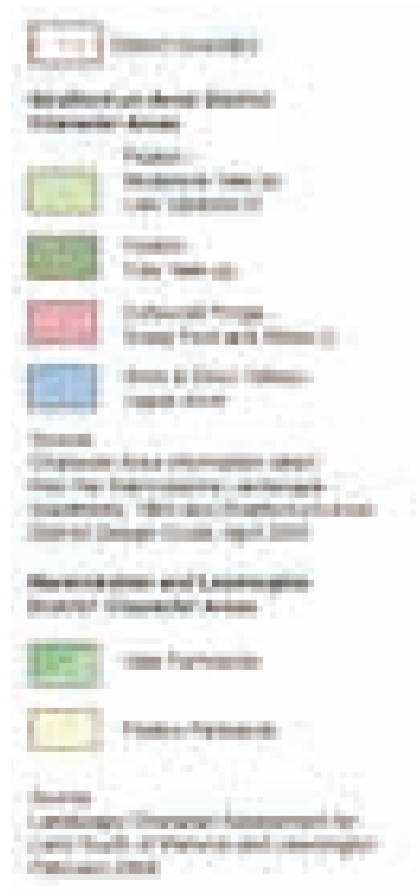
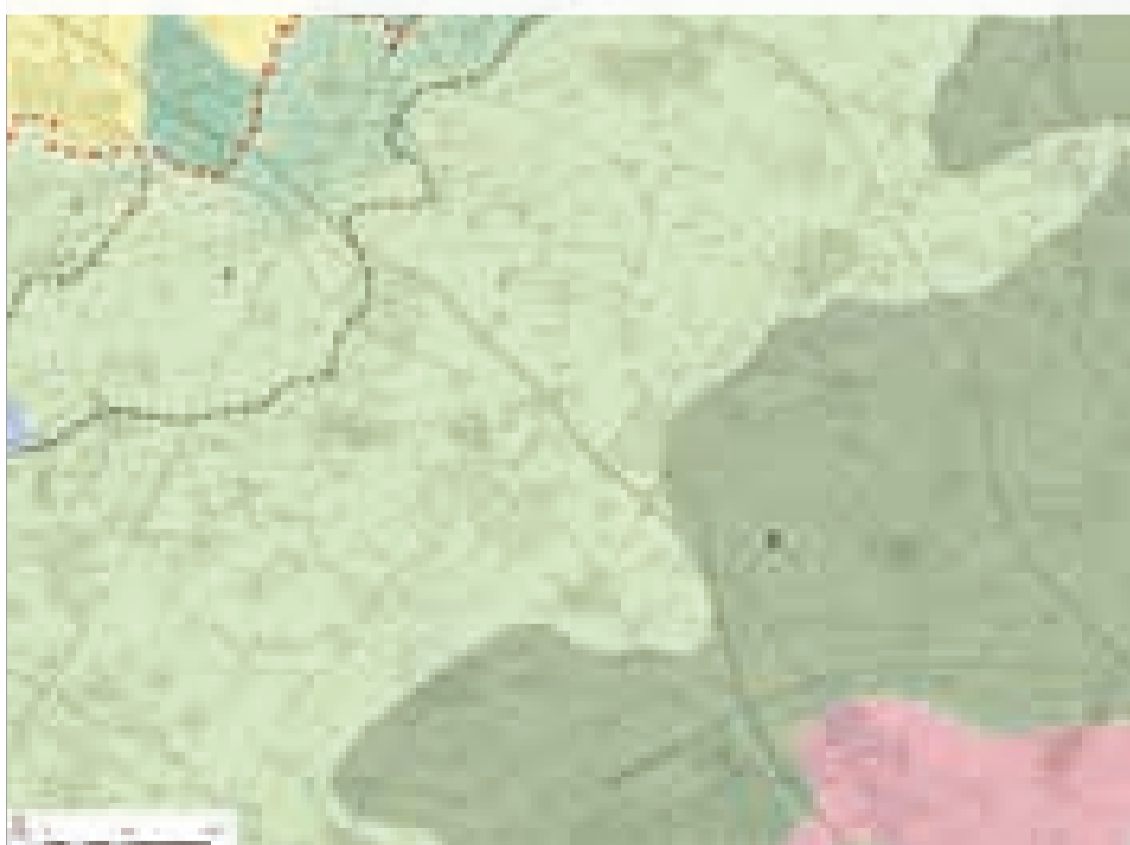
Site Constraints and Opportunities

The earlier section sets out the key landscape characteristics of the land within and surrounding the SPD site. The established district scale landscape character assessment set out in the District Design Guide and Character Map covers a broad area, although relevant in order to better understand the landscape character of the site and to address and support the principles set out in Policy CS5 a more detailed scale of landscape character assessment is required. A review of information from the existing landscape character assessment and known environmental baseline information such as public rights of way, landform, landscape features, townscape information, Tree Preservation Orders (TPOs), Listed Buildings, and designated nature conservation or other heritage sites along with field survey work which also considers the sites visual sensitivity can identify more detailed variations in landscape character and inform the design approach to development.

A detailed study of the landscape character within the site and immediate surroundings has concluded the landscape characteristics defined in the district study are relevant and confirmed the landscape character in the SPD site itself is varied and can be divided into specific landscape character zones as shown on the following pages.

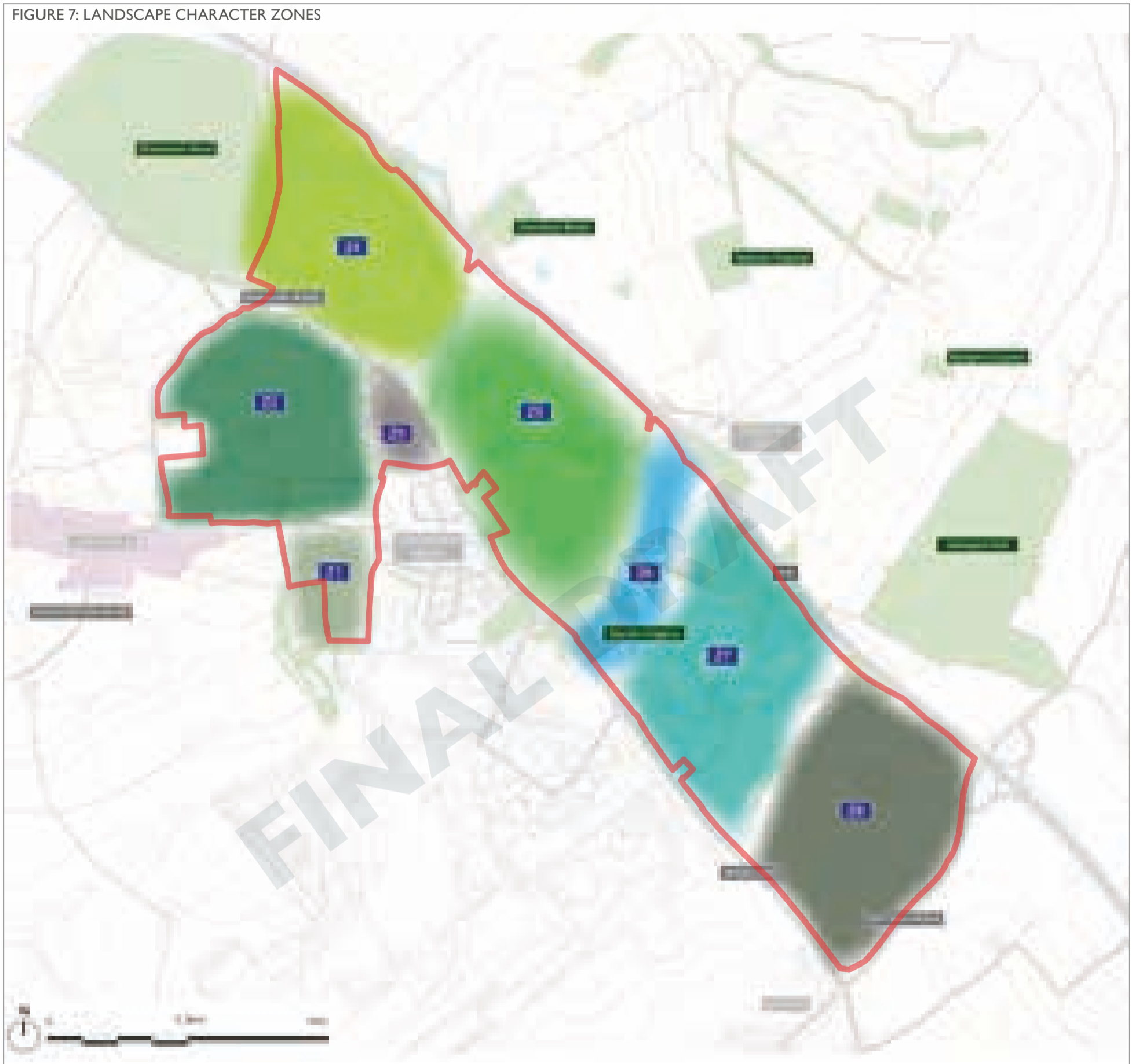
The Council may require further detailed landscape, visual and ecological survey work to be completed at a planning application stage.

FIGURE 6: BROAD LANDSCAPE CHARACTER PLAN



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

FIGURE 7: LANDSCAPE CHARACTER ZONES



- Existing Woodland/Highland
- High Quality Woodland/Highland
- High Quality Woodland/Highland
- High Quality Woodland/Highland
- High Quality Woodland/Highland
- High Quality Woodland/Highland
- High Quality Woodland/Highland
- Landscape Character Zone

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

The landscape can be divided into distinct character zones as shown on the following pages:

Zone 1 - The overriding feature in this zone is the topography with its undulating landform, which rolls from higher land in the south to lower land in the north. Arable and pastoral fields are sub divided by mature hedgerows. The Zone is partially overlooked by housing and Lighthorne Heath Primary School on the western edge of Lighthorne Heath. Views east and south are partially contained by Lighthorne Heath and perimeter bunding along the Aston Martin site. Views west stretch over the wider countryside and north over the former Quarry Area toward Chesterton Wood. The Zone contains a number of hedgerows and one public right of way (ref: SM79) which forms the northern boundary of the Zone.

Based on available information this Zone is judged to have a low capacity to accommodate development chiefly in light of the topographical and landscape character issues mentioned previously.

Zone 2 - This Zone occupies the area of a former quarry. The land gently slopes roughly south to north from the northern extents of Lighthorne Heath. It contains a number of field hedgerows, pockets of trees, scrubland and small water bodies and is designated as a Local Wildlife Site. Views stretch west over wider countryside. The Zone is also overlooked by Lighthorne Heath Primary School at Lighthorne Heath and in part by the B4100. Due to the sloping nature of the land, the Zone is visible from the north, east and south east. Views from the east are restricted by Lighthorne Heath and Jaguar Land Rover/Aston Martin site. Views from the B4100 and Chesterton Road are seen through roadside vegetation. The Zone abuts Lighthorne Conservation Area and is close to listed buildings. Two public rights of way (ref: SM69 and SM69a) cross the area in the north western extents of the Zone.

Based on available information this Zone is judged to have a low capacity to accommodate development is due to the landscape characteristics described earlier.

Zone 3 - Sloping quadrant of land, bounded by field hedgerows/trees and influenced by adjacent properties at Lighthorne Heath and B4100. Due to the gently sloping nature of the land and containment created by boundary hedgerows and trees, it is separated from the rest of Zone 2 which has a much more undulating and varied character. The field has few other notable landscape features other than well maintained boundary hedges with hedgerow trees. The land occupied by Zone 3 is glimpsed from the west, north and east through boundary vegetation. It is also visible from the properties along the northern extents of Lighthorne Heath off Stonebridge Road.

Based on available information this Zone is judged to have a medium to high capacity to accommodate development due to its proximity to Lighthorne Heath, the influences of the adjacent B road, and its relatively level topography and compartmentalised nature.

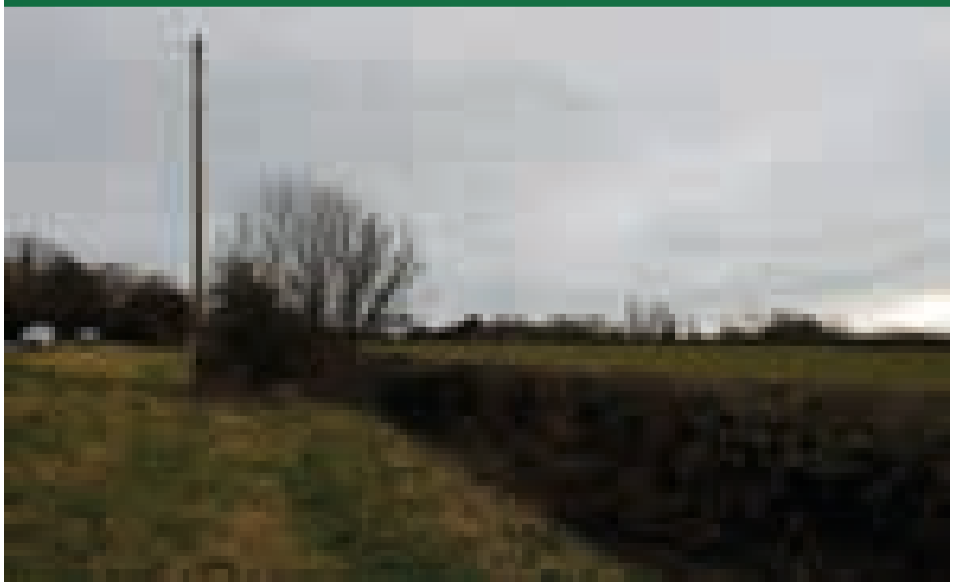
LANDSCAPE CHARACTER ZONE 1



LANDSCAPE CHARACTER ZONE 2



LANDSCAPE CHARACTER ZONE 3

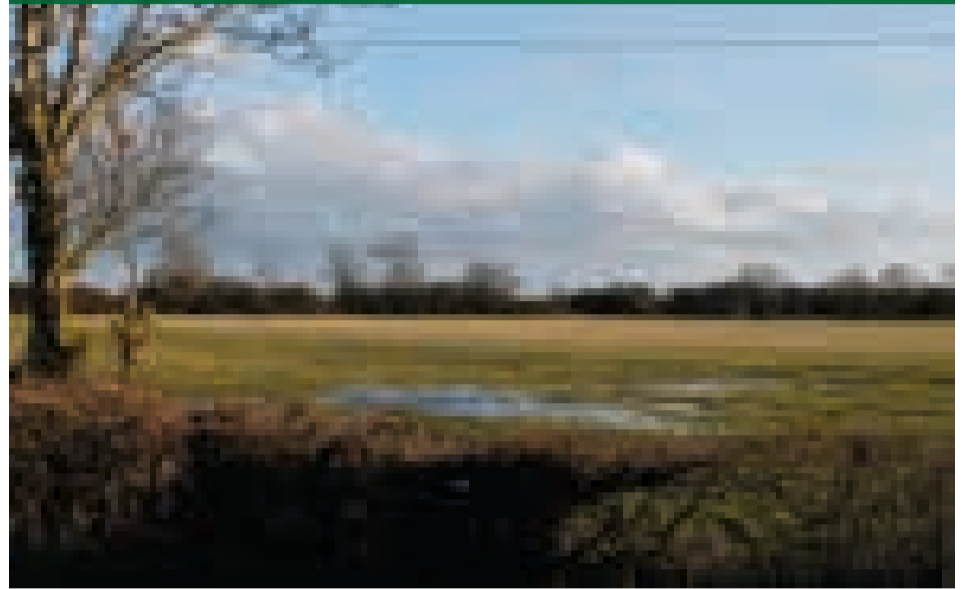


3.0 SITE CONSTRAINTS AND OPPORTUNITIES

LANDSCAPE CHARACTER ZONE 4



LANDSCAPE CHARACTER ZONE 5



LANDSCAPE CHARACTER ZONE 6



LANDSCAPE CHARACTER ZONE 7



LANDSCAPE CHARACTER ZONE 8



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

Zone 4 - The topography of Zone 4 is an important feature. This large open arable field slopes north, towards Chesterton Wood and wider countryside. The field is bounded by field hedgerows and trees along the B4100 and along the southern boundary near Kingston Fields Farm.

Zone 4 is bounded by the M40 on its north eastern boundary, which is largely in cutting apart from its northern-most extremity where the road 'The Old Gated Road' is virtually at grade with the adjacent land and the field boundary is open. This area of land is more exposed to the wider landscape and the influences of the M40. Although the site is relatively open, views from the B4100 are seen over roadside vegetation. Views from the M40 are restricted to the northernmost corner, there are however clear views from 'The Old Gated Road'. In terms of wider public views, there is a distant view from Chesterton Windmill, approx 2km to the north. One historic hedgerow defines the southern extents of the Zone and there is one public right of way (ref: SM 192) which crosses the middle of the Zone linking the B4100 to a crossing at the M40. The Zone contains a number of protected trees located along the B4100.

Based on available information this Zone is judged to have a medium to high capacity to accommodate development due to the characteristics described. Any development will need to take account of any buffer/setback from the ancient woodland, consider noise considerations alongside the M40, and the existing public right of way which crosses this area as well as views from the wider countryside.

Zone 5 - Characterised by an inward looking compartmentalised landscape which consists of relatively flat land, sub divided by field hedgerows/trees and boundary trees. The area is accessible by vehicle via a track that leads to Upper Kingston Farm accessed from the B4100. Due to the compartmentalised nature of the landscape, there are a few views into this part of the site. The fields are largely screened from views by passing motorists on the B4100 due to roadside boundary vegetation and also screened from the M40 by its alignment in cutting and other boundary vegetation.

The Zone contains a number of protected trees and one public right of way (ref SM 192) which crosses the middle extents of the Zone linking the B4100 to a crossing at the M40.

Based on available information this Zone is judged to have a high capacity to accommodate development due to the character and visual characteristics described before.

Zone 6 - This area of land is within a shallow valley focused around the fishing ponds and Gaydon Coppice. The area is characterised by the fishing ponds, streams and woodland associated with the ponds, with an area of ancient woodland called Gaydon Coppice to the southwest. In addition there are a number of farm buildings (Kingston Grange Farm), mature hedgerows and tree belts, across the area.

Due to the mature vegetation and compartmentalised nature of the landscape, there are a few views in to this part of the site. This Zone is largely screened from views by passing motorists on the B4100 due to roadside boundary vegetation and also screened from the M40 by its alignment in cutting and other boundary vegetation. The Zone contains two public rights of way (ref: SM 193 and SM 81) running from the B4100 to the M40, connecting the ponds and Gaydon Coppice which is an Ancient Woodland and protected by a Woodland tree preservation order.

Based on available information this Zone is judged to have a low capacity to accommodate development. This area is judged to be principally for Green Infrastructure (GI) to utilise existing landscape/ecological assets.

Zone 7 - Contains relatively flat land and is sub divided by field hedgerows/trees. This Zone is also compartmentalised and relatively inward looking with views from the B4100 constrained by boundary roadside planting. This area is different to Zone 5, as the presence of landfill and other workings create a degraded landscape character eroded in places and in need of repair. Apart from Black Hanger Farm there are no properties with views. The M40 is 'in cutting' and relatively remote. There are occasional glimpse views from the B4100, however boundary vegetation serves to screen most views. Despite the proximity of the M40, its alignment in cutting means that it is largely hidden and not particularly audible unless you are very close to the northeastern boundary with the motorway edge. There are limited views from the wider landscape. The Zone contains a water body, some mature hedgerows and two public rights of way. One connecting the fish ponds in Zone 6 to the M40 (ref: SM81) and the second crossing fields linking the B4100 to the M40 (ref: SM80).

Based on available information this Zone is judged to have a High capacity to accommodate development for the characteristics described previously.

Zone 8 - This Zone is defined on its northernmost extents by a break of slope which has a southerly aspect. This area is also defined by a larger scale field pattern which is more open and exposed to views, particularly from the south, and the adjacent B4451. The Zone contains arable fields and an area of landfill, with Castle Farm located in the centre of the Zone and surrounded by dense conifer trees. Some fields are bounded by hedges (some historic) and mature hedgerow trees. Zone 8 is bounded and influenced by the M40 on its north eastern boundary, (which is largely in cutting), the B4451 along its southern boundary and the B4100 along the western boundary.

Views from Zone 8 to the south are relatively wide reaching and include in the middle distance - Thorn Hill at approx. 136m (AOD), and beyond at Burton Dassett Hills Country Park at approx. 190m (AOD). Over 6km to the south is the ridge line at Edge Hill, where there are glimpsed long distant views. Views from the north and west are restricted by Lighthorne Heath and intervening Topography. The Zone contains a waterbody and a short section of public rights of way (ref: SM80) which passes the northern extents of the Zone connecting with Zone 7.

Based on available information this Zone is judged to have a Low and Medium capacity to accommodate development due to the exposed nature of the south facing fields. Development in this Zone should carefully consider the siting, size and massing of buildings and the location/type of vegetation so as to contribute to the surrounding visual character.

The existing landscape character zones across the site and beyond should inform the landscape framework, and in turn the landscape treatment within the new residential neighbourhoods. Applicants should set out their analysis of the existing landscape character and clearly explain how these have influenced the masterplan, and how new development will respond to this important context in accordance with Policy(s) CS.1, CS.5, CS.6, CS.7, CS.8, CS.9, CS.24 and Proposal GLH of the Core Strategy DPD.

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.3 SOIL, GROUND CONDITIONS AND CONTAMINATION

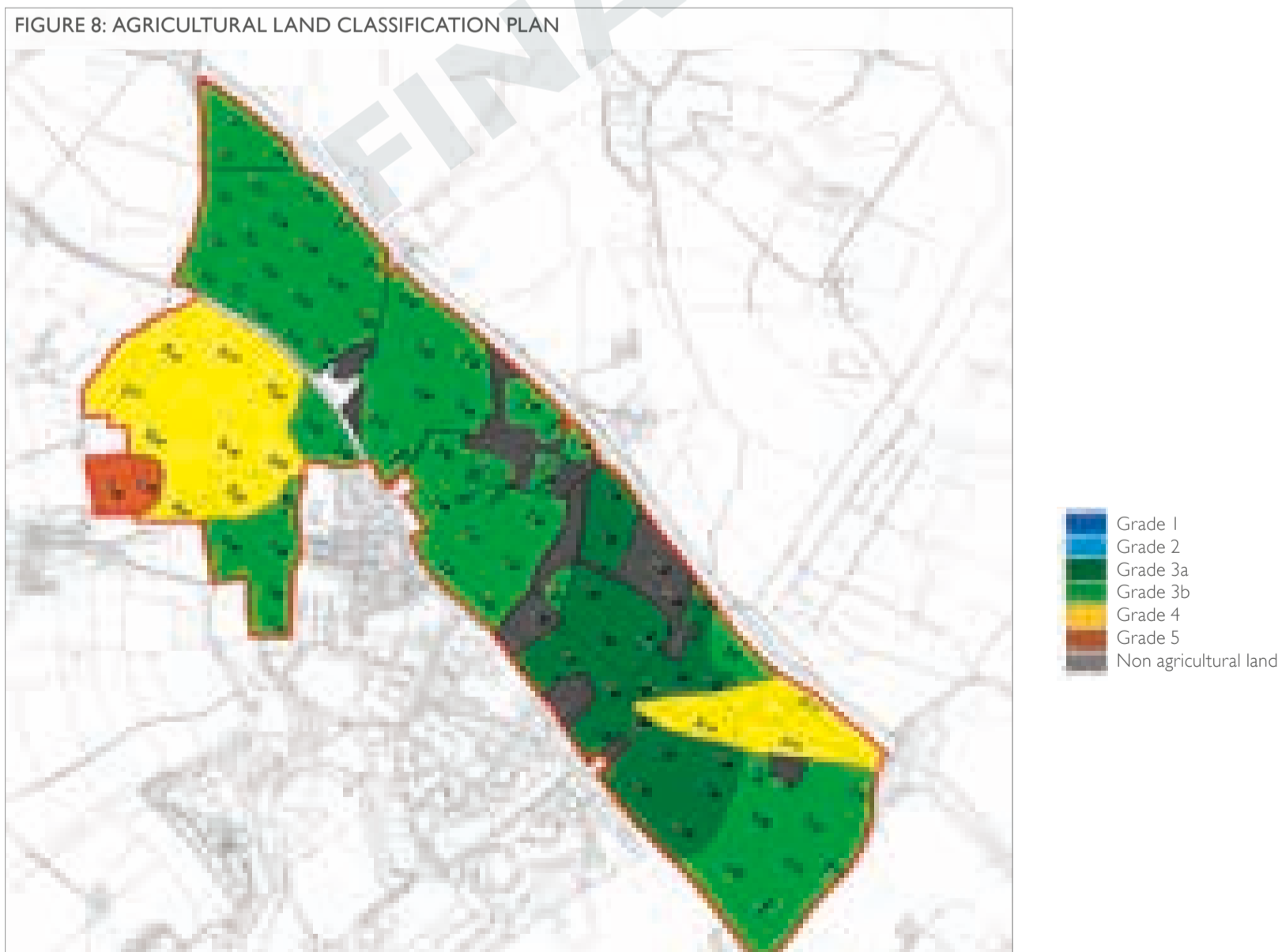
Initial site specific investigations have been completed which confirm the underlying ground conditions to be as per the British Geological Survey (BGS) records. Coupled with this, detailed chemical and geotechnical investigations have been completed in the areas adjacent to the former landfill which have confirmed that there is no significant leaching of contaminants or widespread soil contamination. Additionally, the assessments have shown that the risk of gassing is considered low. It is considered therefore, that the land surrounding the former landfill is relatively unconstrained in contamination terms.

More recently, the south eastern section of the site has been utilised for landfilling non-hazardous and household wastes as part of the Kingston Grange Landfill. It should be noted that this landfill has ceased operation, has been capped, and is no longer accepting waste inputs of any kind.

An Agricultural Land Classification assessment was carried out for the site in June 2014. This confirmed that the majority of the site is classed as Grade 3b or lower (almost 230 hectares) with only 50 hectares comprising Grade 3a land. Figure 8 below shows the extent of the respective agricultural grades.

As part of any application, a geo-environmental assessment will be required to understand the geotechnical and localized contaminative risks at the site and where necessary, detail potential remediation measures in accordance with Policy(s) CS.1, CS.4, CS.6, CS.9 and Proposal GLH of the Core Strategy DPD.

FIGURE 8: AGRICULTURAL LAND CLASSIFICATION PLAN



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.4 ACCESS AND MOVEMENT

Walking and Cycling

Historically there has been no requirement to provide dedicated walking and cycling links into the site. There are intermittent footways within the local road network with no substantial dedicated cycling facilities. The B4100 has footways near the Heritage Motor Centre, on the western side of the carriageway, however they are narrow in nature with no street lighting present. As the B4100 nears its junction for the existing Jaguar Land Rover Gaydon site access, footway provision improves. Footways are provided on both sides of the carriageway and additionally a shared footway/cycleway starts. This provides an off-road route for cyclists and street lighting is also present in this section of the B4100. The Public Rights of Way (PRoW) surrounding the site are indicated on Figure 9 below.

This indicates there are several bridleways that bisect the site, connecting into a wider network of PRoW. The existing network includes the 100 mile Centenary Way Bridleway, starting at Kingsbury Water Park in the north of Warwickshire with connections with Warwick, Royal Leamington Spa and Nuneaton.

Proposals should seek to integrate existing PRoW within the development and consider opportunities to create new links. Some PRoW may need to be rerouted but the scale of the site provided ample opportunity to identify suitable new routes. Cycle ways should also comprise an integral feature of development proposals, including links to the employment areas of Aston Martin Lagonda and Jaguar Land Rover and also towards Gaydon in accordance with Policy(s): CS.1, CS.7, CS.9, CS.24, CS.25 and Proposal GLH of the Core Strategy DPD.

Public Transport Networks

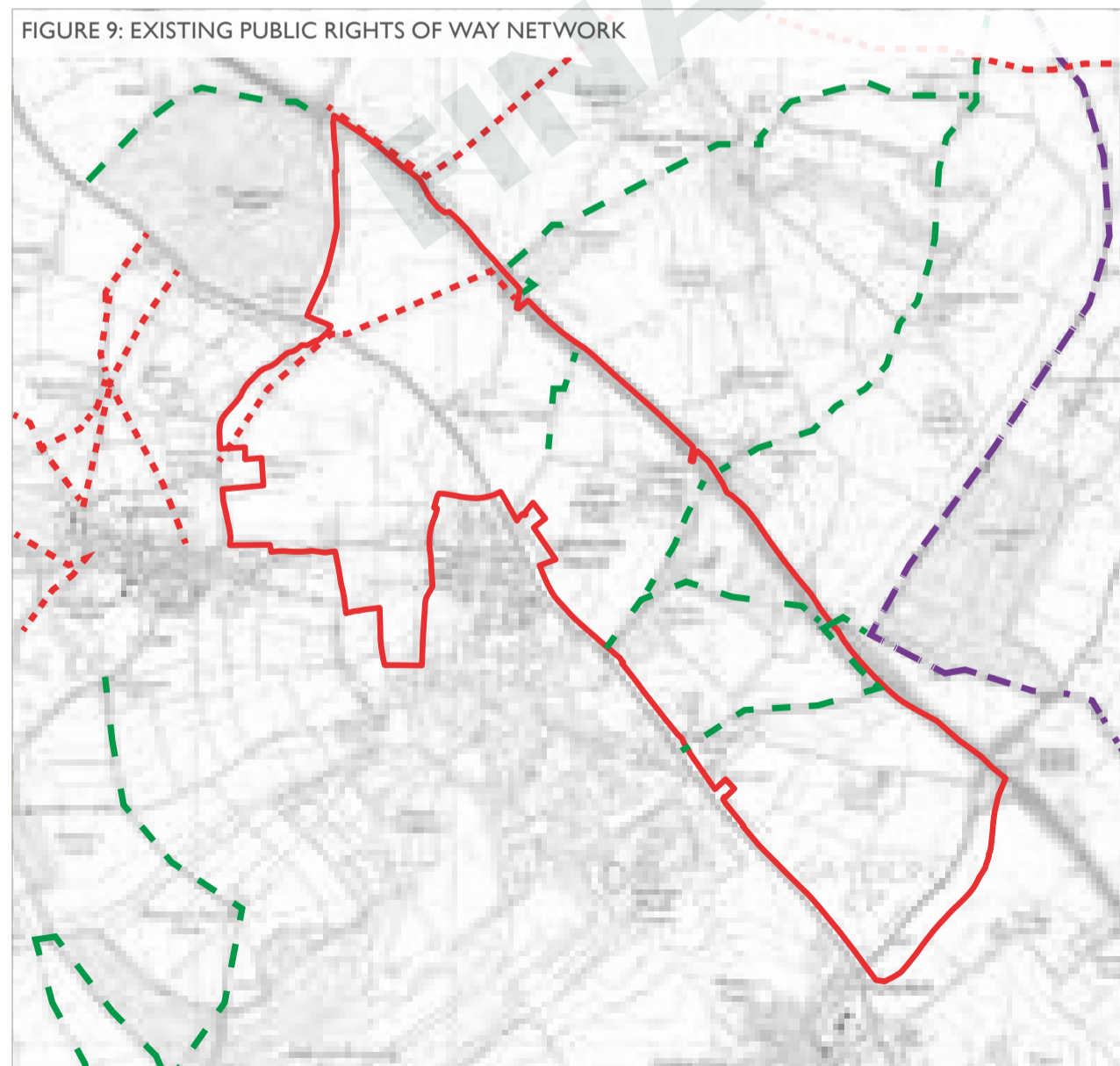
Since November 2013, an extended and enhanced X17 bus service has been in operation providing a Monday to Friday service via Coventry, Kenilworth, Warwick and Royal Leamington Spa, and access to local railway stations. The X17 calls at the Jaguar Land Rover Gaydon (existing site) main entrance and the Heritage Motor Centre. Jaguar Land Rover have worked with local bus operators to improve bus services to the Gaydon site.

Gaydon village is also served by a number of local bus services, including numbers 77, 277, and 67B. These provide less frequent services to Banbury and Royal Leamington Spa with stopping locations at Gaydon Green, Gaydon Malt Shovel and Lighthorne Heath, Learn Road.

There are a range of railway stations that are located in Stratford, Royal Leamington Spa and two in Warwick (one within the town and also Warwick Parkway). These stations cater for direct regular routes to Birmingham, Coventry, London Marylebone, Manchester and Bournemouth.

Both Leamington Spa and Warwick Railway Stations can be accessed via the X17 bus, demonstrating good quality sustainable links between the Kingston Grange / Gaydon sites and the wider region. Additionally, Banbury to the south, provides for direct journeys to Oxford (having a journey time of circa 20 minutes) and London (having a journey time of circa 80 minutes).

The allocation represents an opportunity to significantly enhance public transport connectivity in the area and developers will need to demonstrate improved accessibility to the new and existing communities of Gaydon, Lighthorne and Lighthorne Heath in accordance with Policy(s): CS.1, CS.9, CS.21, CD.24, CS.25, CS.26 and Proposal GLH of the Core Strategy DPD.



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

Accessibility

Gaydon and Lighthorne Heath are each circa 1.2km distance from the centre of the site with Lighthorne being some 3km to the west. As detailed earlier, Gaydon includes the provision of one pub/restaurant. Lighthorne Heath provides a local primary school and a local village shop with Lighthorne providing a further pub.

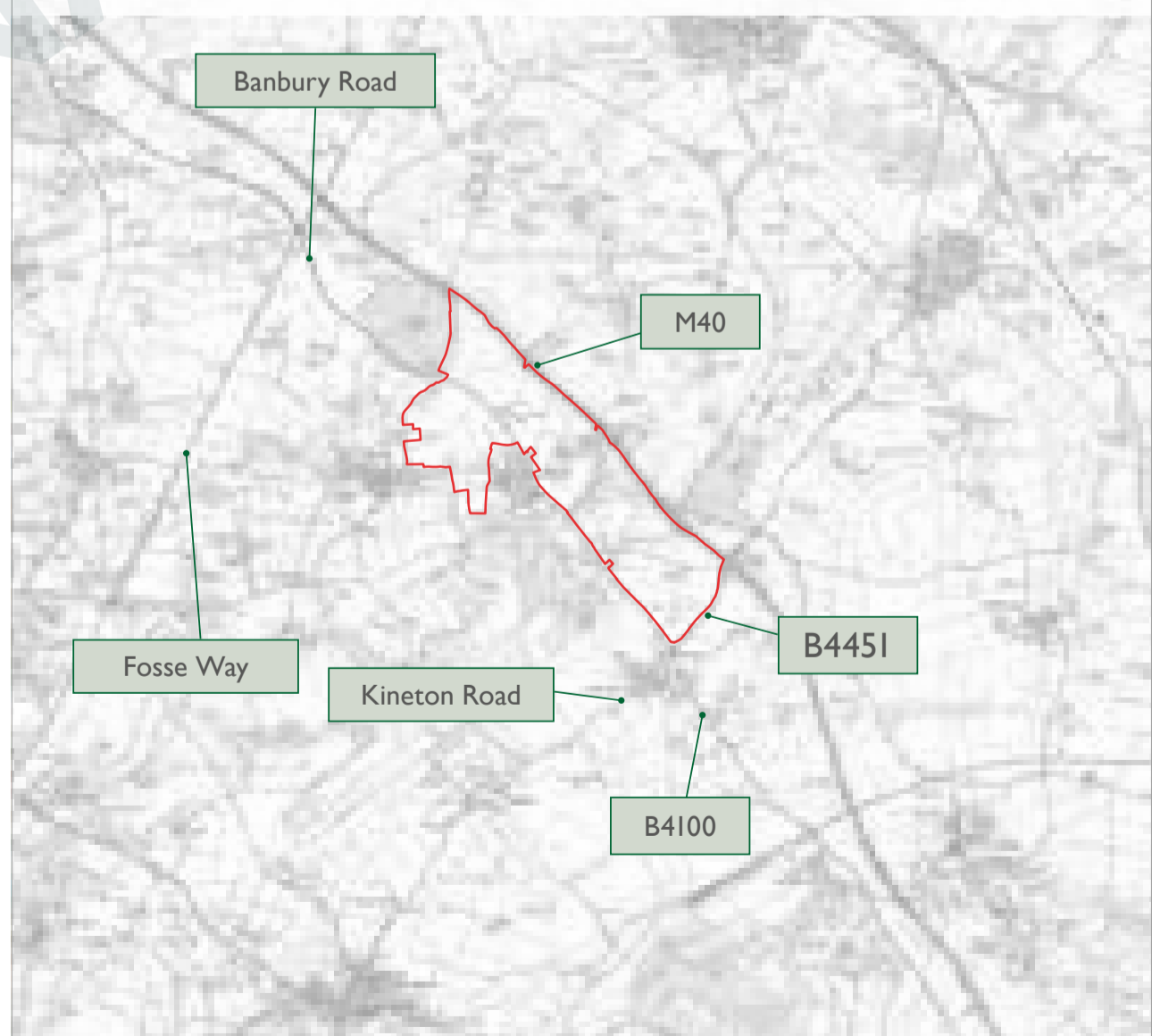
The delivery of a successful development should ensure integration of the site with the neighbouring areas. The key areas are identified as Gaydon, Lighthorne, Lighthorne Heath and Kineton. A transport strategy should be developed that will include the delivery of suitable links to each of the identified areas. The aim is to ensure that both walking and cycling trips are encouraged and that no barriers to movement exist. This is likely to require strong walking and cycling connections to the identified areas, delivering direct access constructed to a high quality.

Journeys of less than 2km should be targeted for the promotion of walking as a suitable and sustainable mode of travel. The equivalent distance quoted for cycling is 5km. This demonstrates that the identified local amenities are within walking/cycling range.

Road Network

The site is located adjacent to the M40, an established strategic highway network. The local road network includes the B4100 and B4451 as indicated in Figure 10, below. The local road network is managed by Warwickshire County Council (Highways) and the motorway is managed by the Highways Agency, and UK Highways (DBFO contractor for this section of the M40 motorway).

FIGURE 10: LOCAL ROAD NETWORK



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

The B4100 borders much of the western edge of the site. The B4100 caters for strategic north and south vehicle movements in the direction of Warwick to the north and Banbury to the south. The road is typically single carriageway road with intermittent footways. To the south of the site, the B4100 forms a four arm roundabout with the B4451 connects to Kineton and the south-west.

To the north of the site, the B4100 continues in a north-westerly direction to connect with junction 13 of the M40 motorway. The B4451 runs in a south-westerly direction to Kineton. Warwickshire County Council have a committed improvement and capacity enhancement scheme for Junction 12 and the B4100 and construction work is programmed to commence in late 2014. The improvements that this will bring include significantly reducing queue length and journey time.

A Strategic Transport Assessment (STA) was commissioned by Warwickshire County Council and Stratford-on-Avon District Council. The traffic model reviews the road network over the district and looks at the arterial road network such as the M40, before being further refined to look at the traffic environment at the local scale, assessing the current situation and thereafter the impacts of the proposed development.

The STA considered the implications on the wider road network to ensure that

the development proposals are deliverable.

The Transport Assessment that will need to be completed to support any planning application will consider the impacts within the local roads and identify any further interventions that are required. This will build upon the wider interventions already identified and highlight those in the hinterland to the site. This will need to review the impact on the public highway at the following locations;

1. Gaydon
2. Lighthorne Heath
3. Lighthorne
4. Kineton
5. Bishop's Itchington
6. Southam

Developers will be expected to make a proportionate contribution to these improvements in accordance with Policy(s): CS.1, CS.21, CS.25, CS.26 and Proposal GLH of the Core Strategy DPD.

FIGURE 11: LOCAL FACILITIES



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.5 HERITAGE & ARCHAEOLOGY

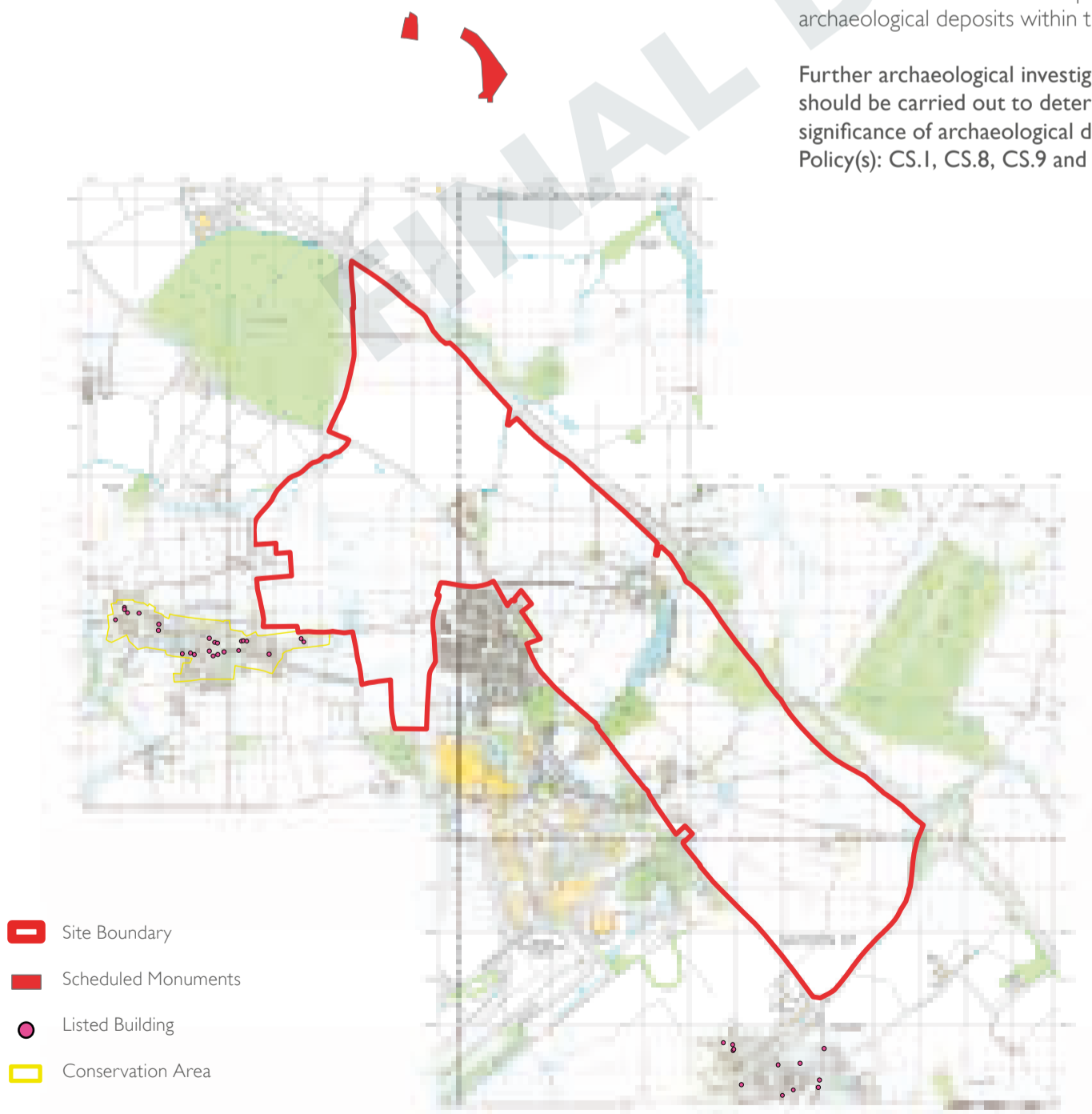
Heritage

There are no listed buildings or designated heritage assets within the site. There are sixteen listed buildings, all Grade II, located within a 1 km distance of the site's boundary. These are concentrated within the villages of Gaydon to the south, and Lighthorne to the west. The historic core of Lighthorne is designated as a Conservation Area. There are five undesignated buildings of local interest that are likely to be either eighteenth or nineteenth-century in date. In addition, the Grade I and scheduled Chesterton Windmill is 1.9 km to the north of the site's most northern point. Only development of the site's most northern field (between Chesterton Wood and Kingston Fields Farm) is likely to have an impact on the Windmill's setting and this is considered minor in a report prepared by CgMs Consulting which assesses the proposed development in terms of potential impact on built heritage.

The only buildings of potential heritage interest within the site boundary are Castle Farm, in the south of the site, and Kingston Grange Farm, to the east of Lighthorne Heath, but both are currently undesignated. Each is identified on eighteenth-century maps and may be of an earlier date. Kingston Grange Farm in particular is a complex, multi-phased farmstead with numerous ranges of buildings of varying dates.

Planning applications will need to consider the impact upon the setting of these heritage assets, including the grade I listed Chesterton Windmill in accordance with Policy(s): CS.1, CS.8, CS.9 and Proposal GLH of the Core Strategy DPD.

FIGURE 12: DESIGNATED HERITAGE ASSETS MAP



Archaeology

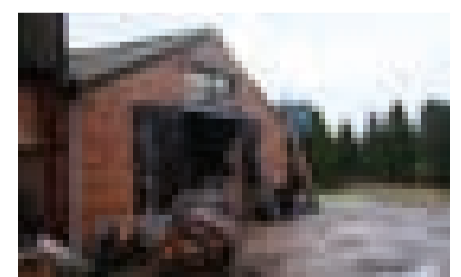
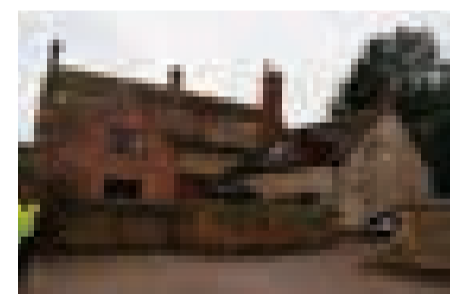
An archaeological desk-based assessment has been carried out. It has established that there are no archaeological designated heritage assets located within or in such close proximity to the study site that their significance or setting might be affected by proposed development.

It is noted that the County Historic Environment Record includes an entry for two possible Bronze Age barrows in the southern tip of the site. However, following the completion of the National Monuments Programme, the National Monuments Record states that these are more likely to represent two of a series of four Post-Medieval stack stands.

A low potential is identified for buried archaeological deposits of Saxon- Post-Medieval origin to be present within the site and, on current evidence, the potential for Roman and Prehistoric activity within the site is also identified as low, but ultimately remains uncertain due to the lack of previous archaeological investigation within the site. Modern activity is limited to areas of structural debris of World War II outbuildings and camps associated with RAF Gaydon. A former air raid shelter is located to the south of Kingston Fields Farm. Extensive former quarrying across the northwestern part of the site, landfill in the south and areas of modern landscaping in discrete areas throughout the site will have wholly or severely truncated potential archaeological deposits within these areas. Furthermore, historic ploughing and agricultural practices that have taken place throughout the site from the Medieval period onwards will have also truncated earlier archaeological deposits within the area, should they be present.

Further archaeological investigation, in support of any future applications, will be carried out to determine the presence/ absence, nature and significance of archaeological deposits within the site.

Further archaeological investigation, in support of any future applications, should be carried out to determine the presence/ absence, nature and significance of archaeological deposits within the site in accordance with Policy(s): CS.1, CS.8, CS.9 and Proposal GLH of the Core Strategy DPD.



Kingston Grange Farm

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3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.6 ECOLOGY

A Phase I Habitat Survey has been carried out which identified no major constraints.

A medium-sized population of Great Crested Newts (Natural England classification) has been found on the former quarry site, with newts present within a number of ponds across the area. The management and the way in which this area is used as part of any open space proposals will therefore need to be carefully considered to ensure that the Great Crested Newt population is protected. No Great Crested Newts were found in any ponds within the main extent of the site.

A botanical survey has also been completed within Gaydon Coppice, with the subsequent species list confirming that a designation of semi-natural ancient woodland is appropriate. This information will need to be used to formulate a suitable strategy to protect this woodland before, during and after development. Natural England recommends the establishment of a suitable buffer area with appropriate planting, and this will need to be incorporated into any mitigation strategy. Similar considerations will also be needed for Chesterton Wood.

A range of further surveys for other ecological receptors, such as hedgerows, birds, bats and other protected species will need to be carried out in advance of planning applications submitted for the site with appropriate mitigation identified, if required. A net gain in biodiversity will also be expected to be secured in accordance with Policy(s): Cs.1,CS.5,CS.6,C.S9 and Proposal GLH of the Core Strategy.

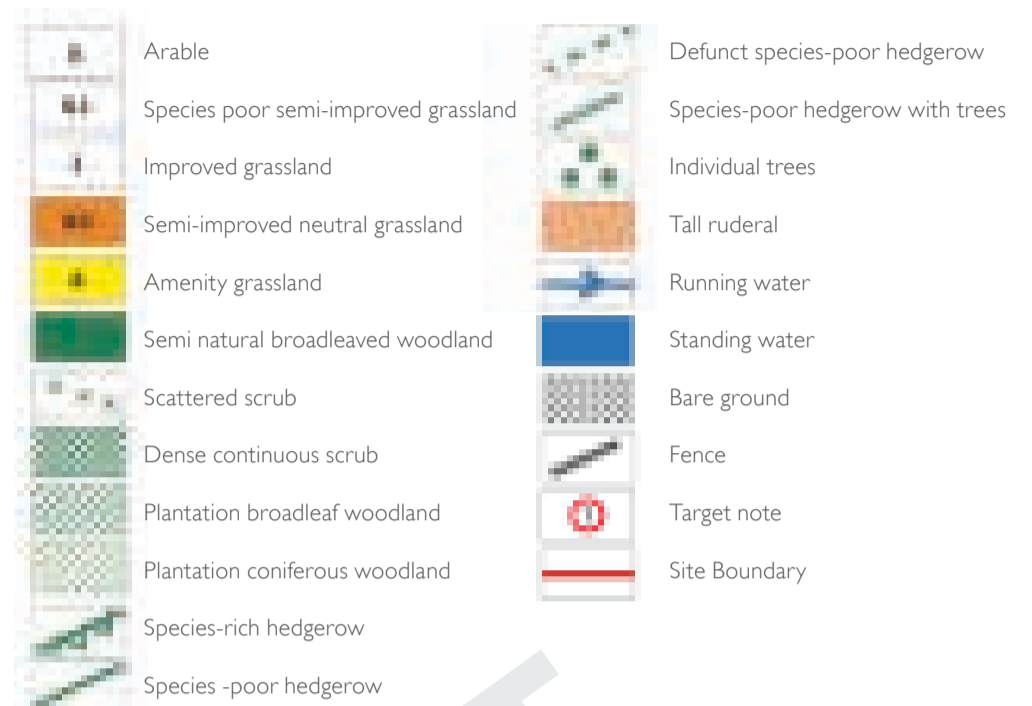
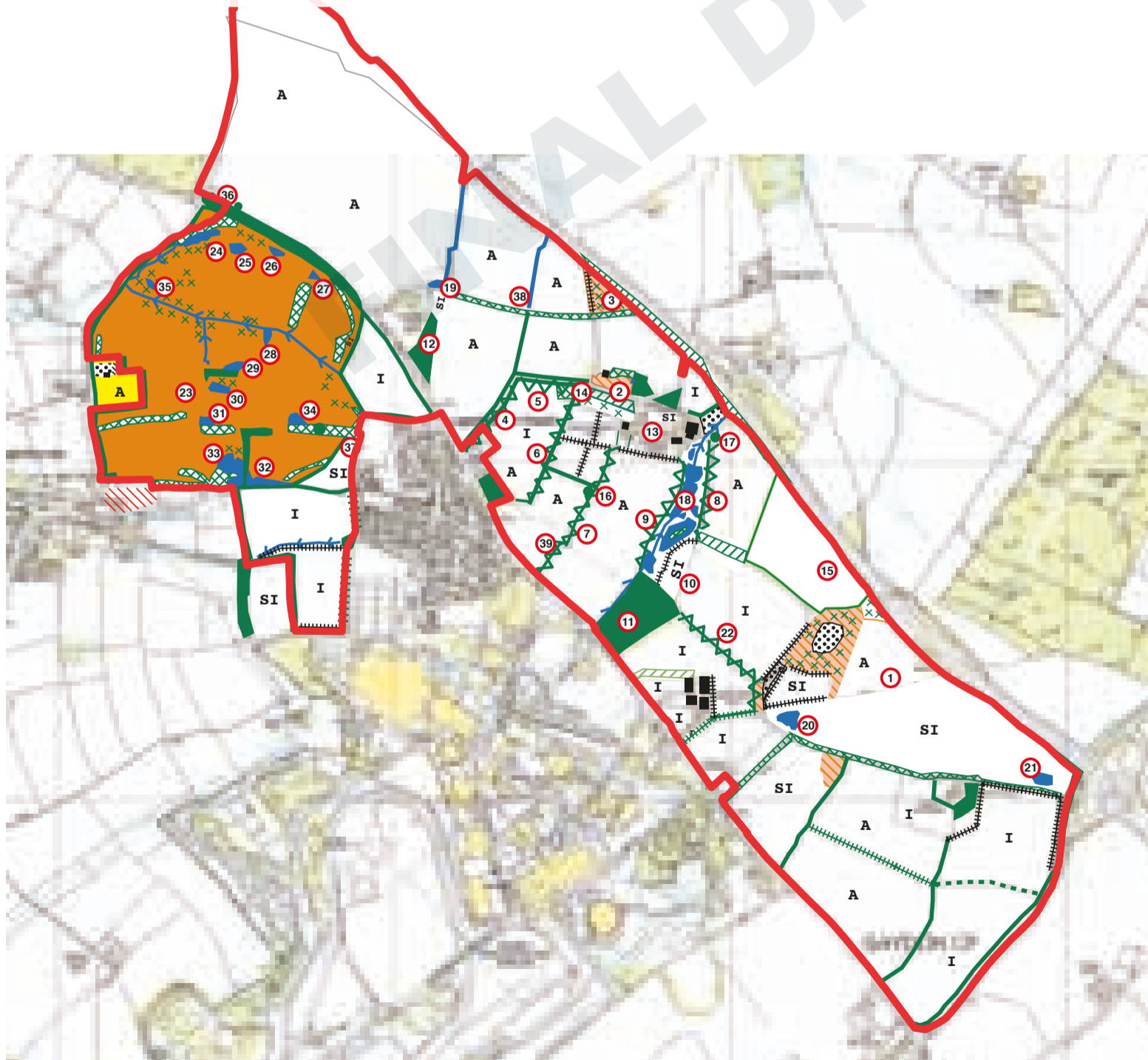


FIGURE 13: ECOLOGY PLAN



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.7 FLOOD RISK AND DRAINAGE

The dominant watercourse for the site is the Tach Brook. An ordinary tributary of this watercourse passes through the site. Entering via a 600mm culvert beneath the B4100, it flows generally eastwards through the site, meandering around the Kingston Grange Fishing Ponds. Hereafter the watercourse leaves the site through another 600mm culvert beneath the M40, continuing eastwards through undeveloped land before joining the Tach Brook approximately 300m east of the site.

Figure 14 below highlights the key watercourses.

Flood Risk

The Environment Agency Flood Zone Map shows that the site lies well within Flood Zone 1; being an area of Low Probability of flooding, outside both the 1 in 100 (1% Annual Exceed Probability [AEP]) and 1 in 1,000 (0.1% AEP) year flood events of the nearby Tach Brook.

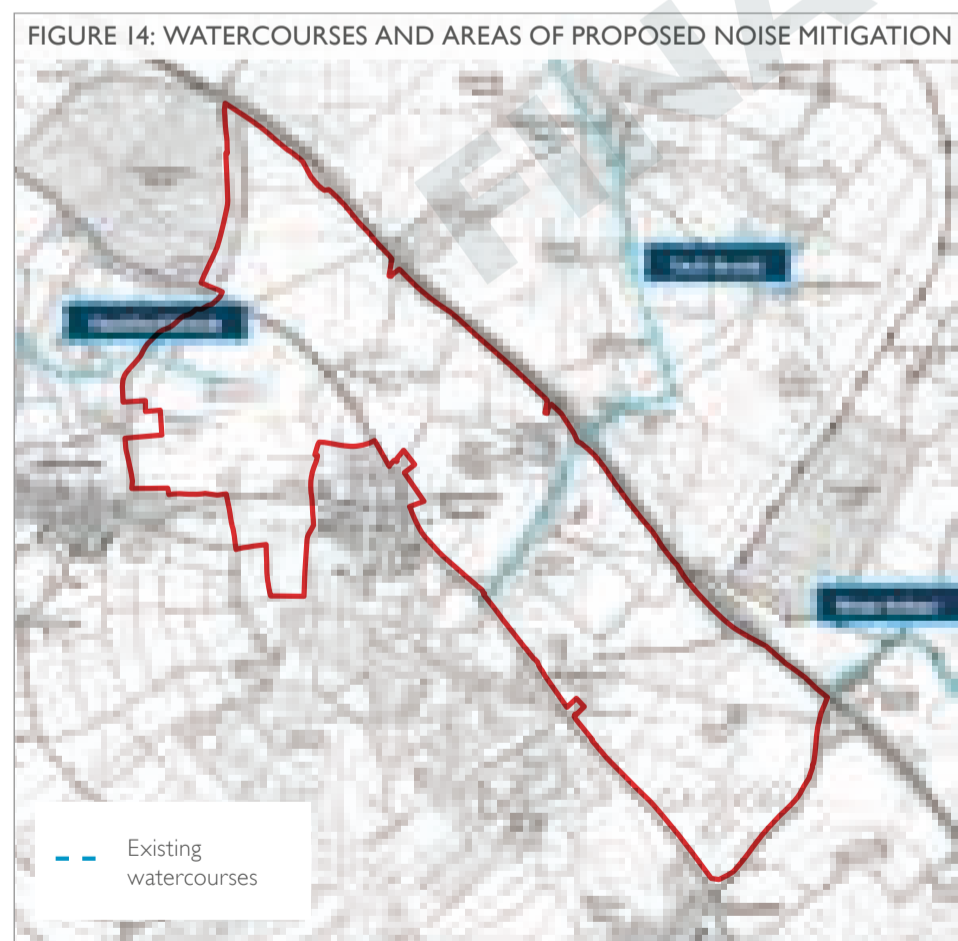
Accordingly, the allocation lies in a preferable location for residential development when appraised in accordance with the NPPF Sequential Test and Core Strategy DPD.

Drainage

Baseline assessments carried out show that the watercourses within the site boundary are the most appropriate receptors of storm water from the proposed development. These have the potential to employ source control measures and detention features to control peak discharges to no greater than the baseline conditions.

Opportunities should be explored to utilise a Sustainable Drainage System (SuDs) strategy with a number of retention basins at the low points of the site, linked by open channels and discharging to the on-site drains. It is important to note that on site drainage strategies will not lead to an increase in run off/flooding elsewhere.

A full Flood Risk Assessment including a Surface Water Drainage Strategy will need to be prepared in support of subsequent planning applications for the site, in accordance with policy(s): CS.1, CS.4, CS.5, CS.6, CS.7, CS.9 and Proposal GLH of the Core Strategy DPD.



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.8 UTILITIES

Severn Trent Water (STW) has confirmed that Lighthorne Sewage Treatment Works has limited treatment capacity and as a result, the site will need to connect to Longbridge Sewage Treatment Works which is located to the south-western edge of Warwick. STW are working to ensure that the necessary upgrades are in place to facilitate the delivery of the allocation and dialogue is ongoing. Developers will however need to work with STW to ensure an appropriate strategy is delivered.

A new primary sub-station will be required to deal with additional loading created by the new development. Developers will need to work with Western Energy Distribution to ensure appropriate electricity provision in accordance with policy(s): CS.25, CS.26 and Proposal GLH of the Core Strategy DPD.

A new main gas pipeline will be required as part of the development. Developers will need to ensure that the new pipeline is brought forward in a timely fashion in accordance with policy(s): CS.25, CS.26 and Proposal GLH of the Core Strategy DPD.

Developers of residential elements will be expected to deliver superfast fibre optic broadband to the new development and opportunities should be explored to extend this to nearby settlements including Lighthorne Heath, Lighthorne and Gaydon in accordance with policy(s): CS.25, CS.26 and Proposal GLH of the Core Strategy DPD.

JLR intend to implement bespoke IT infrastructure for their development.

FINAL DRAFT



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

FIGURE 15:
BASELINE BS

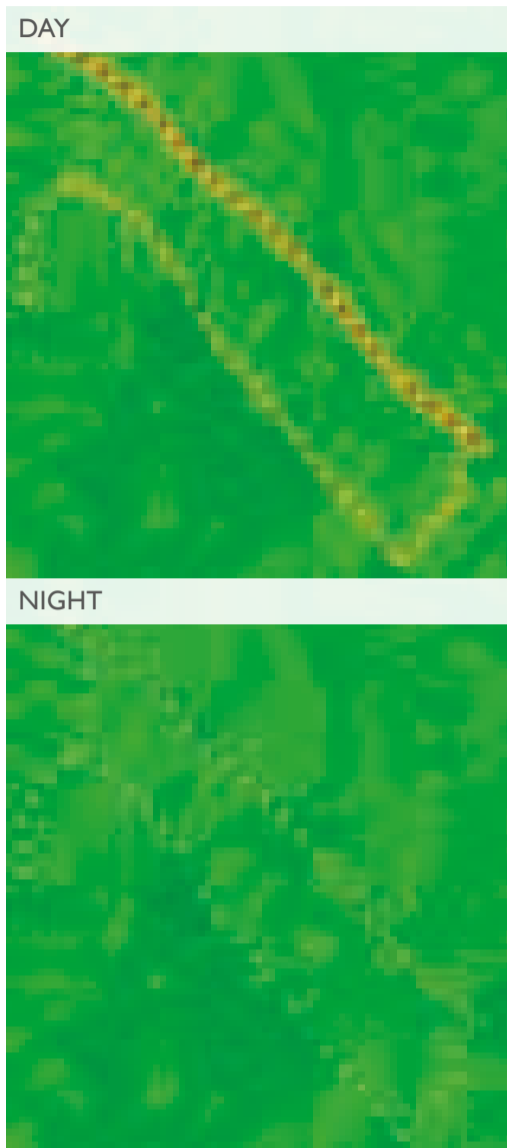


FIGURE 16:
CLEAN BS CONSTRAINTS

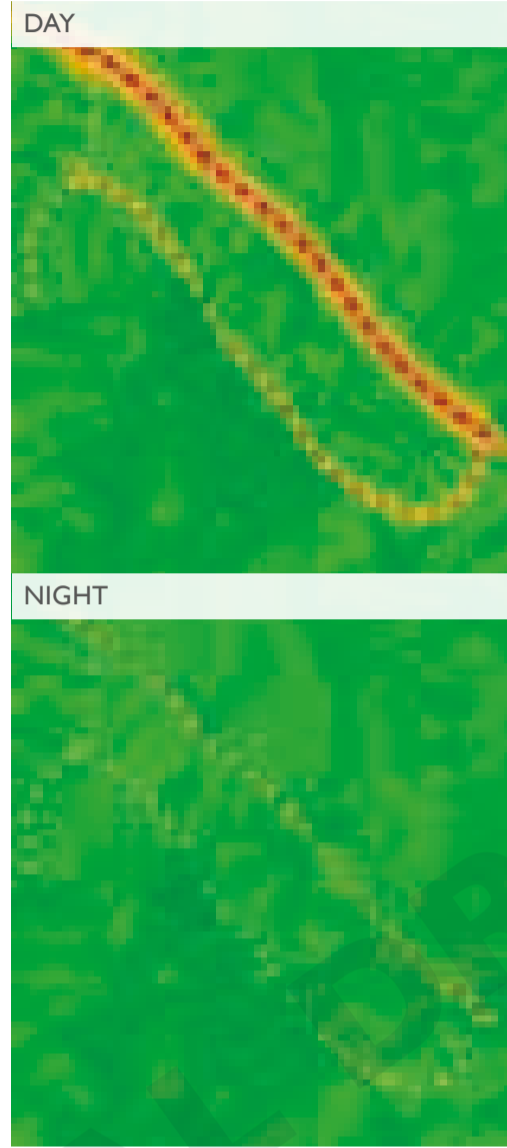


FIGURE 17:
BASELINE NEC

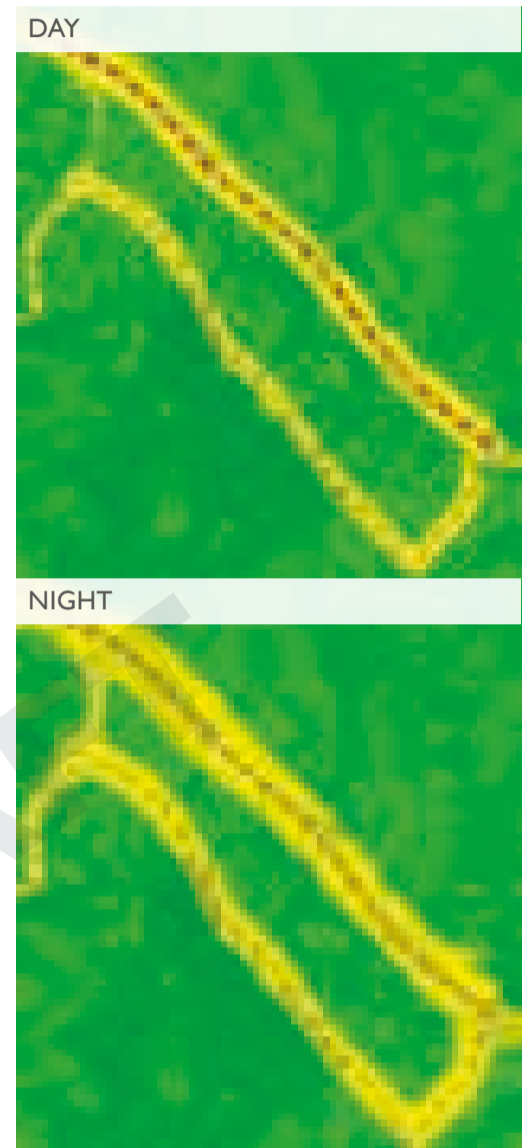


FIGURE 18:
CLEAN NEC CONSTRAINTS

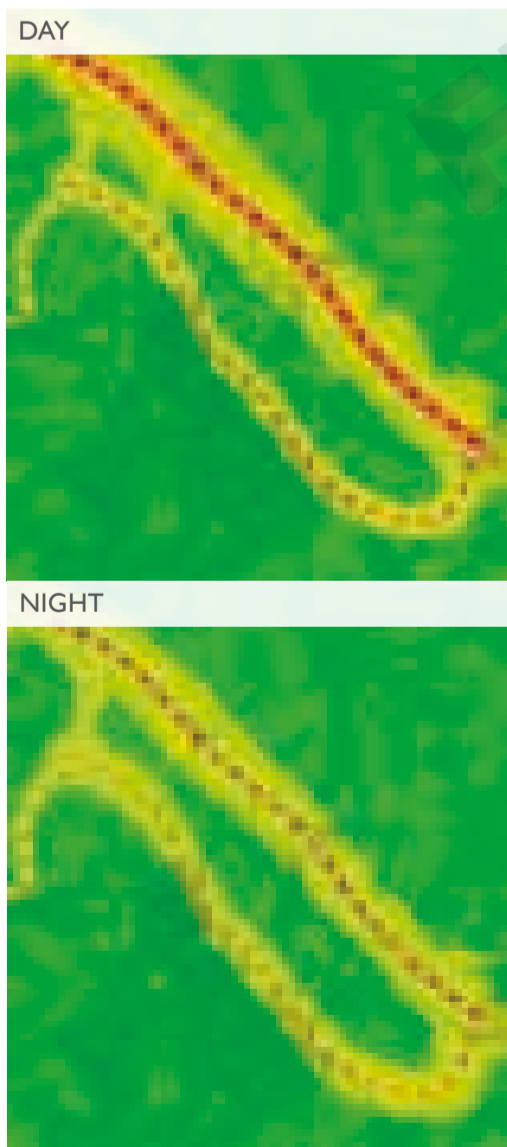


FIGURE 19:
WHO FUTURE NO MITIGATION

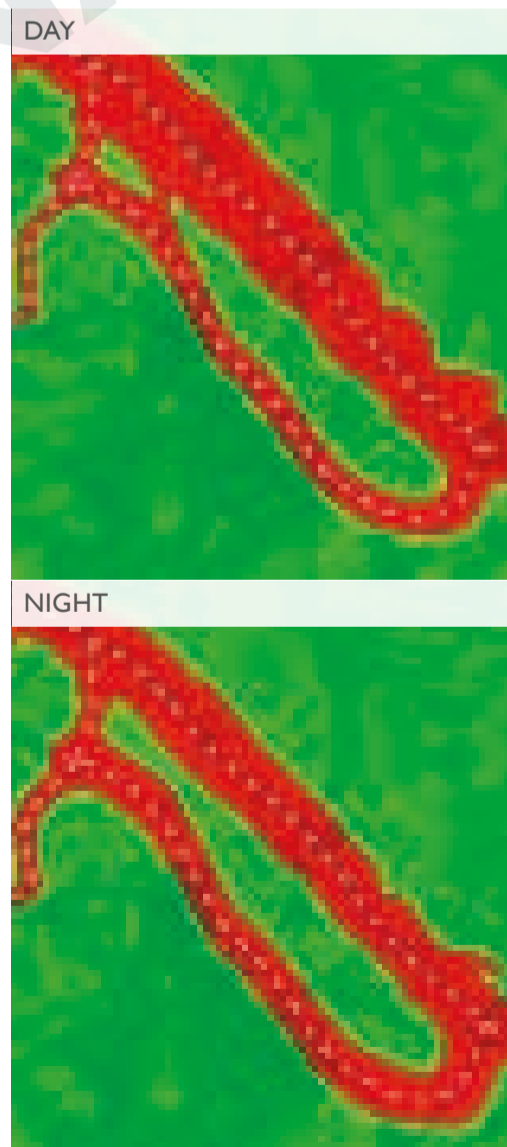
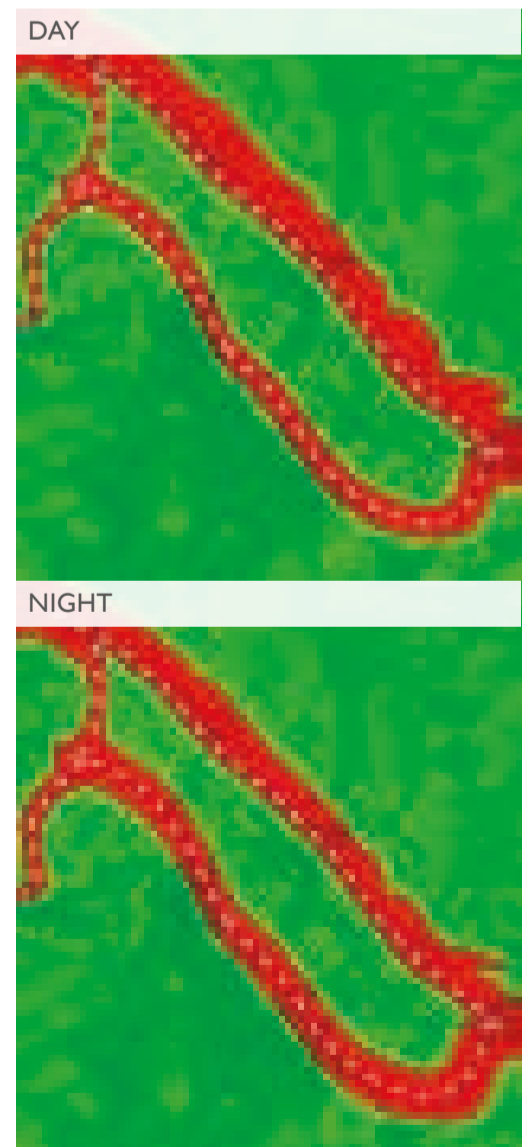


FIGURE 20:
WHO FUTURE WITH MITIGATION



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.9 NOISE

Environmental noise monitoring has been carried out in the form of a 24-hour baseline noise survey. The monitoring results, combined with detailed modelling, have provided a clear understanding of the current noise environment. The modelling shows that the majority of the development falls within Noise Exposure Category (NEC) boundaries A and B, both of which are suitable for development.

In addition to the broad noise environment presented by the NEC boundaries, it is also important to ensure that appropriate internal noise levels within the proposed dwellings are achieved. In assessing the internal noise environment, BS8233:2014 provides guidance on acceptable noise levels. The noise standards indicated by BS8233:2014 should be considered within any formal Noise Assessment.

Where noise levels are higher along the main roads, suitable mitigation measures will need to be proposed including a landscaped noise bund along the north eastern boundary to ensure a satisfactory residential environment internally and externally in accordance with policy(s): CS.1, CS.9, CS.24 and Proposal GLH of the Core Strategy DPD.

Further to the noise bund, additional mitigation should be considered, including:

- Type of glazing used for residential properties fronting noise sources
- Orientating of buildings/rooms to avoid sensitive rooms having direct sight lines onto noise sources
- Careful selection of housing types that front onto noise sources

Mitigation should seek to minimize its impact upon the landscape through the greening of any acoustic fencing and planting of vegetation along bunds in accordance with policy(s): CS.1, CS.5, CS.6, CS.7, CS.9, CS.24 and Proposal GLH of the Core Strategy DPD.

Air Quality

The site is not located within an Air Quality Management Area (AQMA). The nearest designated AQMA's are at Stratford-upon-Avon and Studley (14km and 28km from the site respectively) and will not be adversely affected by traffic associated with the proposed development.

Stratford-upon-Avon do not undertake air quality monitoring in the vicinity of the site, however mapped pollutant concentrations published by Defra indicate that background concentrations in the area are well within the air quality objectives set for the protection of human health.

There are no statutory wildlife sites within 2km of the proposed development that are likely to be adversely affected during the construction or operational phases of the development.

Due to the close proximity of the M40 to the site boundary, monitoring of ambient NO₂ concentrations using passive diffusion tubes will need to be undertaken to determine whether a buffer is required to ensure that residents of the development are not exposed to elevated concentrations from existing motorway emissions in accordance with Policy(s): CS.1, CS.5, CS.6, CS.7, CS.9, CS.24 and Proposal GLH of the Core Strategy DPD.

BASELINE BS KEY

BS:8233 Boundaries dB(A):

Day:

<62	Good
62 – 72	Reasonable
>72	Unsatisfactory

Night:

<62	Good
62 – 67	Reasonable
>67	Unsatisfactory

WHO FUTURE KEY

WHO Boundaries dB(A):

Day:

<55	Acceptable
>55	Unsatisfactory

Night:

<45	Acceptable
>45	Unsatisfactory

BASELINE NEC KEY

NEC Boundaries dB(A):

Day:

<55	(A)
55 – 63	(B)
63 – 72	(C)
>72	(D)

Night:

<45	(A)
45 – 57	(B)
57 – 66	(C)
>66	(D)

FIGURE 21: CROSS SECTION OF NOISE MITIGATION BUND
















FIGURE 22: OPPORTUNITIES AND CONSTRAINTS PLAN

















3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.10 CONSTRAINTS AND OPPORTUNITIES

-  Site boundary
-  M40
-  B4100
-  Other roads
-  Public rights of way (PROW)
-  Bridleways
-  National trail/long distance route
-  Existing tracks
-  Existing buildings within site
-  Conservation area
-  Listed buildings
-  Proposed dual carriageway and northbound slip road as part of WCC's proposed improvements
-  Proposed private road access, cycle and pedestrian route only as part of WCC's proposed improvements

CONSTRAINTS

-  Ancient woodland
-  Woodland
-  Ancient woodland buffer
-  Woodland buffer
-  Noise from M40 and B4100
-  Former quarry site
-  Waste composting area
-  Historic land fill
-  Overground BT line
-  Underground BT line
-  Severn Trent foul sewer
-  Overhead electricity (35kV)
-  Underground electricity
-  Trees with Preservation Order (TPO)

OPPORTUNITIES

-  Opportunity to incorporate existing woodland/notable trees or vegetation into green corridors
-  Opportunity to retain important hedgerows some of which are historic. The hedgerows could help define the green infrastructure.
-  Opportunity to retain and enhance existing non-historic hedgerows. The hedgerows could help define the green infrastructure.
-  Opportunity to maintain the existing fishing lakes and create a memorable place to the site.
-  Retain and convert Kingston Grange Farm to accommodate new uses.
-  Potential locations for attenuation basins.
-  Potential to create a wildlife corridor along required noise mitigation bund and earthworks.
-  Opportunity to traffic calm B4100.



4.



STAKEHOLDER/ COMMUNITY ENGAGEMENT



4.0 STAKEHOLDER/COMMUNITY ENGAGEMENT



Stakeholder and community engagement has taken place during the preparation of this draft SPD involving the following key events:

- Steering Group Meetings since January 2014
- Placemaking Workshop on 27 February 2014
- A Green Infrastructure Workshop on 17 March 2014
- An Affordable Housing Workshop on 8 April 2014
- A Community Infrastructure Workshop on 12 June 2014
- A Stakeholder Workshop held on 27 June 2014
- A Community Exhibition held on 4 and 5 July 2014

4.1 STEERING GROUP MEETINGS

The Steering Group comprises one representative from each of the following: Stratford-on-Avon District Council, Warwickshire County Council, Commercial Estates Group, Bird Group and Jaguar Land Rover. It has met on a regular basis since January 2014. One of the purposes of the Steering Group was to steer the delivery of the SPD. The Steering Group receives advice from seven themed working groups that were formed to discuss key topics - transport, community, housing, green infrastructure, design/ place-making, utilities and local engagement.

4.2 PLACEMAKING WORKSHOP

In February 2014 a workshop was held to explore the synergy between emerging proposals for the Jaguar Land Rover expansion at Gaydon and the new village. Participants included representatives from Jaguar Land Rover, CEG, Bird Group and their consultant teams. The aim of the day was to develop mutual understandings of each other's aspirations and priorities, and to identify how organisations could work together to make the new developments as successful as possible.

The key opportunities arising from the workshop were:

- The opportunity to create an attractive landscape setting that will enhance the experience of visiting the new Jaguar Land Rover centre as well as creating value for the residential development;
- The potential to create a cohesive identity for the place as a whole;
- The potential to encourage a shift to more sustainable modes of transport and thus decrease congestion through planning safe and convenient routes for walking and cycling and developing a bus service that meets the needs of residents, employees and visitors; and
- The opportunity to design new homes that may be potentially attractive to some Jaguar Land Rover employees.



4.3 GREEN INFRASTRUCTURE WORKSHOP

In March 2014, Broadway Malyan landscape architects arranged a Green Infrastructure (GI) workshop to gather ideas and views from a number of organisations to help develop a GI Strategy for the emerging proposals for land at Gaydon/Lighthorne Heath. The aim of the workshop was to identify the core GI elements in the new development to develop a robust illustrative masterplan which considers the views of specialists. A full summary of this workshop can be found in the Appendix.



4.0 STAKEHOLDER/COMMUNITY ENGAGEMENT

Key themes and opportunities emerging from the workshop were:

- A vibrant Local Hub and Central Green Space which builds on existing site assets and act as a focus for the development.
- A strong Green Spine to connect the north and south of the site.
- A suitable buffer around Gaydon coppice to be graded from Woodland to Outer-edge providing varied habitats and controlled access.
- A buffer adjacent to Chesterton Wood along the north of the site as a means to mitigate noise from the motorway and provide connectivity to the existing woodland.
- Potential realignment of the existing road next to Chesterton Wood in order to protect the woodland.
- Enhanced Circular Pedestrian Route based on existing Public Rights Of Way (PRoW).
- Green links to be considered across road barriers to enhance wildlife movement and connect the site to the wider landscape.
- Residential areas to incorporate gardens and pocket parks which will act as wildlife corridors and add to the habitat matrix of the site.
- Good signage and lighting throughout the site to encourage walking/cycling to reduce car reliance.
- Landscape treatment to new link road to create an attractive entrance to Jaguar Land Rover.

4.4 AFFORDABLE HOUSING WORKSHOP

An Affordable Housing Workshop was held at Stratford-on-Avon District Council Offices with representatives from a number of housing associations to discuss possible housing strategies for Gaydon/Lighthorne Heath that could meet the affordable housing needs of the District.

4.5 COMMUNITY INFRASTRUCTURE WORKSHOP

In June 2014, a Community Infrastructure Workshop was held with a number of officers from Warwickshire County Council, with particular focus on infrastructure provision within the Village Centre.

The key issues raised included:

- The need for a health centre
- The potential to explore a 'community hub' option as a sustainable method to deliver a range of services
- The police are reviewing their requirements but it is likely a new neighbourhood team would require a part time presence in the village centre
- The provision of MUGAs was supported and it was suggested that consideration is given to the provision of green gyms within the open space
- The importance of addressing the severance with Lighthorne Heath that will be created by the B4100
- Secondary school pupils will need to travel to Kineton and therefore consideration needs to be given to potential school traffic
- The existing environment adjacent to the B4100 would need to change to allow a reduction to 30mph, for example increasing the number of houses fronting the road



4.0 STAKEHOLDER/COMMUNITY ENGAGEMENT

4.6 STAKEHOLDER WORKSHOP

The Stakeholder Workshop involved a full day event held at the Heritage Motor Centre at Gaydon. Attendees included technical stakeholders and representatives from Warwickshire County Council, Stratford-on-Avon District Council, statutory consultees, members of the adjacent authority Warwick District Council, members of local parish councils, Warwickshire Wildlife Trust and local housing associations.

The start of the workshop involved a range of presentations from the promoters and Jaguar Land Rover to give an introduction to the work that has been carried out to date in relation to the project / site in order to inform the preparation of the draft SPD and any future planning applications. The first half of the day provided an opportunity for issues and opportunities to be highlighted and discussed. The afternoon session involved a placemaking exercise in which maps were annotated showing location preferences for key infrastructure and development. Each of the attendees were invited to join the specialist groups of their choice which included the village centre, infrastructure, transport etc. A full summary of the key issues and opportunities raised during this workshop can be found in the Appendix.

Key issues and opportunities emerged from the workshop which are summarised below:

- Concern about the increase in traffic on local roads, the safety of cyclists and the need to ensure pedestrians can access new facilities safely via Banbury Road;
- The need to ensure infrastructure is put in at the right time and in advance of an increase in demand by new residents, in particular new primary school places, the expansion of Kineton High School and medical facilities;
- Queries over the long term management of green space and the impact on wildlife;
- Clear support for using the former quarry area as a local nature reserve;
- The opportunity to create a high quality village centre in a location close to Lighthorne Heath to benefit new and existing residents and employees;
- The potential to upgrade existing community and sports facilities in Lighthorne Heath;
- The need to provide an improved bus service; and
- The potential to install super-fast broadband to the area and surrounding local villages.

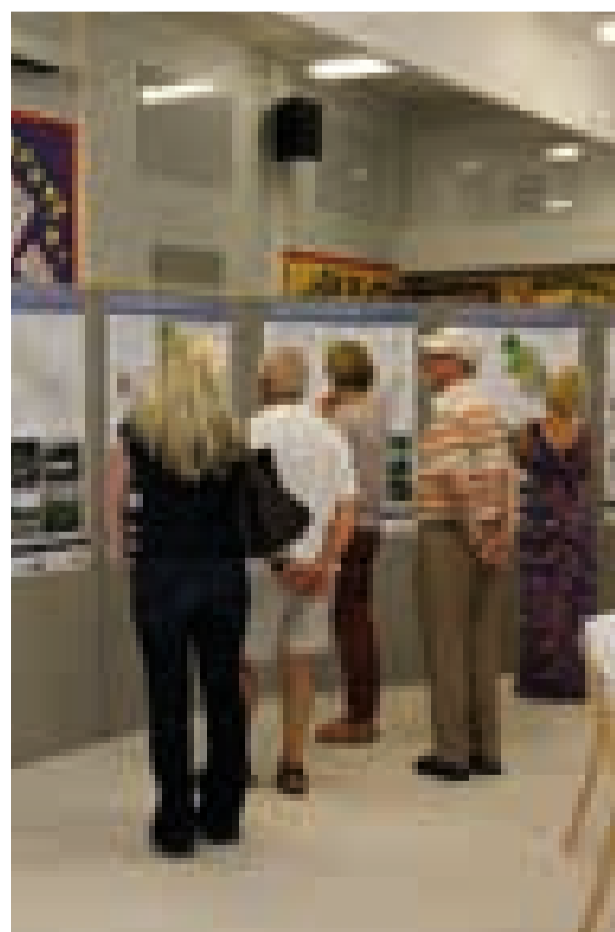
4.7 COMMUNITY EXHIBITION

A community consultation event was held at Lighthorne Heath Primary School on Friday 4 July 5pm- 8.30pm and Saturday 5th July 10am- 2pm. Around 123 people attended over the two days.

A series of exhibition boards (shown below) displayed the feedback collated from steering group meetings and the stakeholder workshop, together with emerging proposals for the Gaydon / Lighthorne Heath allocation. The event provided attendees with the opportunity to leave comments. A full summary of the key issues and opportunities raised during this exhibition can be found in the Appendix.

The key issues arising from the community exhibition included:

- Some attendees challenged the principle and scale of housing in this location but the majority were concerned with the practical implications of delivery;
- The majority of concerns centred on issues of traffic and highway safety, and in particular the impact of traffic on the surrounding area.
- Improvements to the local bus service in terms of frequency and the provision of later running services was a frequently noted comment;
- There was widespread support for the mix of uses shown within the illustrative masterplan, most notably health and education; and
- Attendees supported the approach to green space with a clear preference for the preservation of natural open space where possible. A variety of sports provision was requested, in particular multi-use games areas.





5.



VISION AND PRINCIPLES



5.0 VISION AND PRINCIPLES

THE VISION

5.1 THE VISION

Having regard to the site, its context, planning policy, constraints, opportunities and stakeholder/community engagement, the following vision has been developed for the site:

Land at Gaydon/Lighthorne Heath will be a thriving new village with an excellent range of local facilities; known for its sense of community, high quality buildings, sustainable design and attractive green spaces.

It will be well integrated with Lighthorne Heath and provide for the everyday needs of new and existing residents.

Land will be designated for the expansion of Jaguar Land Rover to support the economy of the wider region.

The rural setting of Lighthorne will be preserved by the retention of natural green space within the former quarry area.

Connectivity with Gaydon will be maintained through the provision of a pedestrian/cycle link.

The new place will:

- Meet the diverse needs of existing and future residents their children and other users by offering choice;
- Make effective use of natural resources;
- Enhance the environment;
- Promote social cohesion and inclusion;
- Strengthen economic prosperity;
- Be distinguished by high quality design- reflecting the 'Best of British' as exemplified by the Jaguar Land Rover brand;
- Bring a variety of new skilled job opportunities to the area and will create opportunities for other local businesses;
- Respond sensitively to its landscape setting as appropriate;
- Provide a range of commercial and community uses within the local village centre for use by existing and future residents and Jaguar Land Rover employees and visitors;
- Be well connected by sustainable transport to adjacent towns and villages, transport hubs, centres of employment, services and entertainment;
- Provide a range of sizes and types of homes to suit the needs of the community;
- Encourage healthy lifestyles; and
- Be an attractive and well served place from day one.



5.0 VISION AND PRINCIPLES

PLACEMAKING PRINCIPLES

5.2 PLACEMAKING PRINCIPLES

The following principles have informed the concept illustrative masterplan and should continue to guide the development of the detailed design and management proposals.

General

- Create a safe, comfortable, inclusive and attractive place;
- Provide a range of facilities, accommodation and open space to support a thriving, healthy living and working community and to create a stimulating environment;

Village Centre

- Create a vibrant and viable village centre as a focus for community life;
- Locate the village centre where it is within easy walking distance of new and existing homes to promote the integration of the existing and new residential community;

Mix of homes

- Build a range of homes of different types, sizes and tenures to support the creation of a well-balanced community;
- Ensure different types and sizes of home and tenure are well distributed across the site;
- Explore the potential for home/work units for new business start ups and SME's operating from home.

Inclusive Design

- Provide homes which are of a reasonable size to allow adaptation and flexible use by occupiers throughout their lifetime regardless of physical ability;
- Create an external environment that is accessible and appealing to all regardless of physical ability, age, gender or circumstance;

Community Safety

- Create external spaces with appropriate levels of activity, that can be well observed by residents, attractive and well lit;
- Design footpaths through residential areas to be well overlooked from living spaces of homes to make them feel safe;
- Ensure that the definition between public and private spaces is clear and unambiguous and that different uses do not conflict with each other;
- Aim to achieve Secured by Design accreditation from the local constabulary;

Sense of Place

- Work with the existing site characteristics and landscape features to create a scheme which sits comfortably within the natural environment;
- Take advantage of existing site features, views and orientation to maximise amenity and optimise opportunities for energy conservation;
- Incorporate materials and features that are a characteristic of the local area;

Phasing

- Ensure delivery of an appropriate level of services and facilities to support the living and working community as the scheme is built over time;

Connectivity

- Promote a shift towards more sustainable transport modes for travel;
- Provide good connections both within the new development and to important destinations outside to facilitate access to jobs, schools, health and other important services;
- Design residential streets to create a legible and permeable network that connects homes to the village centre and key local facilities;
- Consider the differing needs of pedestrians, cyclists, public transport users and car owners, with a focus on the creation of attractive streets rather than efficient highways;
- Ensure all homes are within a short walk (400m) of a bus stop;
- Provide bus stops at convenient locations for the working community;

Urban Form

- Create a clear hierarchy of streets and spaces to define a legible and varied urban environment;
- Design high quality buildings to enclose spaces and form important landmarks within the street scene;

Character & Identity

- Create buildings and spaces which have a strong and distinct character;
- Take inspiration from local building styles and urban forms;
- Ensure that development complements and enhances the quality of the surrounding area;
- Create an attractive setting for existing buildings to be retained including Kingston Grange Farm;

5.0 VISION AND PRINCIPLES

PLACEMAKING PRINCIPLES

Biodiversity

- Encourage biodiversity by connecting areas of natural habitat to be retained with new green spaces;
- Carefully control access to existing woodland and other natural habitat areas to be retained;

Car & Cycle Parking

- Provide an appropriate amount of parking for the surrounding homes without allowing it to dominate the environment of the street;
- Provide parking for homes which is clearly defined and integral to the design of streets and spaces;
- Provide ample, convenient and secure cycle parking to encourage reduced use of the car;

Sustainable Construction

- Specify construction materials carefully and avoid those which have poor sustainability credentials;
- Minimise the requirement for landfill and make use of in-situ remediation and decontamination technology to reduce the amount of waste material leaving the site;

Deliverability & Long Term Management

- Design buildings and external environments that are robust and easily maintained with clear opportunities for decentralised energy;
- Ensure that the quality of the development can be sustained over time through the development of long term management strategies.

Community Engagement

- Work with local people and community stakeholders throughout the development process to ensure that proposals respond to their needs and reflect local aspirations;
- Enable local people to continue to be involved in the running of their community after development has been completed.

Quality of Housing

- Achieve a Building for Life Award.

BUILDING FOR LIFE 12 CRITERIA (PUBLISHED SEPTEMBER 2012)		
INTEGRATING INTO THE NEIGHBOURHOOD		
1	Connections	Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?
2	Facilities and services	Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play-areas, pubs or cafes?
3	Public transport	Does the scheme have good access to public transport to help reduce car dependency?
4	Meeting local housing requirements	Does the development have a mix of housing types and tenures that suit local requirements?
CREATING A PLACE		
5	Character	Does the scheme create a place with a locally inspired or otherwise distinctive character?
6	Working with the site and its context	Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimate?
7	Creating well defined streets and spaces	Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?
8	Easy to find your way around	Is the scheme designed to make it easy to find your way around?
STREET AND HOME		
9	Streets for all	Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
10	Car parking	Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
11	Public and private spaces	Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
12	External storage and amenity space	Is there adequate external storage space for bins and recycling as well as vehicles and cycles?



6.



































ILLUSTRATIVE MASTERPLAN



6.0 ILLUSTRATIVE MASTERPLAN

MASTERPLAN PRINCIPLES

-  SPD Boundary
- Existing**
-  Existing structural planting outside the site
-  Existing watercourses
-  Existing settlements
-  Existing roads
-  Warwick Motorway Services
-  Aston Martin and Jaguar Land Rover
-  Existing structural planting within the site
- WCC proposed improvements**
-  Proposed dual carriageway and northbound slip roads
-  Wildlife corridor
-  Private road access, cycle and pedestrian route only
-  Proposed attenuation basins
- Proposed**
-  Proposed main access points
-  Proposed minor access points
-  Proposed tree-lined avenue
-  Traffic calming to B4100 Banbury Road
-  Village centre
-  Primary school to be provided within village centre
-  Suitable residential area
-  Strategic future expansion of JLR Gaydon
-  Potential green public open space location
-  Potential green private open space location
-  Potential nature park and sport pitch location
-  Indicative development plots
-  Wildlife corridor with embankment
-  Potential SuDs locations
-  Potential gateway feature/pub
-  Potential for landmark feature
-  Internal access road
-  Potential connection between residential and extension site
-  Secure employment land boundary
-  Indicative location of public leisure/event facilities

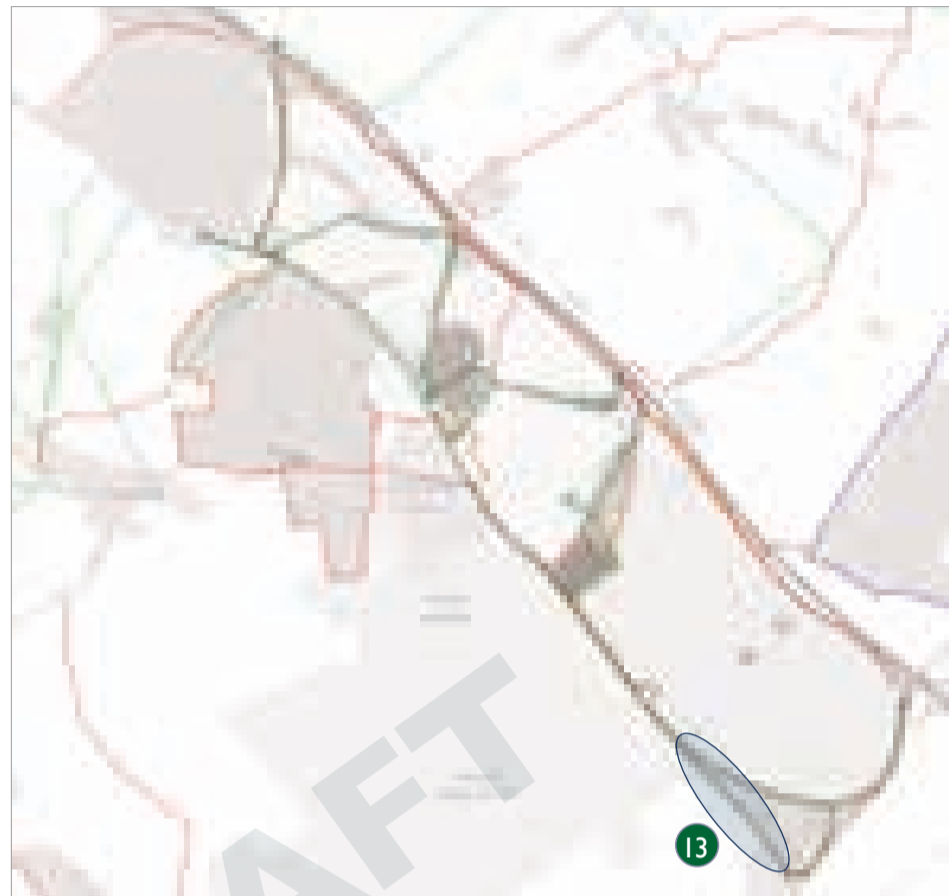
6.1 MASTERPLAN PRINCIPLES

The illustrative masterplan is based on the following masterplanning principles. These principles reflect a response to the site's natural features and initial engagement with stakeholders.

- 1 The area for the Jaguar Land Rover growth and expansion site is located to the south of Gaydon Coppice and the fishing ponds.
- 2 Natural green space and sports pitches are located on land west of Banbury Road (B4100).
- 3 Development is set back from existing woodland.
- 4 A landscaped bank is built along the M40 to reduce the noise and air quality impact of the motorway on the new village and on Lighthorne Heath.
- 5 Public open space is created between the new dual carriageway and Gaydon.
- 6 Existing woodlands, hedges and watercourses are incorporated into a green infrastructure framework providing a structure for the new village and the Jaguar Land Rover expansion.
- 7 A sustainable urban drainage system (SuDs) are used including retention basins with attractive planting to encourage biodiversity within the green infrastructure.
- 8 Kingston Grange Farm is converted to accommodate new uses.
- 9 A new mixed use village centre is provided to serve the existing and new living and working communities.
 - The village centre includes:
 - a village square;
 - a primary school;
 - a community hub with meeting space and health centre;
 - a foodstore;
 - shops;
 - cafés and restaurants;
 - offices;
 - new homes including specialised accommodation for the elderly; and
 - possibly a hotel
- 10 New residential neighbourhoods set within the green infrastructure will provide a range of different types, sizes and tenures of housing including affordable homes to meet the needs of the District.
- 11 A pub or restaurant could mark the northern entrance to the village.

6.0 ILLUSTRATIVE MASTERPLAN

MASTERPLAN PRINCIPLES



12 New high quality footpaths, cycle routes and bridleways set within the green infrastructure will connect the site to the wider Public Rights of Way network and adjacent villages.

13 The southern section of Banbury Road near Gaydon will be de-classified to a cycle and pedestrian route only.

KEY

- Existing public rights of way (PROW)
- Existing bridleways
- Centenary Way (National Trail)
- Proposed footpaths and cycle routes (indicative)
- Proposed rerouting of bridleways (indicative)

6.0 ILLUSTRATIVE MASTERPLAN

MASTERPLAN PRINCIPLES



14 The B4100 Banbury Road will be traffic-calmed with maximum speeds restricted to 30mph to provide a safer environment and connections to the new village centre.

15 Existing access points will be improved and new access points created to residential neighbourhoods and the Jaguar Land Rover expansion.



16 A high quality tree-lined avenue will connect the new residential neighbourhoods to the village centre and each other. A similar avenue will provide access to the interior of the Jaguar Land Rover expansion site. A new footpath and cycle route would connect the new residential neighbourhood to the Jaguar Land Rover expansion site.

17 A revised bus route will serve the living and working communities with bus stops in convenient locations including well overlooked bus stops within 400m (5 mins walk) from the majority of new homes. This should connect into the required express bus service to major conurbations.

6.0 ILLUSTRATIVE MASTERPLAN

MOVEMENT AND ACCESS

6.2 MOVEMENT AND ACCESS

The illustrative masterplan provides for a variety of modes of transport/movement. A key aim from the outset has been the incorporation of successful routes for pedestrians, cyclists and public transport, a safe and convenient access for cars and an aspiration to achieve a high level of modal split (circa 20-30%).

The key access and movement principles are:

Vehicular Access

A new junction is proposed in the illustrative masterplan to access the site in the vicinity of the existing B4100 Banbury Road/The Old Gated Road crossroads. A further vehicular access is proposed further south along the B4100 Banbury Road that will utilise a new spur from the existing roundabout junction with Kingsway Road. A third access will be offered from the B4100 Banbury Road, which will link into the existing Lighthorne Heath road network. A robust, multi-use pedestrian/cyclist crossing will be provided at this access point across the B4100 Banbury Road to better combine connectivity between the development and the existing community.

Public Transport

A bus route should be provided through the site, linking the development to the wider established community. From the northern most access on the B4100 Banbury Road the bus could follow the on-site spine road and re-join the B4100 Banbury road further south at the Banbury/Road/Kingsway roundabout. The bus strategy should aim to deliver a route through the development that will deliver a route that will be within 400m of the proposed homes.

Bus stops should be accessible to the surrounding residential areas and situated close to the strategic footpath and cycle path routes throughout the site. The stops should incorporate high quality waiting environments, (including good quality seating, timetable displays and potentially real time information) with a clear lit zone whereby people will have 10 metre surrounding visibility. This will encourage a feeling of safety and help improve the image of the public transport option.

The public transport strategy is to be developed through discussions with local operators and the Highway Authority. The strategy will identify the routes to be served and the frequency provided. The strategy will be expected to deliver a network of services that caters for the likely demand, at a frequency that will encourage modal shift. The expected frequency could be every 20 minutes during peak travel demand, decreasing at off peak.

Travel Plan

To promote the use of modes other than the private motor car, a comprehensive Travel Plan should be developed to minimise the adverse environmental effects of development related travel from the outset. A holistic approach to the development proposals will result in a successful travel plan, where the need to travel by private car is reduced inherently by design.

Jaguar Land Rover have been committed to promoting sustainable travel at their sites, and have developed a number of measures to encourage sustainable travel behaviour, including a car sharing strategy. These aspects have formed part of a comprehensive Travel Plan which it is envisaged will be enhanced as the business grows in this location.

Any targets set within a Travel Plan should encourage the use of alternative and sustainable modes of travel, and in so doing, reduce the number of vehicle journeys to, from and within the development. This can be achieved by:

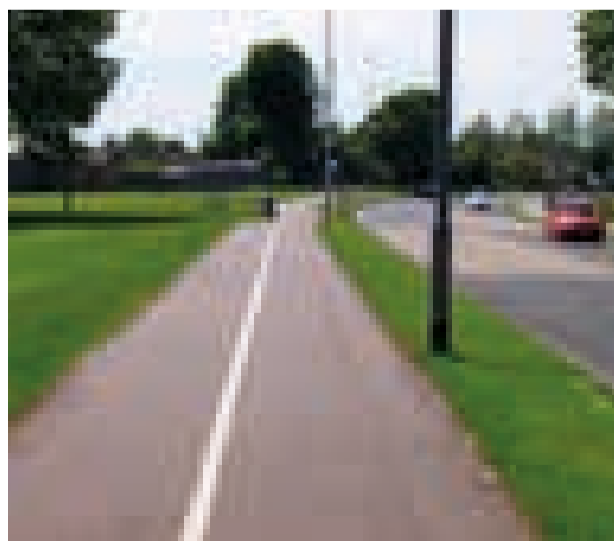
- Reducing the need to travel
- Providing realistic alternatives to the car
- Making alternatives to driving alone more attractive
- Managing car parking provision

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

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

Travel to work targets are to be established for walking, cycling, public transport and car based trips. These targets should aim to encourage 55% of trips based on vehicle traffic, with the remaining 45% of trips to be either, walking, cycling, public transport or car sharing.

As indicated, the site will be supported by a comprehensive Travel Plan that will include an inclusive list of measures to encourage modal shift, supported by the appointment of a Travel Plan coordinator for a period of ten years from first occupation.



6.0 ILLUSTRATIVE MASTERPLAN

MOVEMENT AND ACCESS

Pedestrian and Cyclists

A network of footpaths and cyclepaths will afford the most efficient and direct routes to Lighthorne Heath, Lighthorne and Gaydon, surrounding villages and to facilities within the development. Existing footpaths are integrated within the structure of the layout. Where possible, any shared use foot/cycleways should be 3m wide with footway being 2m wide.

The Public Rights of Way on the site should be considered against the emerging illustrative masterplan. This will identify the impact on the PRow network and the improvements needed.

Cycle routes are key features of the illustrative masterplan that can reduce the need to travel by car. To support the integration of cycling into daily life, secure (communal or private) provision should also be made for cycle parking at key destinations, such as at the neighbourhood centre, commercial centre, employment area, school and at the larger play areas.

Safe routes to schools on site and off site

The principal objective of any internal network of footpaths and cyclepaths will be to ensure the delivery of safe routes from the residential areas to the schools. This should not only include the routes on site, but will need to consider the routes to those schools in the hinterland to the site.

The safe routes to school will need to consider the nature of any adjacent traffic routes and consider the need for potential interventions to ensure the deliverability of an appropriate road environment.

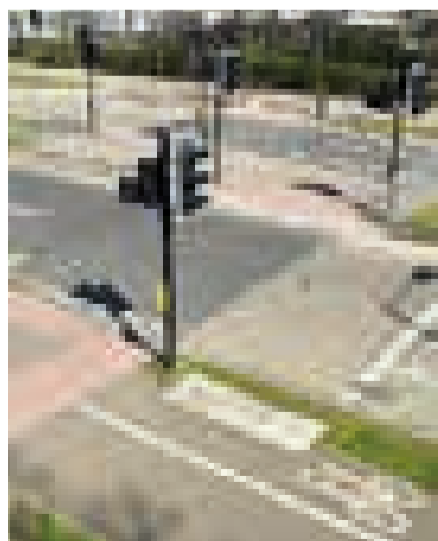
The Street Hierarchy

The street hierarchy has been designed to:

1. Provide a legible and permeable framework for development;
2. Ensure that vehicle and pedestrian routes are both well overlooked and busy;
3. Design in and manage traffic speeds through traffic calming;
4. Accommodate a certain amount of on street parking, which brings activity to the street-scene and helps traffic calming;
5. As well as providing access, designed to reinforce legibility and the contrast between character areas; and
6. Reflect the importance of routes according to the level of anticipated pedestrian, cycle and vehicular flow and the requirements of accessibility for servicing, refuse, emergency access and bus routing.

Attention to materials, space and planting used in streets and at junctions will not only influence the final character of a place, but movement patterns and priorities by mode of travel.

The layout should incorporate design features that allow for safe access and movement of service vehicles through the site, and also act to influence safe movement through the development, whether people are on foot, bicycle, car or bus.



The general characteristics are set out in the following paragraphs:

Spine Road

The spine road will be the most important and legible vehicular route through the proposals. It should change in character in response to the character area it passes through, the landscaped green corridors and the built areas.

The following indicative road characteristics should be considered within the extent of built development:

1. 6.5m width (widened on bends to accommodate bus route and on street parking where provided to ensure public transport vehicles are not impeded)
2. 1.75m wide cyclepath and 1.5m- 2.0m footways where appropriate
3. Landscaping (including street trees) and street furniture where appropriate
4. 3m landscaped verges where appropriate
5. On street parking
6. Bus stops at regular intervals (400m)
7. Traffic calming at least every 70m.

Cyclepaths

The provision of low speed or traffic calmed 'safe routes' will enable cyclists to mix with vehicles with minimal hazard. Dedicated cycle routes will promote sustainable travel. Cycle paths will require:

- Clear entry/exit points with good surveillance;
- To be adopted and maintained by the Local Authority where required;
- To be lit to highway standards; and
- Have good natural surveillance.

Footpaths

There are two types of footpath routes advocated in the illustrative masterplan, those alongside streets through the development area and leisure paths through the open spaces. Key strategic foot and cyclepath links through the site could be emphasised by tree planting to create visual connections and associations, such as along the main street.

Accommodating the Car and Parking

Having regard to the toolkit 'Car Parking: What Works Where', there are a variety of ways of providing parking which can be used to complement density of development and the design of the buildings. A wide range of parking solutions could be accommodated without loss of amenity, although there will be certain methods that will be more appropriate than others in different areas

Parking spaces provided for Jaguar Land Rover will be designed to accommodate a wide range of vehicles, including staff and visitor vehicles, as well as prototype vehicles etc. Some larger spaces will be required to be to accommodate longer vehicles or vehicles which are 'showroom' ready. Provision for employees and visitors with impaired mobility will also be provided in accordance with local and national guidance. Spaces will be conveniently located. Through the Travel Plan Strategy, car sharing will be encouraged by providing car park areas for car sharers, and these will be located in prominent, attractive positions. Spaces for electric vehicles including charging points should be located through the site. Dedicated cycle and motorbike parking will need to be provided.

Traffic Calming

There are a variety of traffic calming measures that could be employed to promote 30 mph traffic speeds including the removal of clutter 'naked streets', gateway features, buildings to create pinch points and narrowings, landscaping/planted areas, bends, lozenges (islands) and narrowings. 20pmh zones maybe appropriate in several locations, for example through the Village Centre, adjacent to the Primary School and within the residential areas.

Relevant policy(s): CS.1, CS.7, CS.9, CS.21, CS.24, CS.25, CS.26 and Proposal GLH of the Core Strategy DPD.



6.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS

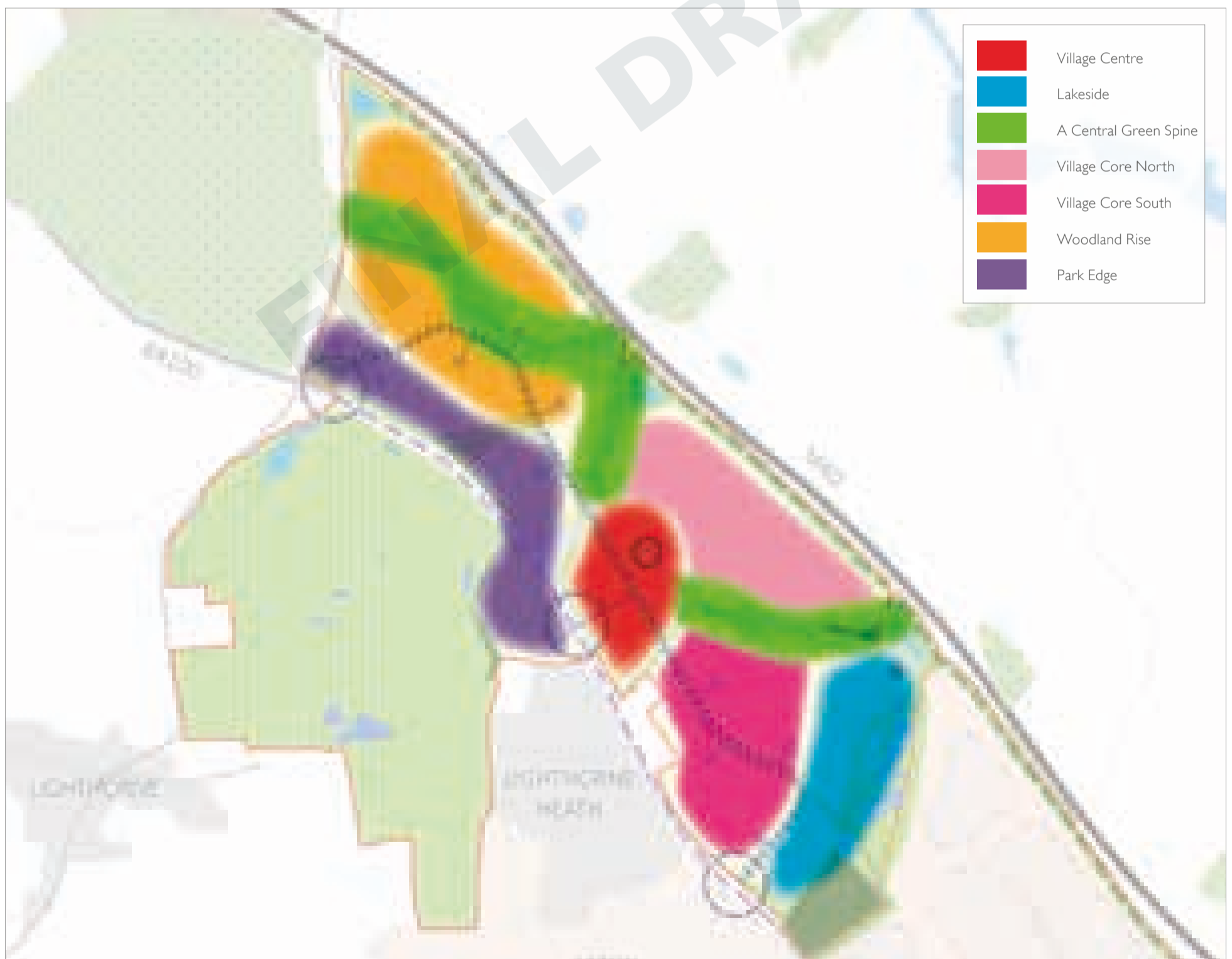
6.3 CHARACTER AREAS

The Land at Gaydon/Lighthorne Heath illustrative masterplan is made up of a series of character areas. A differing approach to landscaping and building design in each area aims to provide an interesting and varied environment.

Architectural styles may vary throughout the masterplan area. In some areas contemporary architectural detailing will be more appropriate and in others a more traditional style based on the local vernacular should be adopted. Where more traditional buildings are proposed the guidance in the Stratford-on-Avon, District Design Guide April 2001, published by Stratford-on-Avon, District Council should be followed.

Within the residential character areas a restricted palette of materials should be adopted in order to provide a cohesive appearance to the different neighbourhoods.

The overarching aim is to create unity without uniformity.



6.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS

Village Centre

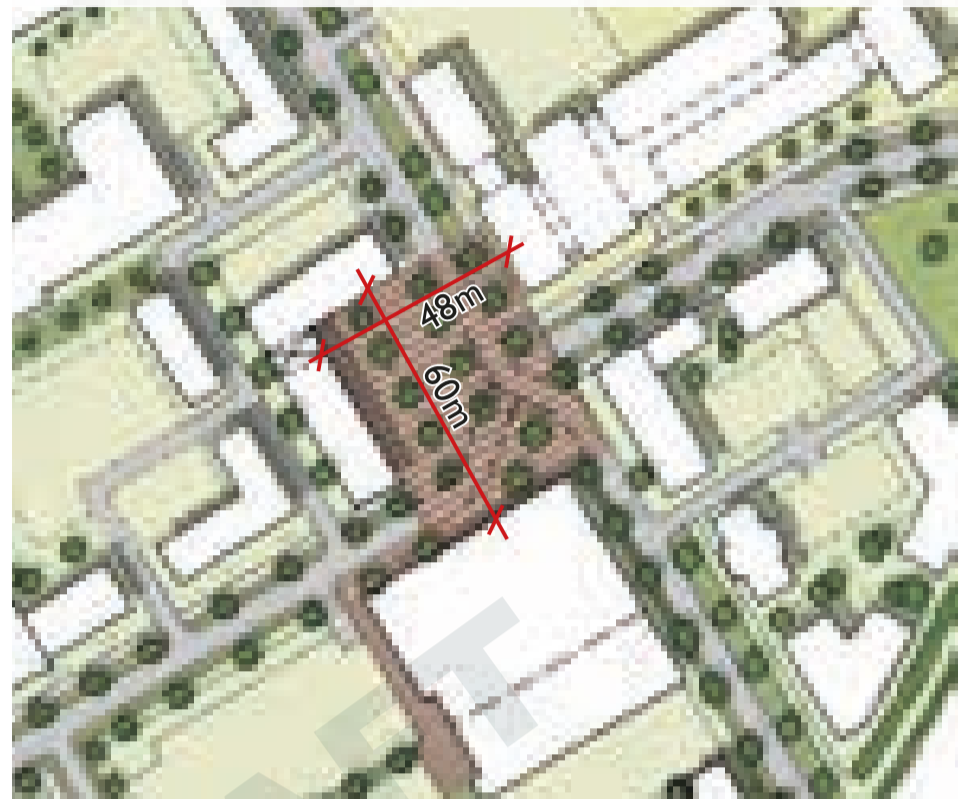
At the heart of Land at Gaydon/Lighthorne Heath, integrated with and lying just north of Lighthorne Heath, should be a new village square with a strong sense of place - providing a focal point and meeting space for the new community. The proportions of the square will be designed to create a sense of enclosure. Warwick Market Place provides a good local precedent for the scale and function of space proposed.

Around the square a variety of commercial and community uses will ensure it is active throughout the day and into the evening. Residential uses on upper floors will provide passive surveillance. The square will be multi-functional, providing opportunities for a market and community events as well as some parking.

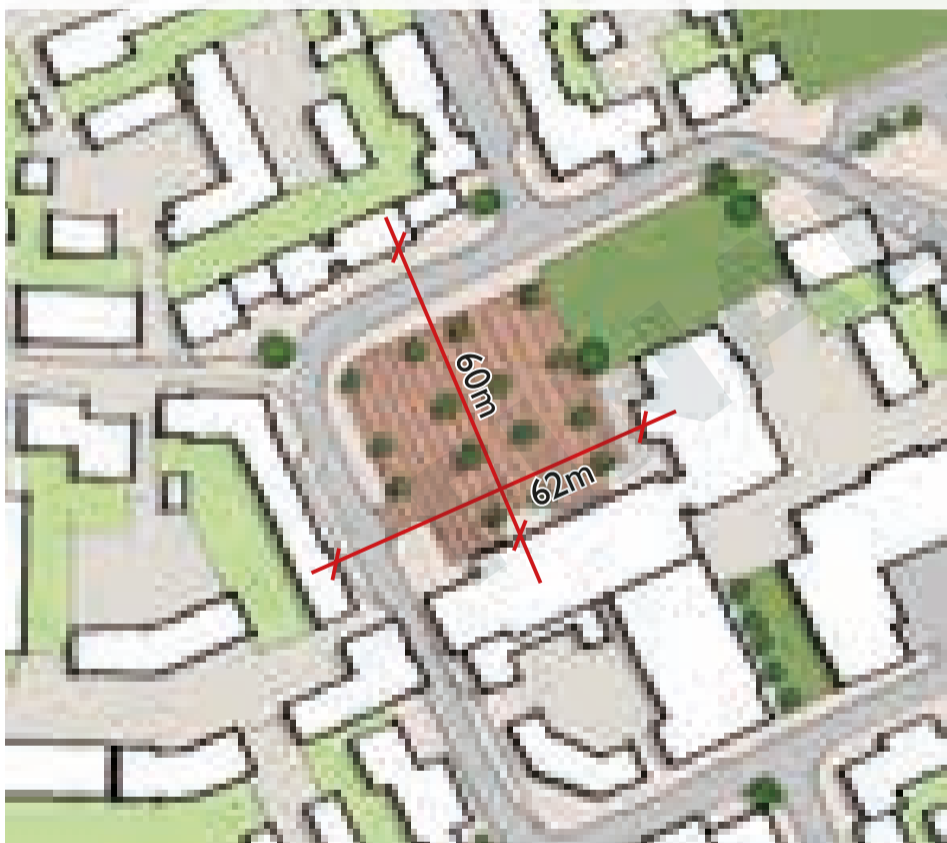
The cluster of mixed use buildings around the square should include a health centre, community hall, possible library services, food store, small shops, cafés, restaurants and space for small businesses. A primary school, crèche and apartments including specialised housing for the elderly should be located close by to support the viability of the centre. Safe and convenient links between the village centre and Lighthorne Heath should also be provided.

A similar mix of uses can be seen at Bolnore Village, Sussex, a new centre arranged around a square of similar proportions to the public space proposed for Land at Gaydon/Lighthorne Heath.

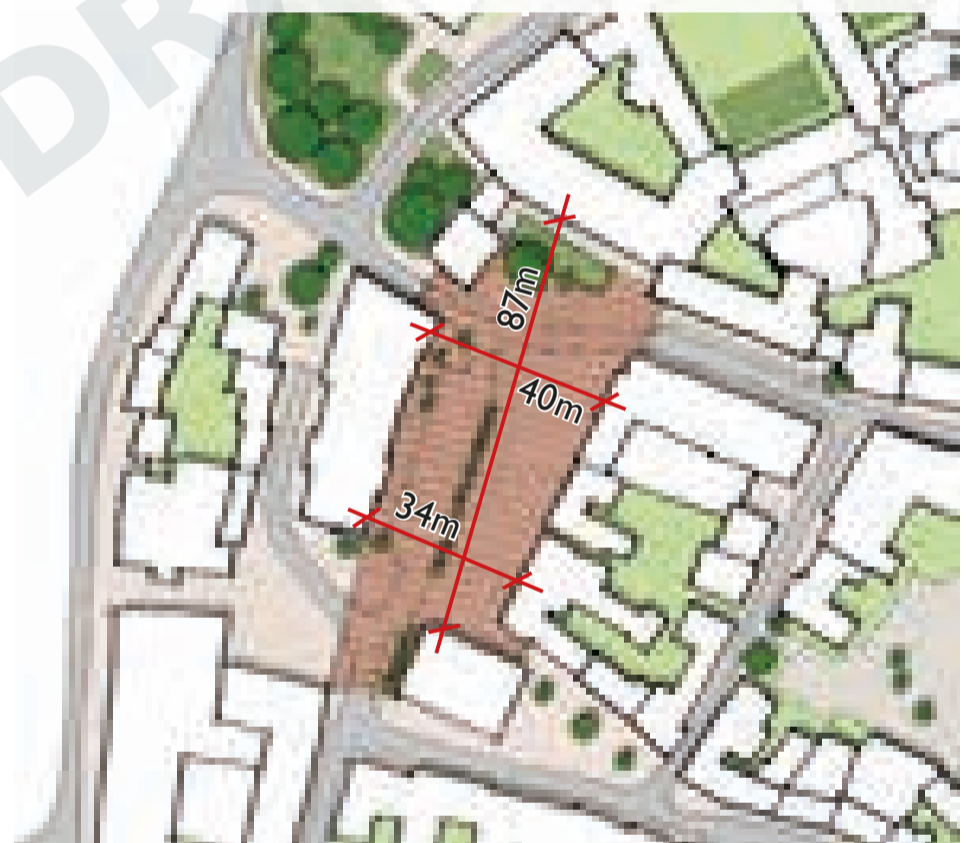
INDICATIVE LAYOUT FOR LAND AT GAYDON/LIGHTHORNE HEATH CENTRE



BOLNORE VILLAGE SQUARE, HAYWARD HEATH



WARWICK MARKET PLACE, WARWICKSHIRE



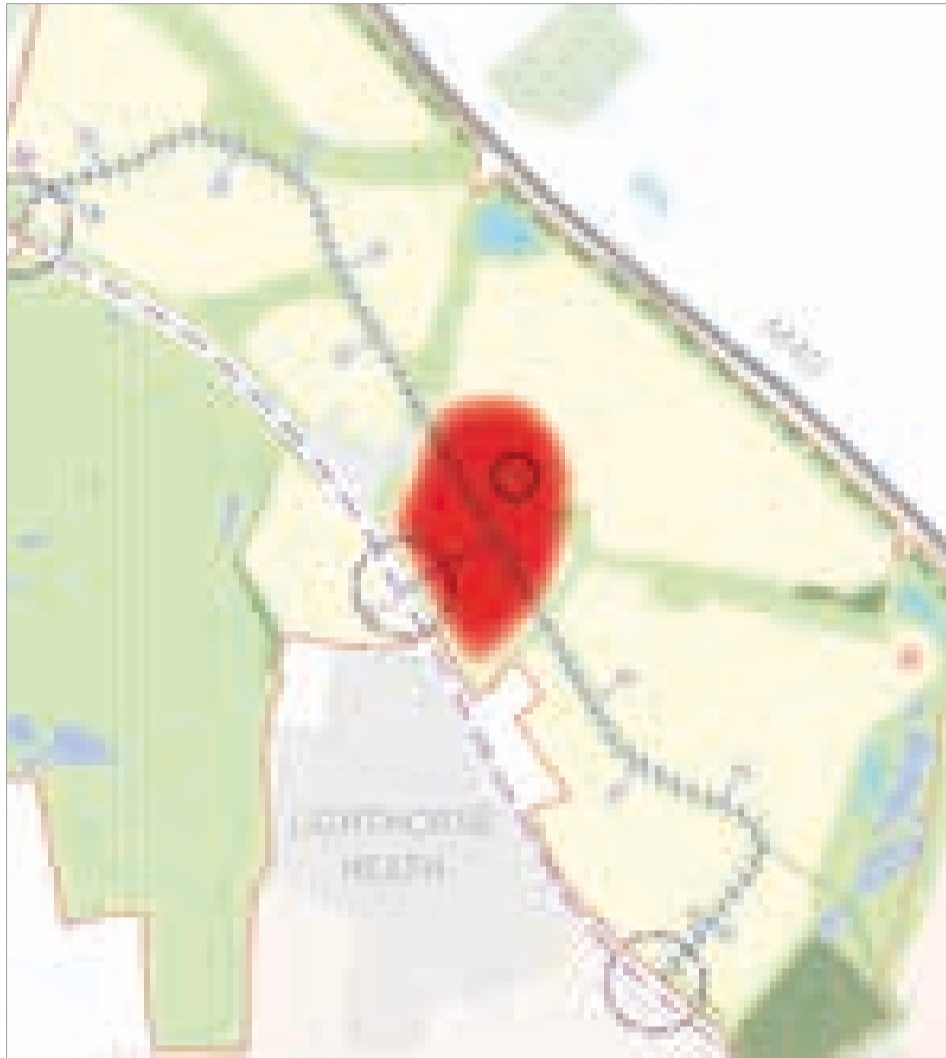
6.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS



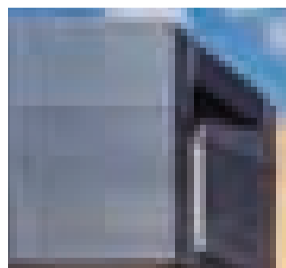
6.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS



Density	Up to 100 dph
Building Types	Apartments Duplex units Townhouses
Building Heights	Up to 4 storeys
Materials	Brick Render Stone Glass Metal cladding Metal roofs Green roofs

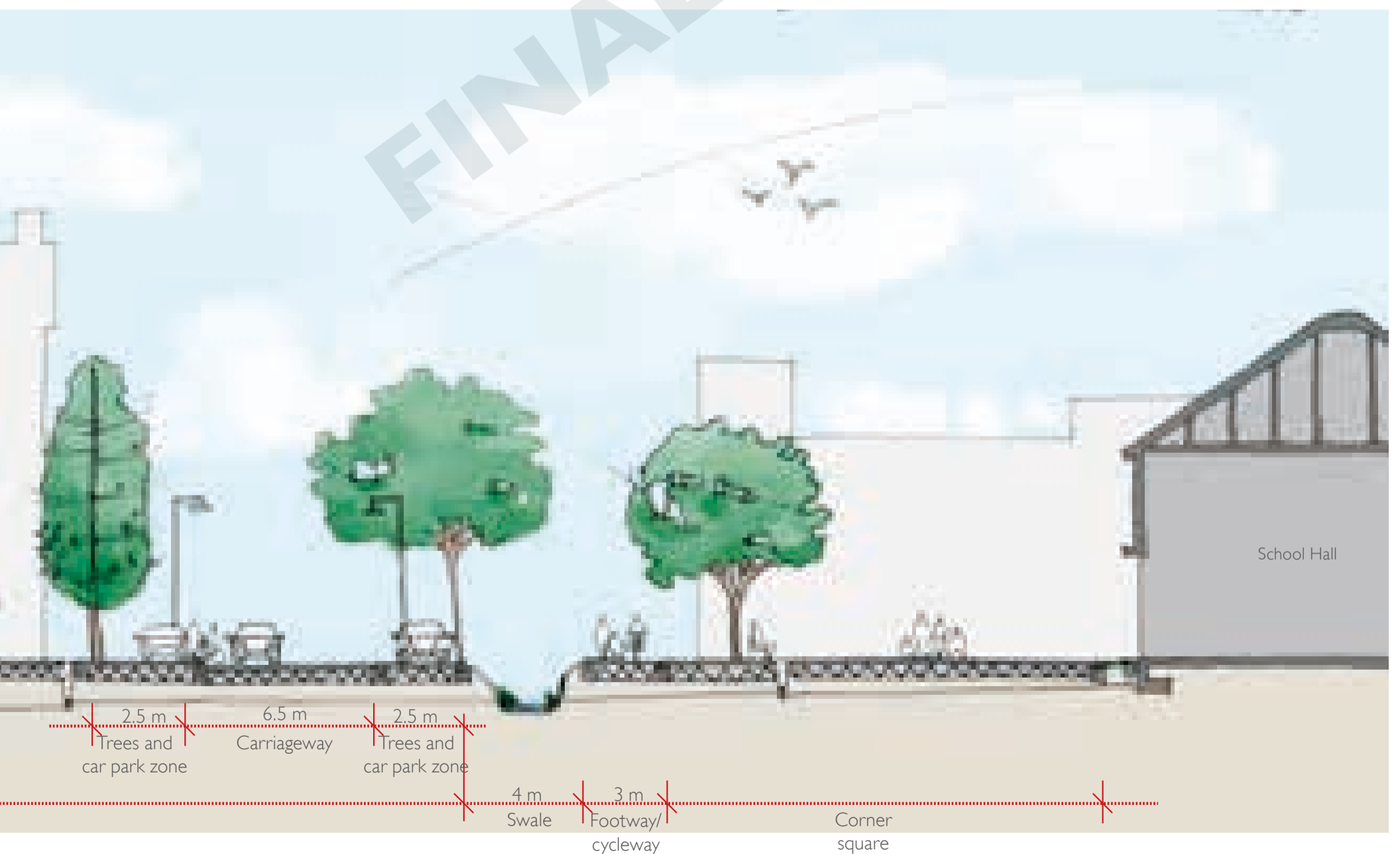
Material Palette



Market square

6.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS



6.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS

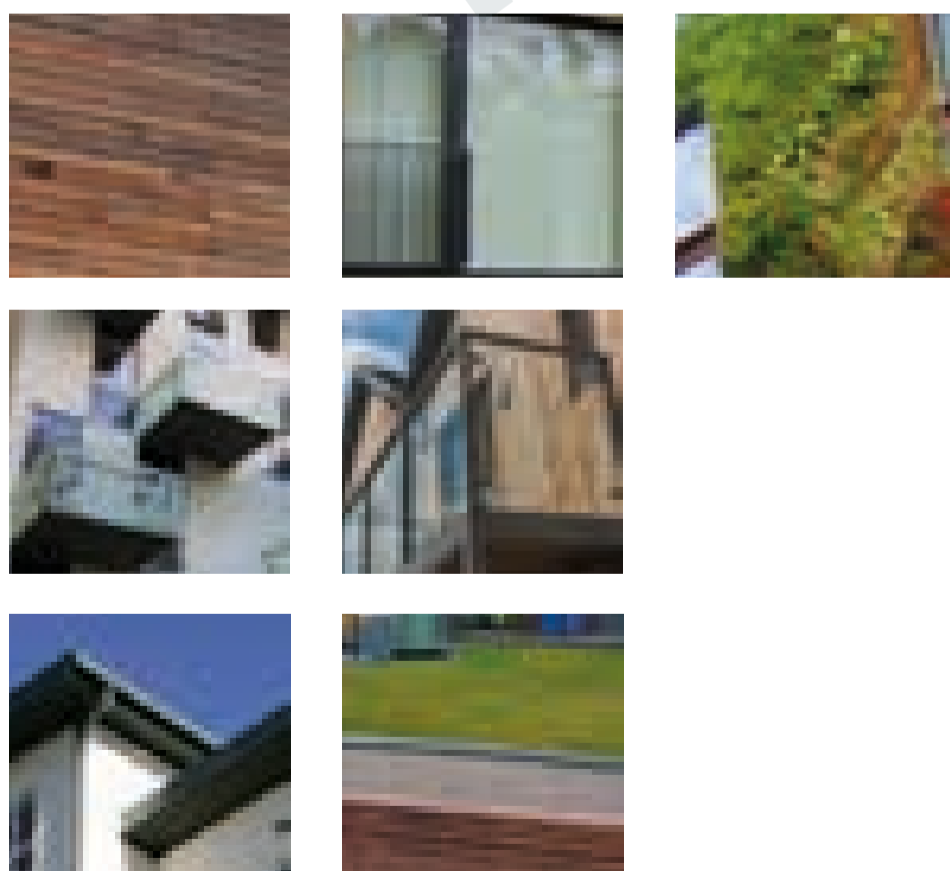


Density	Up to 55 dph, generally around 45 dph
Building Types	Apartments Terraced units
Building Heights	Up to 3 storeys
Materials	Timber Glass Screen printed glass Greenwalls Metal roof Green roof

Lakeside

An attractive area of naturalistic wetland should be created around the existing fishing ponds to the east of Gaydon Coppice. Boardwalks will allow people to walk and sit close to the water's edge without destroying the natural vegetation. New apartment buildings with large windows, deep balconies and overhanging eaves should overlook the water features. Buildings should be of a contemporary-rustic style with an emphasis on natural, sustainable materials including timber cladding and green roofs and walls.

Material Palette



ARTIST'S IMPRESSION



6.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS



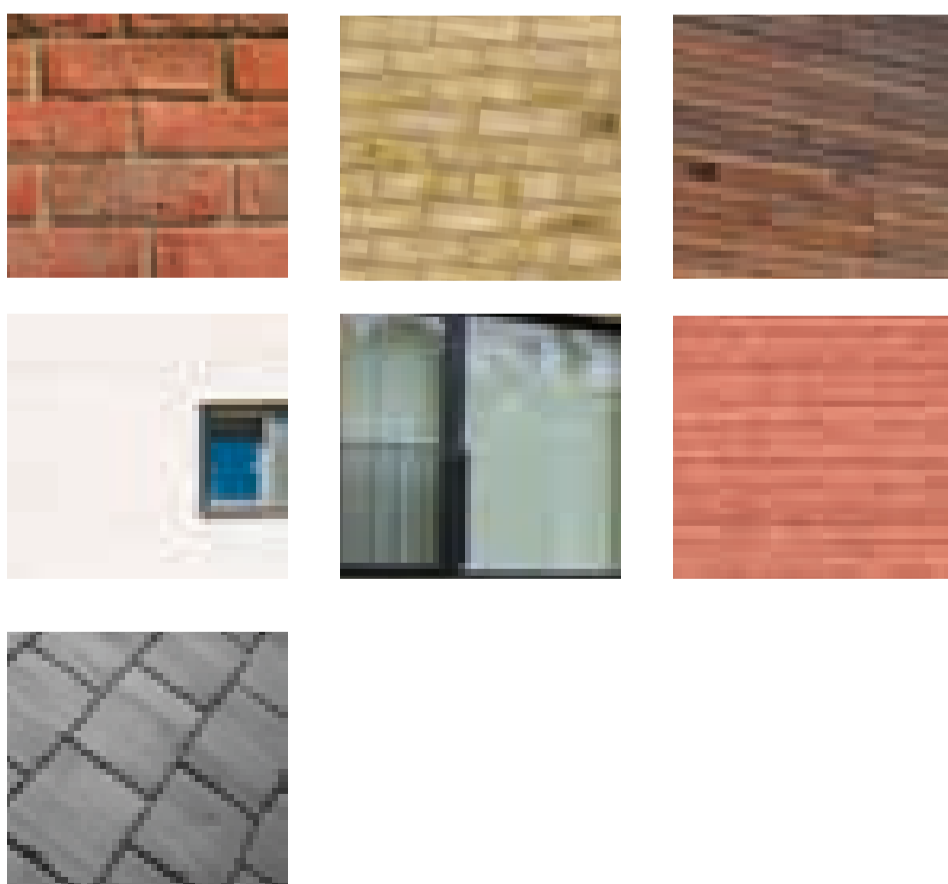
Density	Up to 40 dph, generally around 35 dph
Building Types	Terraced units Semi-detached units Detached units
Building Heights	Up to 3 storeys
Materials	Brick Render Glass Timber Clay tile roofs Slate roofs

A Central Green Spine

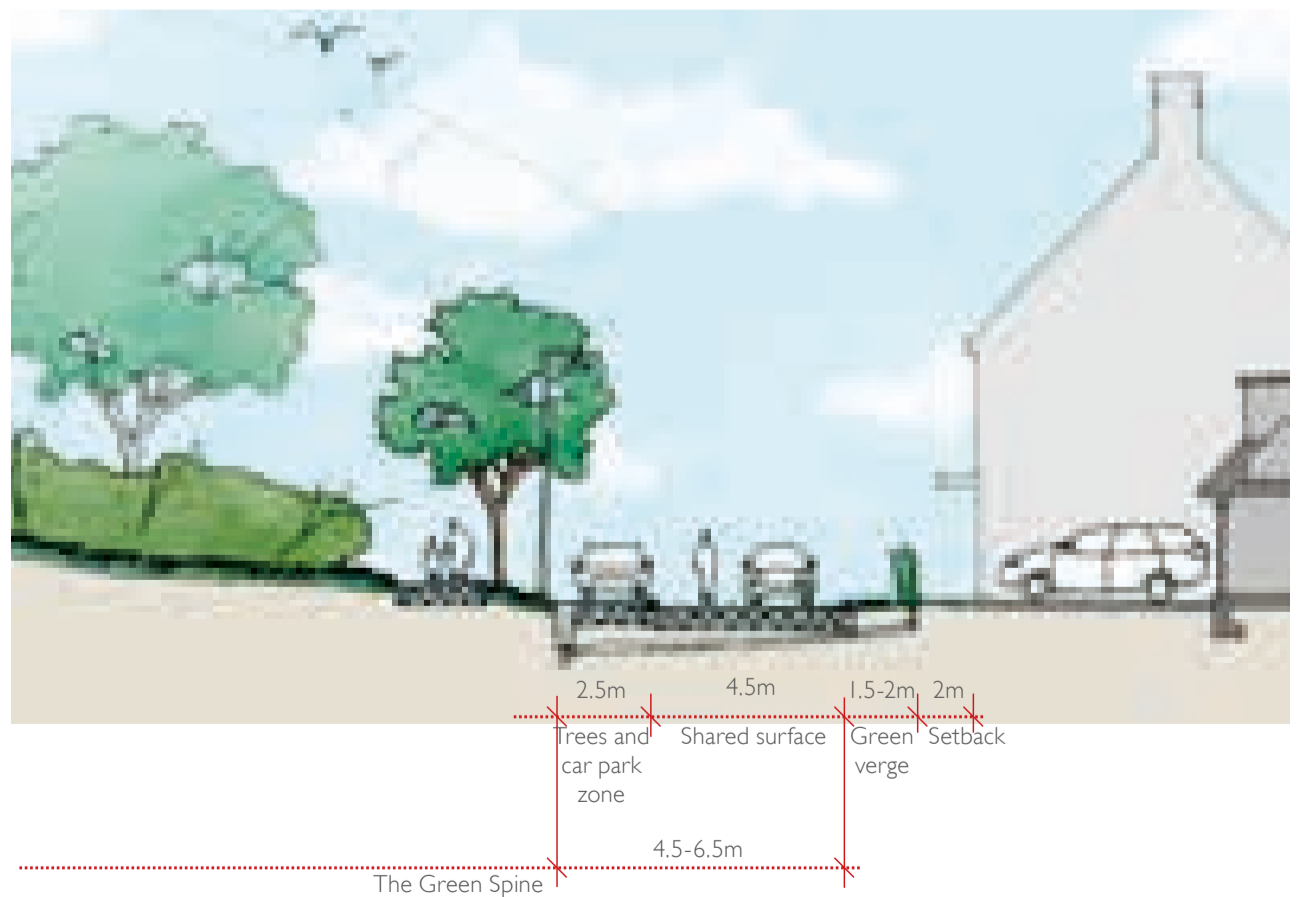
A multi-functional linear public open space will link Kingston Grange Farm in the south and Chesterton Wood in the north with the Local Centre. The main Green Spine should be designed to accommodate space for play, growing food, walking cycling and informal sports and leisure.

The style of homes may vary as the green spine winds through different residential neighbourhoods but all homes should have their entrances directly fronting the green space to ensure it is active and well overlooked. The range of exterior wall materials along the spine will be limited to brick and stone. Roofs should be slate or plain clay tile.

Material Palette



ARTIST'S IMPRESSION



6.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS



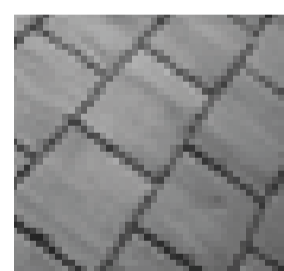
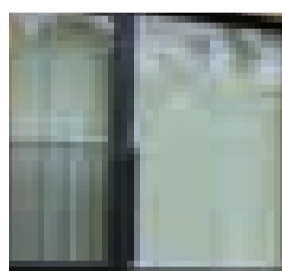
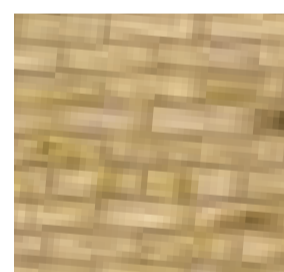
Village Core

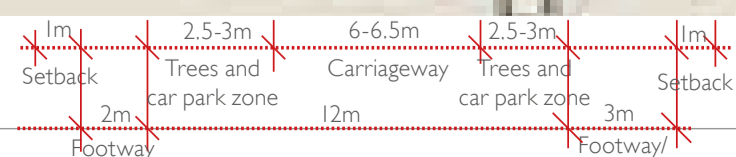
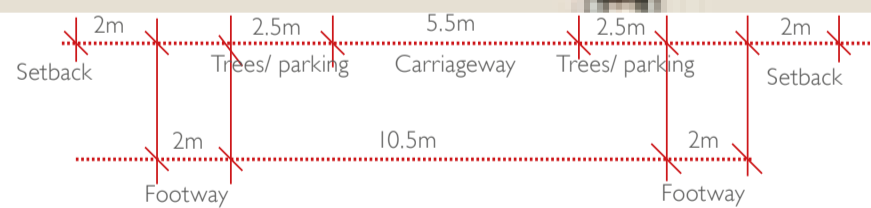
The Village Core should be characterised by compact streets of small apartment blocks and family housing. The typologies should reflect recent developments such as Accordia in Cambridge where innovative residential design combined with high quality public realm has created an attractive contemporary living environment.

Village Core North	
Density	Around 40 dph
Building Types	Terraced units Semi-detached units
Building Heights	Up to 2.5 storeys
Materials	Brick Glass Clay tile roofs Slate roofs

Village Core South	
Density	Around 35 dph
Building Types	Terraced units Semi-detached units
Building Heights	Up to 3 storeys
Materials	Brick Glass Clay tile roofs Slate roofs

Material Palette





6.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS



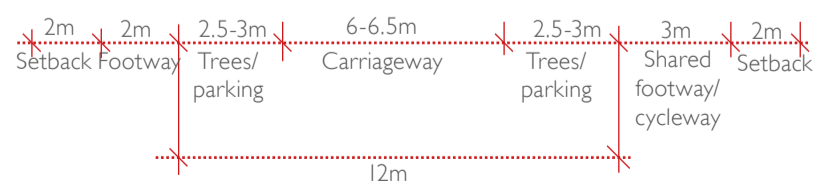
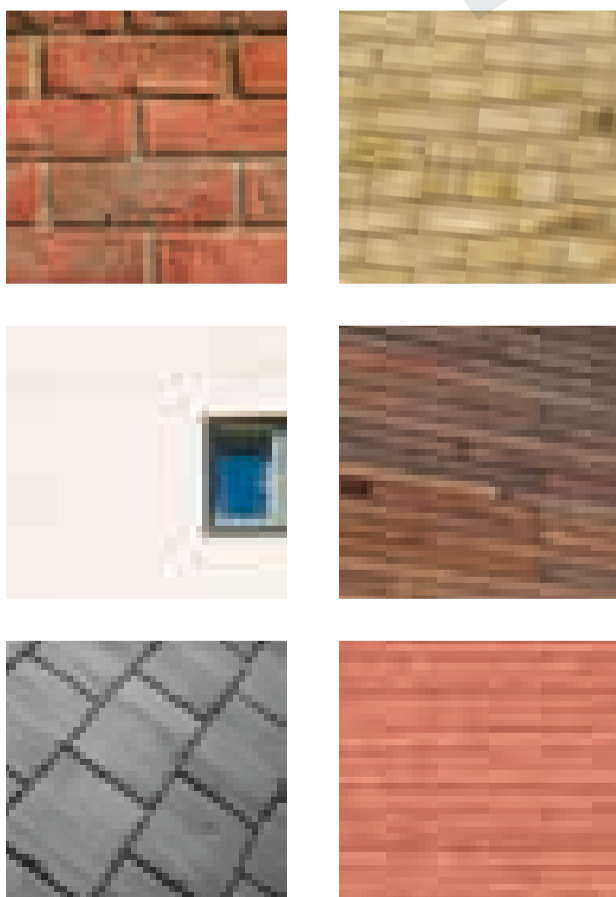
Density	Up to 37 dph, generally around 32 dph
Building Types	Terraced units Semi-detached units Detached units
Building Heights	Up to 2.5 storeys
Materials	Brick Render Timber Clay tile roof Slate roof

Woodland Rise

The Woodland Rise area should be characterised by a lower density of development with a higher proportion of large detached family homes arranged on wider tree-lined streets. This will provide a softer and greener appearance to the development as the land rises towards Chesterton Wood in the north. Native tree specials will be interspersed within the many areas of incidental public open space.

The style of homes within this area should be more traditional. Streetscapes should be varied with homes of different sizes set next to each other along gently curving streets creating an informal character and varied roofscape.

Material Palette





6.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS



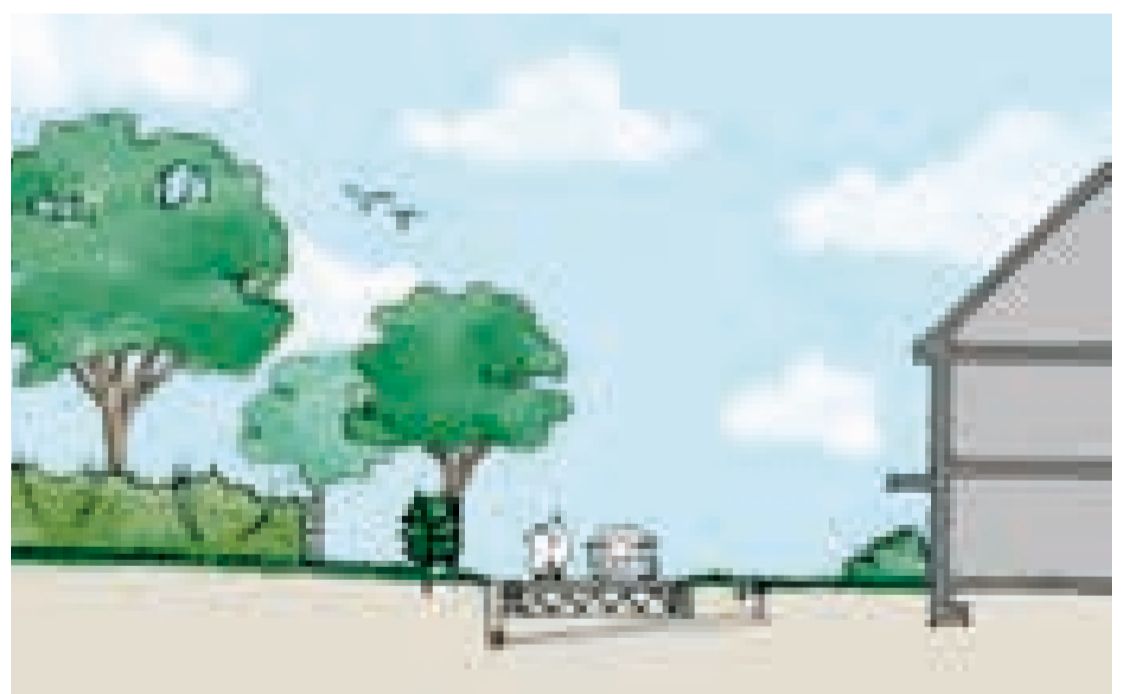
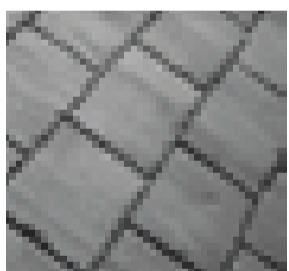
Density	Up to 35 dph
Building Types	Semi-detached units Detached units
Building Heights	Up to 2 storeys
Materials	Brick Timber

Park Edge

Along the edges of the development that overlook the sports pitches and natural green space to the south west, there should be a high proportion of larger detached homes. The homes should be arranged to take advantage of views over the open space with large windows and first floor level balconies adding value to the properties.

Boundary fences should be rustic in style to reflect the proximity to open countryside and create a rustic character to the open space.

Material Palette





6.0 ILLUSTRATIVE MASTERPLAN

JAGUAR LAND ROVER

6.4 JAGUAR LAND ROVER

As set out within Policy GLH of the Stratford-on-Avon District Core Strategy (2011 to 2031), land is specifically identified for the future strategic expansion and growth of Jaguar Land Rover. As shown on plan the masterplan, the southern part of the allocation (Policy GLH) is proposed to be developed, over the plan period and beyond, in order to meet the future strategic business expansion and growth needs of Jaguar Land Rover.

The existing Gaydon site will be subject of further future development. Within the strategic allocation, and as set out within the Core Strategy (paragraph 6.10.13), while development proposals will need to be in accordance with this Supplementary Planning Document (SPD), they will also need to take account of the evolving business requirements of Jaguar Land Rover. The purpose of the Core Strategy policies, amplified by this SPD, is to provide a broad appropriate framework to support the growth and expansion of Jaguar Land Rover at Gaydon.

Proposals for expansion within the 100ha allocation for Jaguar Land Rover at Gaydon/Lighthorne Heath are at an early stage of preparation and so adequate flexibility needs to be provided which allows for differing uses and activities to come forward over the life of the plan. This will allow Jaguar Land Rover the necessary flexibility to respond to the continually evolving market within which it operates.

The proposals envisage significant enhancements to help ensure the long-term sustainability of Jaguar Land Rover's business at Gaydon, with development to accommodate a range of activities relating to product development and promotion that are likely to involve substantial land-take (up to 100 ha) over the plan period to 2031 which may come forward through a range of planning applications.

Development will complement the existing Gaydon site and provide the space to accommodate future strategic growth.

By its nature as an allocation for growth, expansion and future development of Jaguar Land Rover's operations, there are no fully developed or committed proposals for the land allocated for the business's needs. The allocation and this SPD recognise the need for flexibility in line with business requirements.

The Council also recognises the need to engage with Jaguar Land Rover at an early stage and include the County Council and other stakeholders as appropriate, to assist in the development and evolution of proposals. The provision of the Gaydon / Lighthorne Heath Policy within the Core Strategy and the contents of this SPD will provide the relevant development plan policy in order to assist the Council to positively determine future Jaguar Land Rover planning applications. Jaguar Land Rover will also be engaging the community, including through the existing Gaydon Community Forum.

Acceptable Land Uses

Some of the acceptable land uses within the part of the site allocated for the expansion of Jaguar Land Rover to meet business needs are set out within the Gaydon / Lighthorne Heath Policy (Policy GLH) within the Core Strategy.

There is potential for a broad range of land uses to be developed on the site. Individual proposals will be assessed by the Council against relevant planning policies and take account of other material considerations.

As shown on the plan overleaf there are a number of principal elements that may form part of future development proposals. Potential key elements include the principal access points and other facilities, including a vehicle handling circuit, and taller buildings or structures, the general indicative locations for which are shown on the plan. The overall composition of any proposals will be subject to the evolving business requirements of Jaguar Land Rover, as recognised within the Core Strategy.

The Gaydon / Lighthorne Heath Policy (Policy GLH) allows for a wide range of uses to meet the future strategic business needs of Jaguar Land Rover, and other uses may come forward over the life of the Core Strategy (to 2031) and SPD, and will be considered favourably if they meet business needs and are acceptable when considered against the objectives and policies in place in national and local policy and guidance.

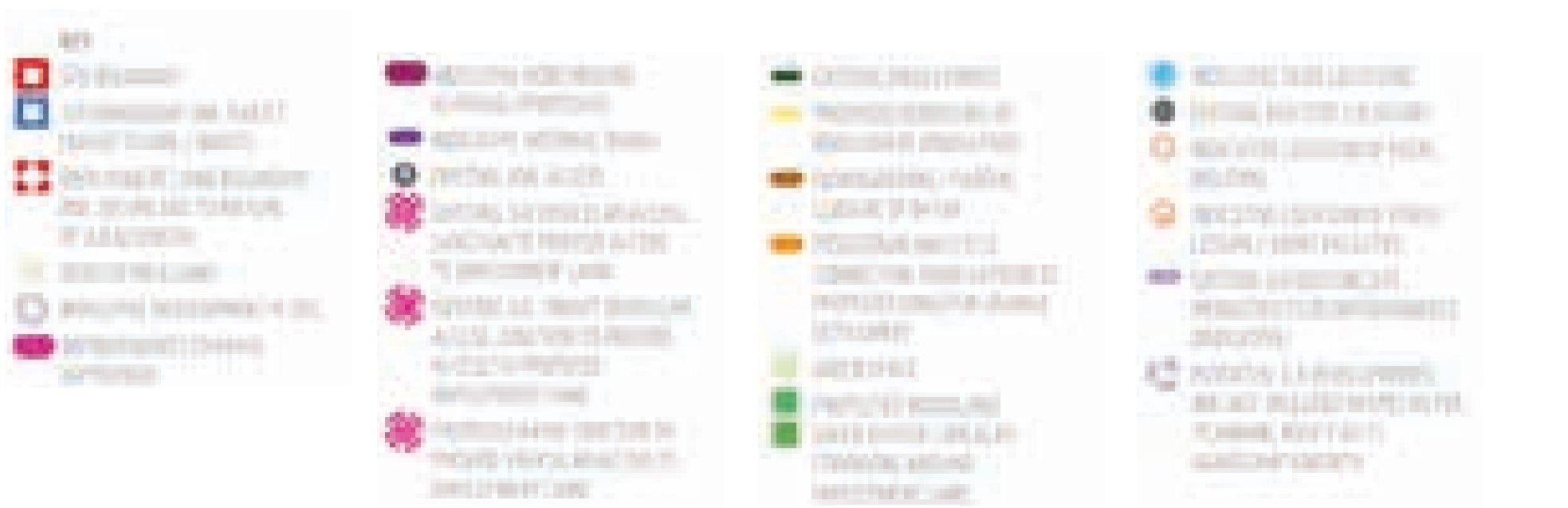
Key Design Principles

It will be important to ensure that the Jaguar Land Rover scheme is a positive addition to its surroundings. In order to achieve this, the proposals brought forward for the site will aim to adhere to the following design principles:

- A campus style development with high quality buildings set within the landscape;
- A flexible scheme that can be easily phased, with the potential to grow organically alongside the future long term requirements of Jaguar Land Rover's business;
- A scheme that will complement the existing and future JLR Gaydon site;
- Buildings and associated employee, visitor and supplier car and cycle parking integrated within the landscape and appropriate design to meet the needs of the business through the careful siting of the built environment and any potential re-profiling;
- To work with the existing topography, where possible, and minimise off site removal of spoil through re-using as much as possible, whilst enhancing the existing landscape;
- Achieve a sense of design unity for the overall architectural language;
- Addition of soft and hard landscape materials, which complement the architecture;
- High quality facilities (some of which will be publicly accessible) that represent the various qualities of the Jaguar and Land Rover brands;
- The development of a building for Jaguar Land Rover which may be visible from the surrounding area, including the M40;
- The provision of a range of high quality indoor and outdoor leisure, cultural and heritage facilities, including a handling circuit and off road driving experiences;
- An exemplar development that meets the requirement of planning policy and which exemplifies the best of British design, engineering, entertainment, leisure / recreation and hospitality.
- It is intended that an Internal Link Road will be constructed (as shown on the plan), in phases to allow permeability through the site, subject to the design and layout of any planning application.

6.0 ILLUSTRATIVE MASTERPLAN

JAGUAR LAND ROVER



6.0 ILLUSTRATIVE MASTERPLAN

LANDSCAPE

6.5 LANDSCAPE AND OPEN SPACE

The green infrastructure network/open space within the new development should maintain and extend the landscape and open space network and take best advantage of existing features and create new features appropriate to the location. Such features include a green spine, new route ways of varying size and use, edges or characters between distinct areas, landmarks, gateways, crossings points (at grade or above ground-bridges) and views.

In addition to the GI studies, the district has also undertaken a PPG 17 Open Space, Sport and Recreation Assessment, 2011 (with 2012 update) and prepared a PPG 17 Audit and Playing Pitch Strategy. Using this information they have identified specific open space requirements for the site. These documents should be referred to as a guide when defining the green infrastructure network/open space provision for the site.

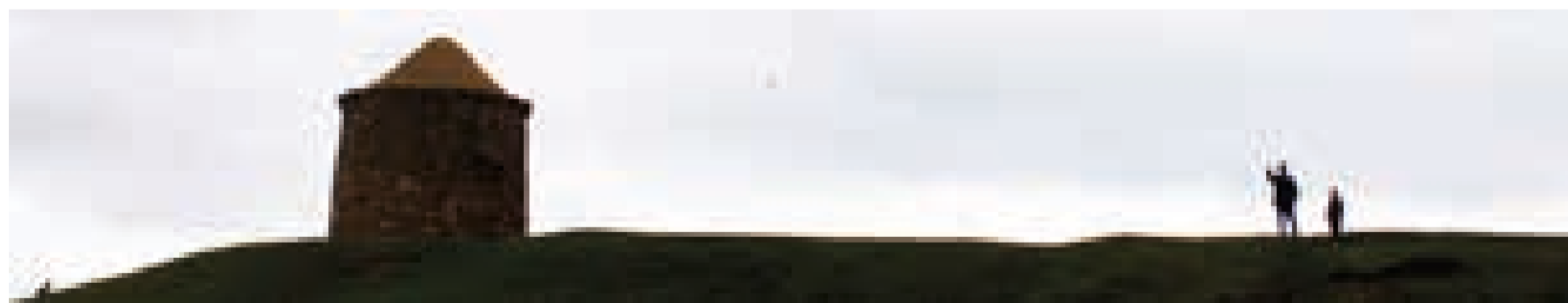
The Green Infrastructure network and arrangement of public open space within the development should be based on known site constraints and assets, available published guidance/policy and supported with clear evidence of the local needs within the community and wider stakeholder groups.

The amount and location of the GI network and open space facilities should be proportionate, accessible and respect the existing landscape and ecological features of the site. The emphasis should be to provide the correct amount of multifunctional open space and quality facilities that will serve the existing and new communities. On and off site contributions/improvements to open space provision should also be considered.

Any new sports provision should be designed to the highest quality, meet the required accessibility standards and encourage young and old residents to get involved in sport, leisure and recreation. Public open space standards are set out in Policy CS.24 "Health Communities" of the Core Strategy DPD. It is important however to ensure that existing local communities have a considerable input in defining the required public open space provision, in particular what the local need is and whether opportunities should be explored to enhance existing facilities within the nearby settlements of Lighthorne Heath, Lighthorne and Gaydon. Consideration should also be given to the extent of public access to the former quarry, having regard to ecological constraints. It is considered the retention and protection of existing areas should be carefully managed with appropriately controlled access to some areas only.

Details of the exact nature, location and quantum of open space will be determined through negotiations during a planning application process. The development should have regard to Policy CS.7 Natural Environment which states that development will be expected to contribute towards a resilient ecological network throughout the District that supports ecosystems and provides ecological security for wildlife, people, the economy and tourism.

Relevant policy(s): CS .1, CS .5, CS .6, CS .7, CS .9, CS .24 and Proposal GLH of the Core Strategy DPD.



6.0 ILLUSTRATIVE MASTERPLAN

LANDSCAPE

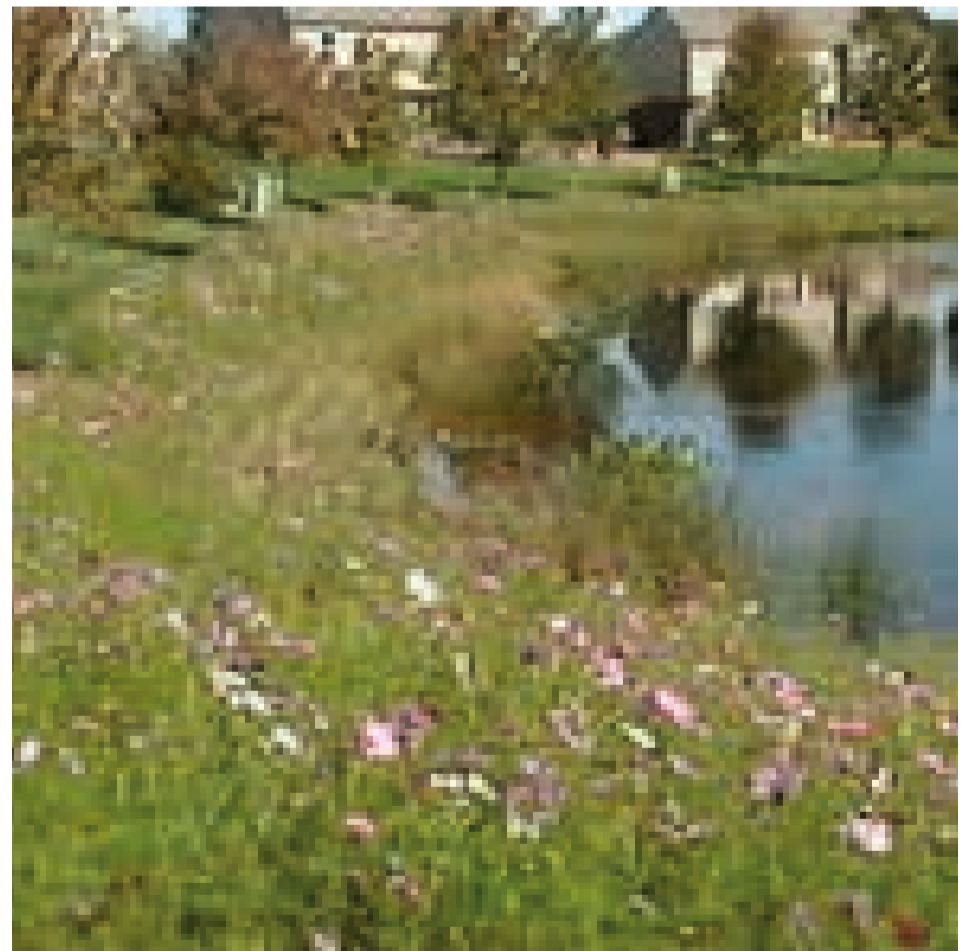
6.6 SUSTAINABLE DRAINAGE SYSTEMS (SuDS)

A comprehensive system for water management should be provided which takes account of existing site features.

Given the site characteristics, it is possible for the development to utilise a SuDs strategy with a number of attenuation features linked by swales and open channels throughout the site.

There are a number of potentially available drainage features that should be explored including permeable paving, filter strips, ditches, swales and attenuation drainage systems. In addition, green space incorporated along the highway could be designed to allow 'over the edge' flows to be directed into the swale for infiltration, attenuation and conveyance.

Relevant policy(s): CS.1, CS.4, CS.5, CS.6, CS.7, CS.9 and Proposal GLH of the Core Strategy DPD.6.6



6.0 ILLUSTRATIVE MASTERPLAN

COMMUNITY INFRASTRUCTURE

6.7 COMMUNITY INFRASTRUCTURE

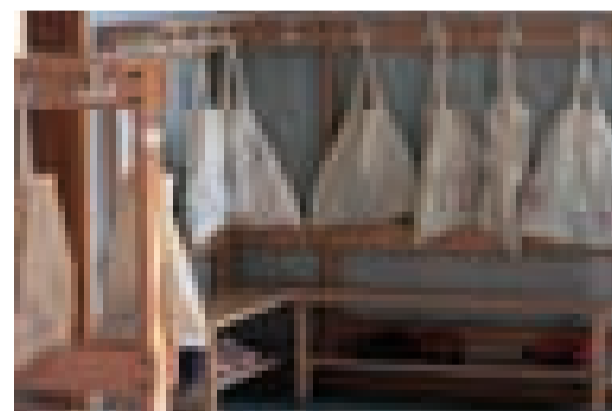
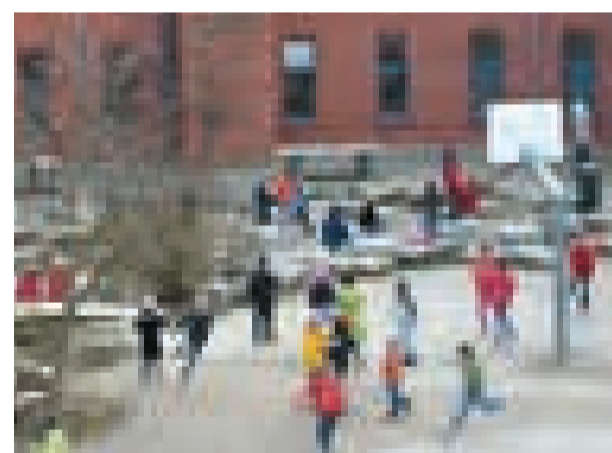
Applicants will be encouraged to discuss the provision of community infrastructure with the relevant service providers and agree the detailed requirements in the right location to ensure people have the best access to the community facilities. This includes considering the requirements of the adjacent village of Lighthorne Heath and the villages of Kineton, Gaydon and Lighthorne and enhancing the use of existing facilities where appropriate.

In this regard, a key design principle as shown in the illustrative masterplan is a village centre that is the focus of community uses and opportunities should be explored for the provision of a multi-use 'community hub'.

Initial engagement with key stakeholders has identified a range of facilities that are likely to be required, as set in the Site Allocation Policy and page 37 of this SPD. Details of the exact nature and location of the community infrastructure will be determined as part of a planning application process.

The governance and management arrangements for community facilities will be a key component of the delivery of Land at Gaydon/Lighthorne Heath and should be considered at an early stage as outlined in Section 7.3 below.

Relevant policy(s): CS.1, CS.9, CS.21, CS.23, CS.25, CS.26 and Proposal GLH of the Core Strategy DPD.



6.0 ILLUSTRATIVE MASTERPLAN

HOUSING

6.8 AFFORDABLE HOUSING

The affordable housing will target the strategic objectives of the Council by seeking to enable local people to stay in the District, close to family and jobs through the delivery of good quality and affordable accommodation. As part of this objective, regard should be had for locally available affordable housing to ensure that new provision complements this existing offer and provides a balanced and sustainable provision across the site and the wider community.

The strategic objective for the site is to facilitate the delivery of 35% of dwellings as affordable housing. The majority of this provision should be delivered on site in line with the principles of policy. However, this is a significant site and the proximity of existing social accommodation provides an opportunity for a broader strategy to be considered which facilitate an improved local affordable housing offer across the wider local community.

The Council will therefore be open to, and will encourage, the exploration of opportunities which involve linking new delivery on site with initiatives in the existing stock whether these involve qualitative improvements or opportunities for existing residents. These would be considered in detail as part of a planning application.

The evidence of need through the Strategic Market Housing Assessment and the wider population growth statistics highlight the increase in older person households throughout the district. The Council would welcome as part of the affordable housing being targeted at this sector of need either through a dedicated extra care facility being brought forward in close cooperation with the relevant enabling and funding authorities or through specifically targeted house types within the wider affordable offer.

The mix and tenure of affordable housing will need to be agreed at the application stage, having regard to the Council's adopted policies unless evidence relating to specific local circumstances indicates otherwise.

Relevant policy(s): CS.1, CS.9, CS.16, CS.17, CS.18 and Proposal GLH of the Core Strategy DPD.

6.9 HOUSING MIX

The new settlement should contribute towards the creation of mixed and vibrant communities across the District. Provision of a variety of housing types will aid the creation of a diverse, integrated and rounded community.

Policy CS.18 of the Core Strategy DPD sets out the Council's expected housing mix for both market and affordable dwellings. Proposals for Gaydon/Lighthorne Heath will be expected to broadly reflect these standards unless specific circumstances indicate otherwise.

The Council supports the principle of some housing being provided as self-build projects or by community land trusts. The potential role of the private sector rental in Gaydon/Lighthorne Heath should also be explored.

Relevant policy(s): CS.1, CS.9, CS.16, CS.17, CS.18 and Proposal GLH of the Core Strategy DPD.

FINAL DRAFT

6.0 ILLUSTRATIVE MASTERPLAN

SUSTAINABILITY

6.10 SUSTAINABILITY

Delivering sustainable development is a key objective of the Core Strategy and any new development that comes forward will need to have regard to the relevant aspects of the National Planning Policy Framework (NPPF) and the Council's sustainability policies. Policy CS.1 'Sustainable Development', along with 'Sustainable Low- Carbon Buildings SPD' and Policy CS.2 "Climate Change and Sustainable Construction, set out key sustainability principles and more detailed guidance which should be taken into account as part of any planning application process.

The Land at Gaydon/Lighthorne Heath masterplan provides a significant opportunity to design in measures to mitigate and deal with the effects of climate change and deliver innovative and integrated sustainable solutions. Consideration must be given to design approaches which are resilient to climate change including approaches for heating and cooling and sustainable urban drainage system (SuDs).

The Council supports renewable and low carbon energy where appropriate, and the potential local environmental, economic and community benefits of renewable energy schemes, including the contribution to national and regional targets for carbon emissions, reduction/renewable energy generation, will be a material consideration in determining planning applications.

The following 10 objectives cover the economic, social and environmental aspects of sustainability that development at Land at Gaydon/Lighthorne Heath will need to consider:

1. Community and Economy- deliver clean, safe, secure and healthy development which aims to maximise social progress and economic growth

- The proposed development offers the opportunity to meet a major component of growth within the District, being capable of delivering 3,000 dwellings and provision for 100 hectares of land designated for the future expansion of Jaguar Land Rover. The scale of development also supports the creation of a village centre and additional social and community uses. It therefore has a key role in helping to build a strong and competitive economy. Opportunities to foster local employment, for example through apprenticeship schemes and training linked to construction, local production and local consumption should be maximised.
- Every opportunity must be taken to ensure that accessible environments are created both in terms of location and physical access to services, amenities, public transport and employment opportunities.
- A mix of housing sizes, types, tenures and affordability should be provided to help create mixed and inclusive communities. All development proposals must achieve high quality design standards. All new development must meet the requirements for Lifetime Homes or successor standards. New development will also address the principles of Secure by Design.
- Development proposals must aim to reduce opportunities for criminal and anti-social behaviour; increase the likelihood of detecting crime and reduce the fear of crime. Developments must be designed to create a safe, healthy and secure environment for both people and property.
- Residents, both new and in surrounding villages, together with businesses should be provided with access to a high quality telecommunications and ICT network.

2. Location and Transport - development should improve accessibility to local services whilst encouraging alternative means of transport

- The full potential of public transport, walking and cycling should be realised, reducing the need for travel by private car.
- Applicants will be expected to demonstrate the accessibility of a development within the Design and Access Statement.

- Walking and cycling strategies should be prioritised by integrating new and existing cycle networks, ensuring cycle parking is safe and secure, minimising the disruption of pedestrian and cycle flows, and ensuring that, where it is appropriate for the local context, paths are safe, well lit and have natural surveillance.
- Key day-to-day facilities, including schools, shops, leisure and employment should be sited in locations easily accessible on foot, by bike and by public transport.
- Applicants will be expected to provide a Traffic Management Plan (relating to vehicle movements through the construction process) and a Green Travel Plan.

3. Site Layout and Building Design- to deliver high quality sustainable building design and maximise the use of materials from sustainable sources

- Developers should aim to incorporate on-site energy production and supply should be an integral part of the design.
- Energy efficiency should be integrated in the layout and orientation of buildings and neighbourhoods.
- Land should be utilised efficiently to accommodate houses and support the necessary social infrastructure. Densities, as set out in the character areas, should result in good accessibility and high levels of amenity. Higher densities around the village centre will encourage easy access (and shared trips) while lower densities will provide a successful and sensitive transition to neighbouring villages.
- Applicants will be expected to provide a Traffic Management Plan (relating to vehicle movements through the construction process) and a Green Travel Plan.

4. Water Conservation, Flooding and Recycling- conserve water resources, enhance water quality, incorporate water sensitive design and minimise vulnerability to flooding

- A strategic and integrated approach to water resource management, SuDs should be provided, paying attention to run-off rates, ground conditions, topography in relation to size, type and density of development and water quality.
- Developments must demonstrate in the Design and Access Statement a range of water conservation measures have been included in the design to reduce mains water usage.



6.0 ILLUSTRATIVE MASTERPLAN

SUSTAINABILITY

5. Energy Consumption- reduce overall energy use and maximise the potential for renewable energy supply and use

- All development should be designed to a high quality that will reduce energy consumption and demand and minimise the effects of climate change. Applicants should provide a detailed energy assessment to show how a reduction in energy use and carbon dioxide emissions from the development will be achieved. The statement should include:
 - Proposals to reduced CO2 emissions through the energy efficient design of the site, buildings and services
 - Proposals to further reduce CO2 emissions through the use of decentralised energy where feasible, such as district heating and cooling and combined heat and power (CHP)
 - Proposals to further reduce CO2 emissions through the use of on-site renewable energy technologies

6. Meeting high standards of sustainable design

- New development will employ high standards of sustainable design and construction. Future planning applications will be supported by information that demonstrates how the environmental design principles will be delivered. This will need to include an Energy Assessment which explains how the following principles will be accommodated by any new development:
 - New development must meet nationally prescribed Building Regulations relevant at the time of construction and will be encouraged to apply recognized sustainability standards as part of best practice.
 - Development must accord with the National Building Regulations path to low carbon buildings.
 - Policy CS.2 requires BREEAM 'Good' standard for all non-residential development. Community facilities should seek to be flagships of sustainable design and construction with a minimum aspiration of a BREEAM 'Very Good' rating.
 - As a minimum, new residential development will seek to meet the national requirements for CO2 reduction and water efficiency at the time.

7. Waste Minimisation and Management- minimise waste and maximise re-use and recycling both during construction and after completion

Development must consider:

- On site recyclable facilities - development proposals must be designed to help make it easier for users to reduce, reprocess and recycle waste.
- Minimising construction waste.
- Using sustainable healthy products, with low embodied energy, sourced locally, made from renewable or waste resources

8. Landscape- to protect and enhance the character and quality of the landscape

- The provision of public open spaces and landscape features in any development must be harmonious and integral to the design. Designs should minimise the damage to the local landscape and should enhance, restore and maintain the wider landscape. Every space must be well planned, usable and accessible to all.
- Wherever possible existing landscaping, including on-site valuable trees, woodlands, hedges and any other features which are important to the character or appearance of the local landscape should be retained and enhanced.

9. Biodiversity- to maintain, enhance, restore or add to local biodiversity, landscape and tree conservation interests

- Proactive measures should be taken to enhance the biodiversity value of the site and as part of a wider green network, incorporating the long term monitoring and management of the site. New development should consider opportunities for integrating and maximizing on-site habitats into new development and damage to existing habitats should be avoided.
- All existing significant healthy trees, woodlands and important hedgerows should be integrated within the development proposals.
- Consideration should be given to establishing bat roosting opportunities, such as built-in lofts in some properties, bat boxes and bricks, as well as lighting designed to minimise impacts on bats and other nocturnal wildlife.

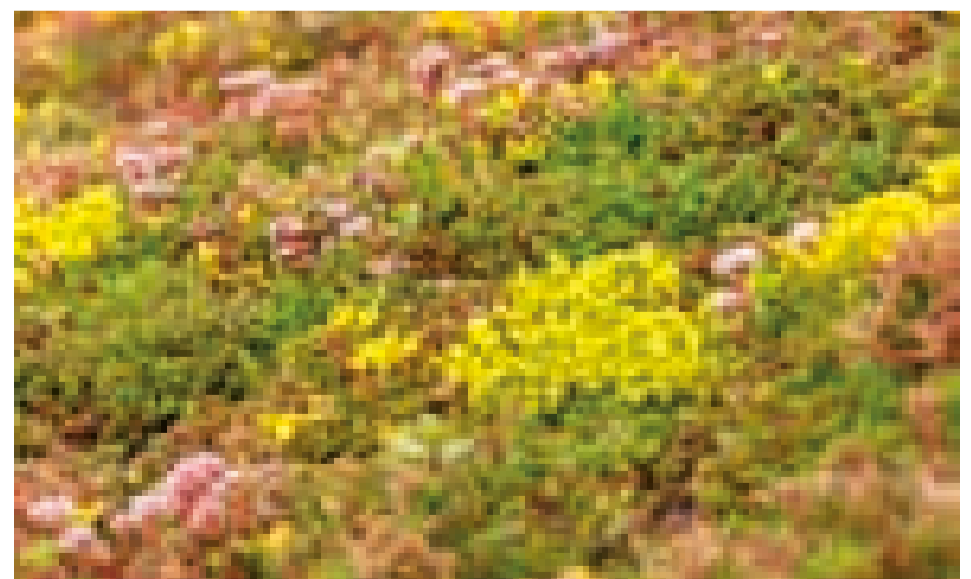
10. Historic Environment and Archaeological Interest - to protect and enhance historic, cultural and archaeological value

- There is a rich cultural heritage of historic and listed buildings and archaeology in the District. The Council expects all developments to respect this character whilst making the most of opportunities to enhance the appearance and character of the area.

6.11 SUSTAINABLE ENERGY

The use of decentralised energy systems, which incorporate either heating (district heating) or heating, power and cooling (combined heat and power) or power (micro-grid) into new development will be encouraged and developers should seek to incorporate such measures where feasible.

Relevant policy(s): CS.1, CS.2, CS.3, CS.9 and Proposal GLH of the Core Strategy DPD.







DELIVERY

AERIAL PHOTOGRAPH



7.0 DELIVERY

The Council will seek to ensure that the redevelopment of the area is consistent with the vision set out in this SPD. This section of the SPD sets out guidance for applicants regarding the application process, ensuring design excellence, strategic phasing principles and the future management of the area.

7.1 FUTURE PLANNING APPLICATIONS

There will be a requirement for planning applications to be supported by a range of documents. These are likely to include all/some of the following but it is recommended that this is discussed and agreed with the Council in advance of any submission:

- A masterplan providing sufficient spatial and quantifiable information about the proposals, setting out the intended layout of the area and presenting proposals for buildings, spaces, movement and land use in accordance with the development and design principles set out in the SPD.
- An Environmental Statement, including Environmental Impact Assessment
- Heritage Statement including Statement of Significance
- Archaeological Survey
- Ground Contamination Assessment
- Details of services and utilities capacity to accommodate development
- Construction/Phasing Statement
- Statement of Community Involvement
- Planning Statement
- Affordable Housing Statement
- Sustainability Statement (a site wide statement to address key sustainability issues such as energy, transport, waste, SuDs and management strategies)
- Arboricultural Assessment
- Utilities Assessment
- Management Strategy
- Transport Assessment and Draft Travel Plan
- A Flood Risk Assessment
- A Design & Access Statement
- Landscape and Visual Impact Assessment
- Noise Assessment
- Air Quality Assessment
- An Energy Strategy, including an assessment of how proposed energy efficiency, carbon compliance and allowable solutions will achieve standards up to and beyond 2016 for all development types
- A Waste Management Strategy
- A Retail Assessment
- Planning obligations & conditions
- Infrastructure Delivery Plan

Site wide strategies should be prepared where possible, particularly in relation to energy, transport, waste, SuDs and management.

7.0 DELIVERY

7.2 STRATEGIC PHASING

Successful development at Land at Gaydon/Lighthorne Heath will require the coordination and planning of a vast number of activities. It will involve many different partners including CEG / Bird Group, other developers and Stratford-on-Avon District Council and projects will need to be drawn together in a cohesive manner in order to deliver the best results.

In creating a new place of this scale, which will evolve over a considerable period of time, it is important that development emerges in a logical and coherent fashion within an established structure. The phasing strategy for development, infrastructure and landscape must therefore be fully integrated to ensure that, as far as possible, it feels like natural growth.

The development and construction of the settlement extension is anticipated to take approximately 15 to 20 years, with 2,500 dwellings delivered by 2031.

It is anticipated that Land at Gaydon/Lighthorne Heath will come forward in three broad phases. Phase 1 would involve the commencement of development to the east of Lighthorne Heath, such that the adjacent development would feel like growth of the existing village. By commencing development at this location intervention on the B4100 could be introduced to benefit existing residents. Large parts of the village centre would also be delivered in this phase to service the existing and new populations, as required by Policy 'Proposal GLH'.

Phase 2 could entail continued growth around Phase 1, expanding towards the M40 and the north to south open space corridor that crosses broadly the centre of the site, forming a logical edge at this stage. This phase is also likely see the completion of the village centre and development of the parcel to the west of the B4100, adjacent to the north edge of Lighthorne Heath.

In the longer term the final northern most section of Land at Gaydon/Lighthorne Heath could be delivered as Phase 3, with development logically progressing away from the previously established residential neighbourhoods towards the site edges.

This broad indicative phasing provides a guide for the delivery of Land at Gaydon/Lighthorne Heath however, more refined and detailed phasing information will need to be developed and agreed as part of the planning application process.

Due to the evolving nature of the Jaguar Land Rover business, it is not possible or desirable to indicate possible phasing for the employment allocation within this SPD. It is therefore similarly expected that a phasing plan to identify the approach to delivering the extent of the Jaguar Land Rover allocation within the illustrative masterplan will be agreed as part of any planning application.

The key guiding principles of the phasing strategy are:

- Ensure development takes place in a sequence that is well planned and not as a series of isolated pockets;
- Ensure that the appropriate level of community, education and open space facilities are in place to meet demand at every phase;
- Streets, spaces and neighbourhoods should be completed within phases as far as possible so new residents move in to finished parts of the development and are not surrounded by construction sites;
- Appropriate amounts of the proposed landscape and public realm proposals must be implemented simultaneously with development, to help create a new setting and identity for the new neighbourhoods of Land at Gaydon/Lighthorne Heath; and
- Minimise the disruption caused by construction activity to local residents and road users during the development programme.

Infrastructure Provision

Close co-operation with the relevant statutory undertakers e.g. water supply, foul and surface water drainage and electricity, gas and telecommunications is expected to ensure the development is served by appropriate levels of infrastructure throughout the construction period.

7.3 COMMUNITY GOVERNANCE

Governance and management arrangements will be a key component of the delivery of Land at Gaydon/Lighthorne Heath and should be considered at an early stage. A long term approach will be required that enables change to be managed effectively over time. Development promoters should set out arrangements for how the governance and management of each of the scheme's components- buildings, spaces, services- will be effectively integrated to the benefit of commercial and residential occupiers and the villages centre uses.

The arrangements should be designed to be 'fit for purpose' and will be influenced by a number of factors including associated mechanisms for capturing contributions, funding profiles and the potential to secure investment in infrastructure.

Close partnership working between Jaguar Land Rover, other key local employers, the LEP, Council and a number of key stakeholders will be essential in maximising the benefits of the plans. A long term strategy for developing apprenticeships and links with colleges and schools both for construction and operational phases should be established at an early stage in the development process.

It is beyond the scope of the SPD to make detailed arrangements on governance however the approach should include a consideration of the following:

- Establishing a public/private group which can oversee delivery, provide leadership, lobby and influence, and carry out 'place making' marketing
- Supporting the set-up of an organisation that can deliver neighbourhood management, manage community assets and potentially the longer term management/coordination of a Community Energy Fund - a Community Energy Fund could encompass upskilling and knowledge dissemination, as well as expansion into other community based initiatives such as food growing
- Measures to promote integration, enhancement and the sharing of facilities with the existing communities of Lighthorne, Lighthorne Heath and Gaydon, such as supporting the set-up of a local neighbourhood management governance structure
- Consider arrangements for the management and maintenance of open space and discuss with the appropriate Council officers at an early stage
- Setting up forums which enable promoters to co-operate towards common aims and liaise over technical matters to ensure integration and area wide proposals for transport, waste, energy and public realm are properly co-ordinated

7.4 MONITOR AND REVIEW

The Council will monitor the significant effects of the SPD. The Council is required to produce an Annual Monitoring Report (AMR) to assess the implementation of the Local Development Scheme (LDS) and the extent to which policies in Local Development Documents (LDD) are being achieved. The Annual AMR will monitor and report on the effectiveness of policies within the Core Strategy and other Local Development Framework documents including this SPD.

The test of the effectiveness of the SPD will be whether the sustainable development of the site has been achieved in accordance with the Council's aspirations.

The Council will monitor the stages in the development process including obtaining planning permission, construction of the approved development and subsequent occupation. This information will be fed into the Annual Monitoring Report. If there is evidence that the SPD is failing to meet the objective, it will be reviewed.



A.



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STAKEHOLDER/COMMUNITY ENGAGEMENT

INTRODUCTION

In accordance with Regulation 12 (a) of The Town and Country Planning (Local Development) (Planning) Regulations 2012 there has been an on-going process of engagement with the local community, landowners/developers and service providers in the preparation of the Land at Gaydon/Lighthorne Heath Supplementary Planning Document (SPD).

This statement sets out the processes undertaken and the feedback received that has informed the preparation of the SPD.

THEMATIC WORKING GROUPS: FEBRUARY - OCTOBER 2014

A key part of the consultation process began in February 2014 with the formation of a series of themed working groups. The working groups consisted of Transport/ Accessibility, Community, Housing, Green Infrastructure, Design/ Place Making, Utility/ Infrastructure and Local Engagement. A member from each group would report back to a main Steering Group that met at monthly intervals and made key decisions in relation to the SPD. A record of the meetings and a list of attendees are below:

Transport/ Accessibility

Meeting dates: 26th March, 4th June and 1st October 2014
Stakeholders: Warwickshire County Council, Highways Agency, Stage Coach, JLR, Brookbanks, Nexus Planning.

Community

Meeting dates: 28th February, 6th March, 11th June (Community Infrastructure), 12th June (Education) 2014 Stakeholders: Stratford on Avon District Council, Warwickshire County Council, Kineton Secondary School, JLR, Nexus Planning.

Housing

Meeting dates: Initial Working Group Meeting 28th February, Affordable Housing Strategy 25th April and 2nd October 2014

Stakeholders: Stratford on Avon District Council, Bromford Group, Orbit Homes, Jephson Housing Association Group, Waterloo Housing Group, Warwickshire Rural Housing Associates, JLR, Nexus Planning, Warwickshire County Council.

Green Infrastructure

Dates: 17th March and 10th September 2014
Stakeholders: Broadway Malyan Landscape, Brookbanks, Bakers, Natural England, Stratford Ramblers, Environment Agency, Warwickshire Wildlife Trust, Stratford on Avon District Council, Warwickshire County Council

Design/ Place Making

Date: 27th February 2014
Stakeholders: JLR, CEG, Nexus Planning, Stratford on Avon District Council, Broadway Malyan Landscape, Bakers, Brookbanks, John Thompson and Partners (JTP).

Utility/ Infrastructure

Date: 26th March and 4th June 2014
Stakeholders: Warwickshire County Council, Stratford on Avon District Council, Brookbanks, JLR, Nexus Planning.

Local Engagement Strategy

Date: 27th February 2014
Stakeholders: Beattie Communications, Nexus Planning, JTP, Stratford District Council, Warwickshire County Council, JLR, Nexus Planning.

STAKEHOLDER WORKSHOP: 27TH JUNE 2014

A stakeholder workshop was carried out on the 27th June 2014. The full day event was held at the Heritage Centre in Gaydon and attendees included representatives from Warwickshire County Council, Stratford-on-Avon District Council, Local Parish members and stakeholders such as Warwickshire Wildlife and local housing associations.

The event was carried out in two parts; the first half of the day provided a chance for issues and opportunities to be highlighted and discussed in a post-it session. The afternoon involved a place making exercise in which attendees separated into smaller themed groups and annotated maps to illustrate location preferences for key infrastructure and development, depending on the topic area of their group.

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STAKEHOLDER/COMMUNITY ENGAGEMENT



STAKEHOLDER WORKSHOP SUMMARY

The Stakeholder Workshop involved a full day event held at the Heritage Motor Centre at Gaydon. Attendees included technical stakeholders and representatives from Warwickshire County Council, Stratford-on-Avon District Council, statutory consultees, members of the adjacent authority Warwick District Council, members of local parish councils, Warwickshire Wildlife Trust and local housing associations.

The start of the workshop involved a range of presentations from the promoters and Jaguar Land Rover to give an introduction to the work that has been carried out to date in relation to the project / site in order to inform the preparation of the draft SPD and any future planning applications. The first half of the day provided an opportunity for issues and opportunities to be highlighted and discussed. The afternoon session involved a placemaking exercise in which maps were annotated showing location preferences for key infrastructure and development. Each of the attendees were invited to join the specialist groups of their choice which included the village centre, community infrastructure, transport, landscape and governance.

The following Key Themes summarise the outcomes from the workshop.

KEY THEMES

Traffic

There was concern that traffic generated by the new settlement would impact on the local road network and increase traffic flows through surrounding villages. The opportunity to reduce congestion on the M40 at peak times by introducing more flexible shift patterns at Jaguar Land Rover (JLR) was suggested. The need to change the nature of the B4100 Banbury Road in order to slow traffic and provide safe crossing points was emphasised. Opportunities to provide an improved bus service and cycle routes as part of this development were also discussed.

Health & Education Provision

The site has the potential to deliver a new three form entry primary school and new health facilities. There was agreement that the new school should be designed to be used by the community out of school hours. However the local councillor advised that the community at Lighthorne Heath were also keen to keep the existing school. It was agreed that finance for the expansion of Kineton School should be available early on to accommodate new pupils and for the creation of health and education facilities in advance of demand by new residents.

COMMUNITY FACILITIES

There was consensus that new community facilities should benefit both the existing and new community and therefore the village centre should be located close to Lighthorne Heath rather than in the southern part of the site. It was suggested that a 'community hub' building, possibly attached to the school, could become the focus for the village centre with flexible space for meetings, a café, health facilities and a library. The need to upgrade the existing community hall at Lighthorne Heath was also mentioned.

OPEN SPACE & GREEN INFRASTRUCTURE

There was concern about the impact of new development on wildlife and ecology and a number of suggestions were made for protecting it including buffering ancient woodland with new native species woodland and incorporating existing hedgerows into the new green infrastructure. It was agreed that the new layout should be structured around a network of green connections, linking the site's existing landscape features; the ancient woodland, fishing lakes and the Lighthorne quarry area.

There were also questions over the long term management of green spaces and whether the designation of the quarry as a Nature Reserve was the best way to protect this asset. Achieving the right balance between recreation and nature conservation within the Lighthorne Quarry area was seen as particularly important. It was agreed that existing pitches at Lighthorne Heath should be upgraded as well as providing additional sports pitches for the new residents.

LOCAL GOVERNANCE

Discussions highlighted the need to consider the role of parish councils in the area. It was agreed that a single structure covering the whole community, which currently falls within different parishes, would be desirable. Questions were raised about how S.106 and CIL would be distributed. It was agreed that further discussion was needed on the role affordable housing providers and developer/promoters should play in managing the area.



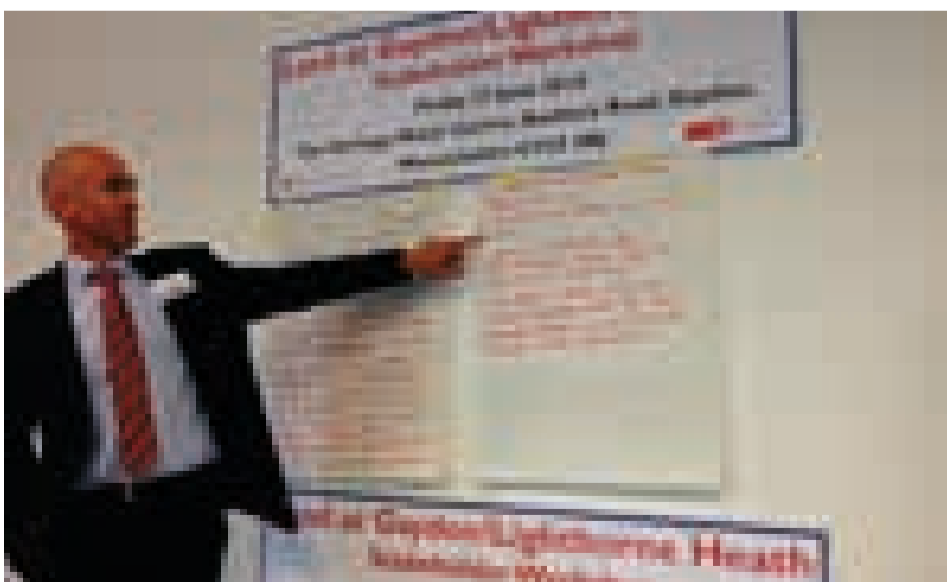
Workshop 2: Hands-on Planning



Landscape Hands-on Planning group drawing



Transport Hands-on Planning group drawing



Reporting back on the outcomes from each Hands-on planning group

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STAKEHOLDER/COMMUNITY ENGAGEMENT

PUBLIC CONSULTATION EVENT: 4TH AND 5TH JULY 2014

A community consultation event was held at Lighthorne Heath Primary School on Friday 4 July 5pm – 8.30pm and Saturday 5th July 10am - 2pm. The event was advertised in the Stratford Herald and flyers were distributed to 2,239 households in the areas of Kineton, Bishops Itchington, Chesterton and Kingston, Burton Dassett, Lighthorne, Gaydon and Lighthorne Heath. Flyers were also sent to key stakeholders and local groups.

123 people attended over the two days.

A series of exhibition boards displayed the feedback collated from steering group meetings and the stakeholder workshop, together with emerging proposals.

The event provided attendees with the opportunity to leave comments. The exhibition and feedback form were available in electronic form online at www.lighthorneheathgardenvillage.co.uk. Questionnaires and comments received at events were recorded and analysed.



Exhibition Flyers



Public Exhibition Boards

CONTEXT

Contextual information and maps showing the site's location within the local area.

LAND AT GAYDON/LIGHTHORNE HEATH

THE SITE

Photographs and diagrams illustrating the site's layout and features.

LAND AT GAYDON/LIGHTHORNE HEATH

THE HISTORY

Historical information and photographs related to the site.

LAND AT GAYDON/LIGHTHORNE HEATH

GREEN INFRASTRUCTURE

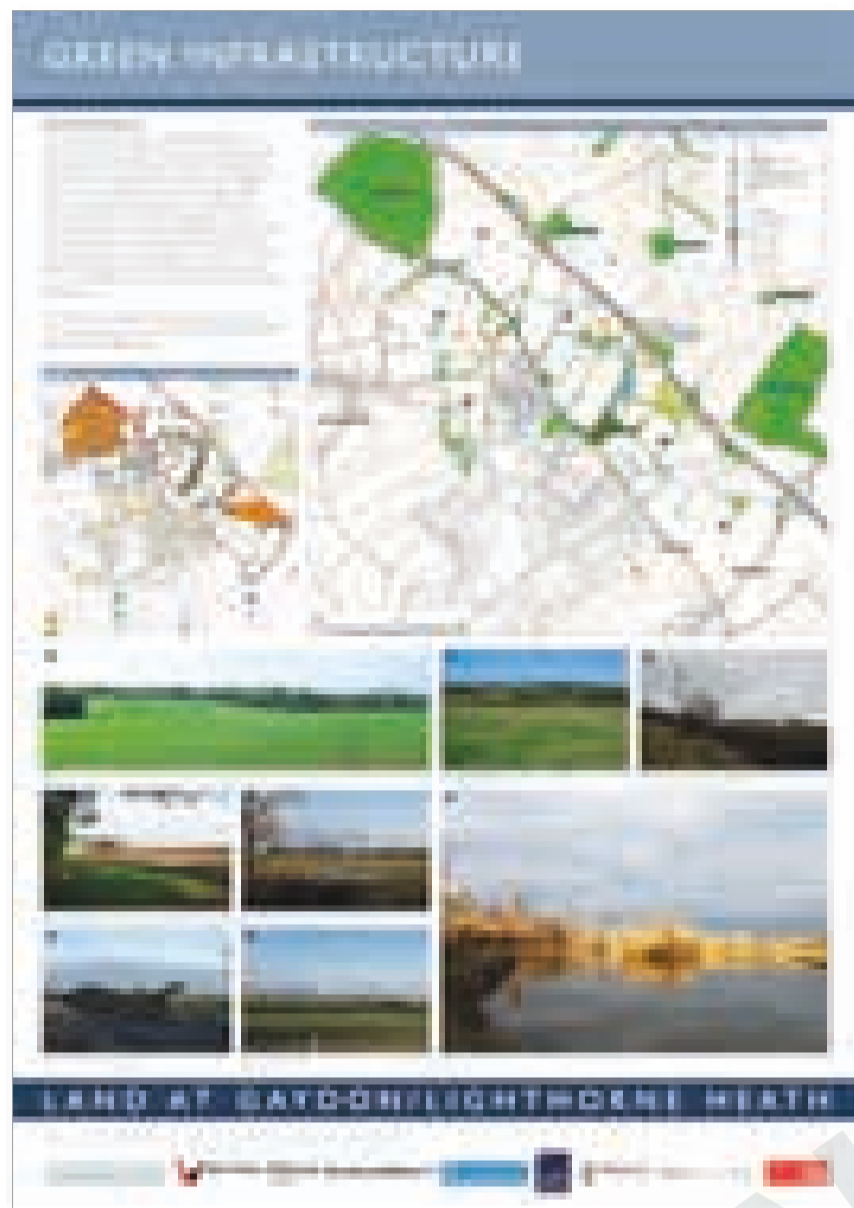
Information and maps related to green infrastructure and environmental features.

LAND AT GAYDON/LIGHTHORNE HEATH

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GREEN INFRASTRUCTURE



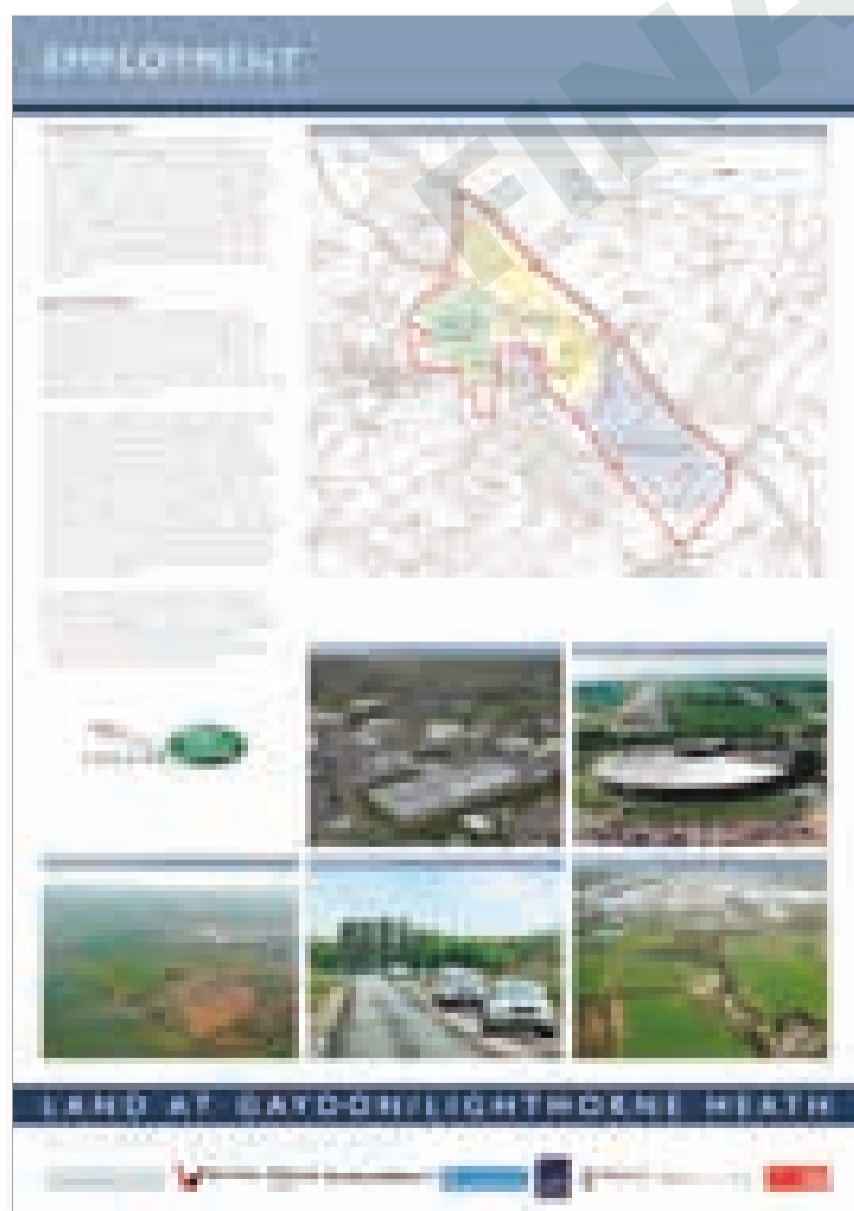
This slide features a large map of the site with green areas highlighted. Below the map is a grid of eight photographs showing various green spaces, including fields, trees, and water features. The slide includes a title bar, a footer with the site name, and a scale bar.

TECHNICAL STUDIES



This slide contains several paragraphs of text on the left side. On the right, there is a map of the site and a grid of six photographs showing technical details, such as a tree in a planter box and various landscape elements. The slide includes a title bar, a footer with the site name, and a scale bar.

EMPLOYMENT



This slide features a large map of the site with employment zones highlighted in yellow and red. Below the map is a grid of six photographs showing industrial and employment-related scenes, such as parking lots, buildings, and infrastructure. The slide includes a title bar, a footer with the site name, and a scale bar.

EMERGING CONCEPT MASTERPLAN



This slide features a large, colorful conceptual masterplan map of the site. Below the map is a grid of eight photographs showing various landscape and architectural concepts, including buildings, trees, and outdoor spaces. The slide includes a title bar, a footer with the site name, and a scale bar.

EMERGING VILLAGE CENTRE

Introduction

Emerging Village Centre



Land Use Designations



LAND AT GAYDON/LIGHTHORNE HEATH

HOUSING AND TRANSPORT

Introduction

Housing and Transport


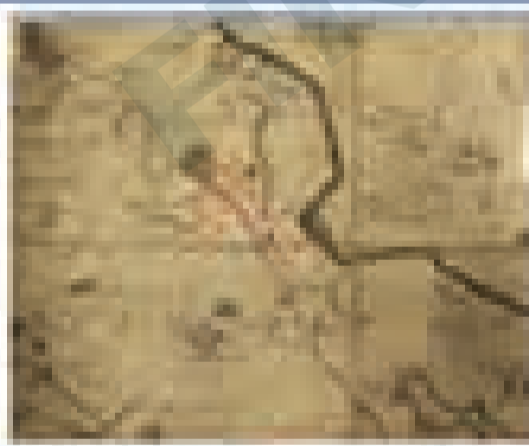


LAND AT GAYDON/LIGHTHORNE HEATH

HISTORY

Introduction

History



LAND AT GAYDON/LIGHTHORNE HEATH

STAKEHOLDER ENGAGEMENT TO DATE

Introduction

Stakeholder Engagement to Date



LAND AT GAYDON/LIGHTHORNE HEATH

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PUBLIC CONSULTATION EVENT 4TH AND 5TH JULY 2014 - FULL RESULTS

The event

A community consultation event was held at Lighthorne Heath Primary School on Friday 4 July 5pm – 8.30pm and Saturday 5th July 10am – 2pm.

The event was advertised in the Stratford Herald and flyers were distributed to 2,239 households in the areas of Kineton, Bishops Itchington, Chesterton and Kingston, Burton Dassett, Lighthorne, Gaydon and Lighthorne Heath. Flyers were also sent to key stakeholders and local groups. 123 people attended over the two days.

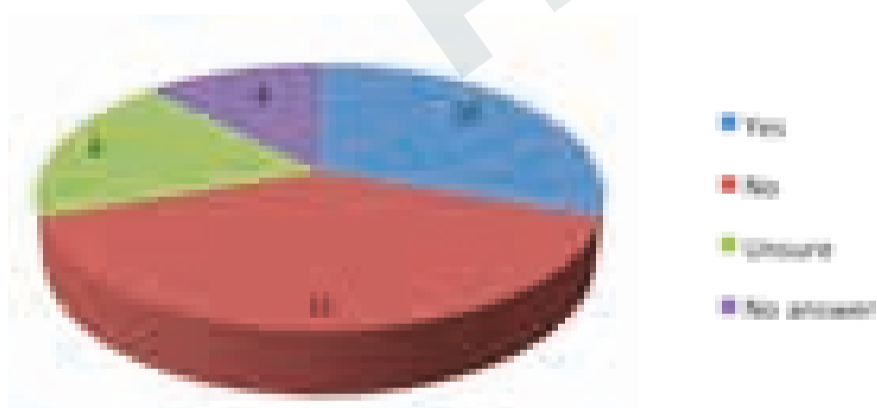
Key themes and issues:

- There was no objection to the suggested name of Kingston Grange and some said that it would help to change the current perception of Lighthorne Heath
- The village centre should be adjacent to the B4100 and the option closest to Lighthorne Heath
- There is the opportunity for improvements to Kineton School and Gaydon Village Hall
- Traffic issues relating to Gaydon village and safety for Kineton School pupils
- Facilities, especially health, needed early on in the development phase.
- A supermarket was welcomed
- What will the development mean for the nature reserve and how much will it be touched by the developers? Concern over allowing public access
- Farmer on Chesterton Fields Farm has to use Old Gated Road to access his fields in Combine as he cannot pass through village. Must be considered in any realignment of this route
- Noise and air pollution from the M40
- Flooding in Gaydon – from the Gaydon roundabout to the JLR car park
- Design should reflect the local character
- Public transport improvements needed
- Housing should be set back from the road

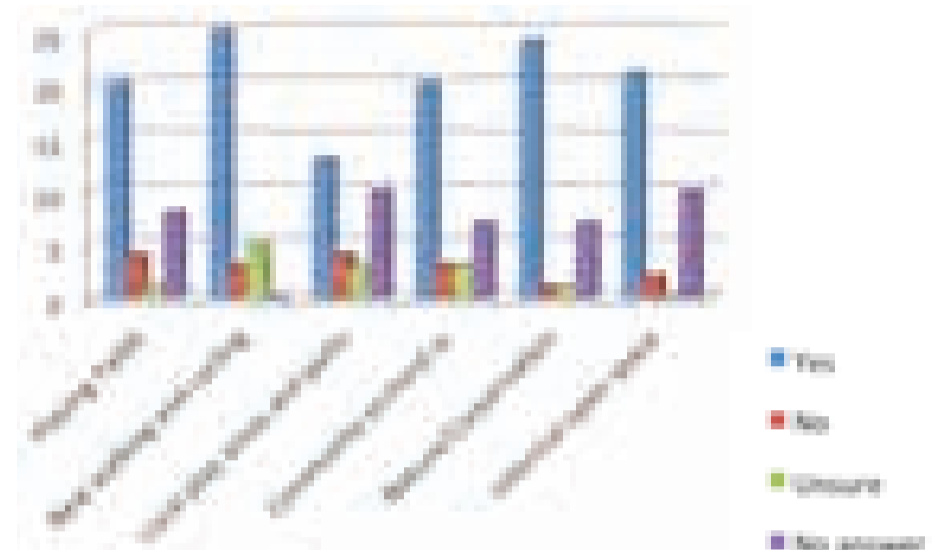
Feedback

29 questionnaires were left at the event, three have been received through the post and one online. The feedback is as follows:

Q1: Do you support the Vision described on the exhibition boards?



Q2: The proposals include extensive new accessible open space and landscaped areas. How would you like to see the open space used?



Other:

- All
- Consider recreational needs for the elderly and disabled
- I do not have an opinion on this as this is for the local people my main concern is with traffic
- Improve nature reserve
- Leave well alone
- None
- Outdoor gym machines and football pitches
- Playing field
- Seating areas and dog mess bins
- Sports centre and a swimming pool
- Swimming pool
- The ideas are good but will they be maintained and who will pay for this
- The more area left natural the better. Better sport facilities are needed
- Truly wild areas need to be preserved and not turned into a public area

Q3: What type of sports provision do you think is most needed?

- A variety
- All of the above x 2
- As wide a range as possible
- Bowling and badminton
- Cricket or football pitches and bowling green - which would be good for the older population
- Football, rugby, multi-use game arenas, gym machines
- I have no opinion
- If sports facilities of the school could be opened to the public at the weekend and holidays
- Indoor sports facilities or existing facilities could be developed
- Indoor swimming pool
- Multi game areas x 4

Q4: Do you agree with the principles of the draft masterplan illustrated on the exhibition boards?

Comments:

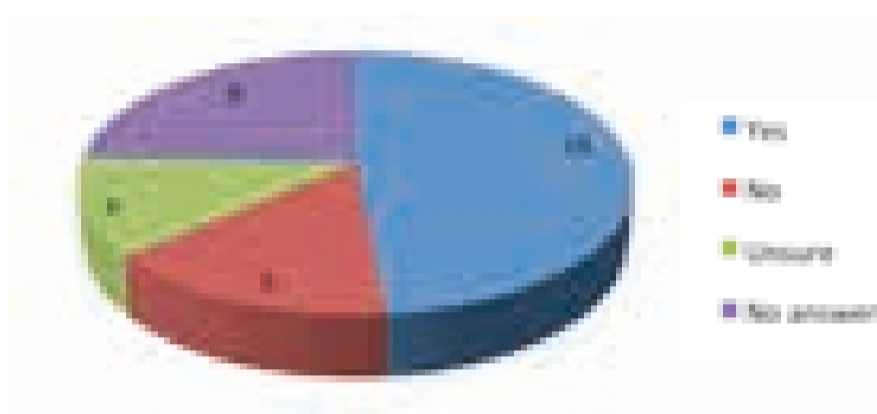
- A lot of green area and paths are preserved
- as long as there is a supermarket
- Cannot or see the need for 3,000 extra houses at this location. It will only add to existing traffic problems
- Can't see a need for more houses on Lighthorne side of the B4100. With such a large development on the other side. I think a village centre would be best suited in the centre of Lighthorne and Gaydon
- How much traffic can one area take
- I agree that we need more accessible housing but there are plenty of Brownfield sites and unused shops in town the latter will grow and grow as peoples habits have changed
- I feel that it is too large a site

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- I think to suggest that expanding JLR will provide employment is risky. A new school would also be needed to handle the increase in people
- I'm pleased to see less houses are to be built. I like the nature area and traffic hasn't been addressed
- In theory it looks good
- Not sure the green area should be touched
- The masterplan was approved would give the builders the chance to do whatever they wanted
- Too large for this area
- Traffic issues need to be addressed
- Very concerned about the road access
- Well designed and thought out. Positive experience for future residents

Q5: Do you agree with the mix of facilities we are proposing?



Comments:

- A brand new state of the art high school
- A new police station
- A secondary school
- At certain times of the day eg. early morning/late afternoon access on to the B4100 Warwick/Banbury road is very difficult owing to the JLR/Aston Martin employment if & when this development goes ahead a solution to this must be found.
- Cycle tracks
- Ensure the service is regular enough
- I would like to see an actual local police station as the village is only currently being serviced by Leamington
- In my opinion all the necessary facilities have been included
- Post office and petrol station
- Such a large development will require a new high school as well
- Swimming pool, large supermarket, more schools and a post office
- This needs to be a sustainable development with enough resources and facilities to supply the demand
- We need a doctors surgery in this area

Q6: What would be the most useful improvements to the local bus service?

- Additional destinations and more frequent services x 4
- Adequate flood and drainage provision
- Decent bus stops with enough room
- Evening bus services
- If a bus service is provided provisions needs to be in place so that it isn't cut
- Irrelevant in the scheme of things
- Late night local bus service
- Later bus services x2
- Lower prices and more regular services
- More regular timetable with bus services to Southam & Banbury x 2

Q7: Do you have any additional comments?

- New junction 12 layout in process. Ensure all roundabouts have traffic light controls
- Change the name of Lighthorne Heath
- Everything with the development could leave to horrible amount of traffic to the area - also the number of the employees from JLR will cause mayhem
- Fragile wildlife should be protected. Ecological housing with sustainable energy sources
- I do not agree with the site being located next to a busy motorway
- I wish to commend CEG on the thorough presentation and public exhibition. The developers have positively engaged in the consultation process
- I would like to see pathways protected. Where is the power to come from?
- It all seems very idealistic - what we don't need is an estate of little box houses. You can't promise that this village will help community spirit. We also need additional sport facilities for the area
- It would be nice to see some link between JLR to the local high schools to help develop local kids and increase the chance of local people being employed by JLR. A new fire station as well is needed
- Major concerns around the traffic levels, the high school will it be able to cope with the increase of people
- Every acre of farming land in this small island should be kept. This week it has been said that our food output has gone down by a third. At one time we could wholly feed ourselves
- The sewage capacity at Warwick is already fully stretched, and apart from the carbon footprint being affected by pumping - the proposed development will make it an impossible situation
- The traffic on the B4100 is already well above comfort level. The occupants off the proposed new town will use this road rather than the M40
- My main concern is the traffic and how it will affect all the other areas
- Rail links, new college or high school will be needed. How will this development affect the house prices in Lighthorne
- Speed limits need to be enforced for safety. Village centre option two is preferred. New junction 12 layout will not improve the situation
- Surprised that the railway to the east of the district has not been factored into the plans
- The current traffic volume on B400 is a massive problem and changes to the road would only make things worse
- The impact on the rural community is massive - no real advantages to employment or improvements to the residents, more traffic. Only builders profit from this
- The name might be better as 'Kington'
- The traffic on the B41 is bad now so in the future it will just become a giant car park
- This development will completely change and damage the area there are too many houses
- Traffic capacity of the roads needs revisiting, mains gas will be required and cycle paths needed
- Traffic is going to be a huge problem - the area is already gridlocked
- We do not want the pollution that this new development will create. There are no measures being implemented to tackle the pollution issues although the exhibition was very informative
- We need more information of when each phase will begin
- We think that blocking off the B4100 is unwanted as a straight road from the M40 into JLR is the most sensible thing to do.
- A bridge over the B4100 would save all the disruption to all the local villages around. We also disagree with building houses next to the motorway, noise and pollution.
- A Brownfield site would be a better option
- What benefits will this bring to residents that already live there. The houses don't match the current style of the area and will it damage house prices
- Whilst I disagree with this development I believe that it gives an opportunity to be build a small town with conservation in mind without brick boxes as for example in Milton Keynes, landscaping with trees & wide open spaces & social housing for local working/retired people

APPENDIX

STAKEHOLDER/COMMUNITY ENGAGEMENT

RESPONSE TO CONSULTATION COMMENTS

Following the public consultation event, the feedback provided has been collated into the table below to demonstrate how the masterplan has taken on board comments, where possible.

The comments are grouped into relevant themes.

DESIGN/LAYOUT

COMMENT	EXPLANATION AS TO HOW THIS IS INTERPRETED IN THE MASTERPLAN
Village centre should be adjacent to the B4100, closest to Lighthorne Heath	This location has been used in the SPD masterplan.
Design should reflect local character	SPD will make reference to the design guide published by Stratford-on-Avon District Council, April 2001 which included guidance on local character of buildings and spaces.
Housing should be set back from the road	Housing will be set well back from the M40 and protected from noise and vehicle emissions by a landscaped bank.
Do not want homes on the Lighthorne side of the B4100	Only a small amount of homes are proposed on Lighthorne side of B4100.
How has the original proposal changed over the years?	The number of homes proposed has decreased to 3,000 overall and a larger area, some 100 hectares, of employment land is proposed to include space to accommodate expansion at JLR. The proposal still includes the healthcare, education provision, community, sports, recreation and green space which were originally proposed.

INFRASTRUCTURE/FACILITIES AND PHASING

COMMENT	EXPLANATION AS TO HOW THIS IS INTERPRETED IN THE MASTERPLAN
Can Kineton School and Gaydon Village hall benefit from improvements as part of this proposal	A significant financial contribution will be made to Kineton School.
Healthcare facilities required early on in the development	Health facilities are likely to be provided in a phased approach as the development is constructed.
A supermarket would be beneficial	A supermarket is proposed within the village centre.
When will we have more information about the phasing in terms of delivery of infrastructure?	These details are likely to be available during the consideration of the planning application.
Recreational needs of the elderly and disabled should be considered in the proposals	It has been agreed that this should be explored as part of the detailed proposals for the Local Centre.
Sports facilities required in the area include bowling, badminton, cricket, football/rugby pitches, multi-use games areas, gym machines, swimming pool, a sports centre, outdoor gym machines	A range of sport facilities will be provided as part of the development. Existing local facilities may also be upgraded.
A new school should be provided/ a high school should be considered	A primary school is proposed. It is the intention to extend Kineton secondary school.
A police station should be considered	Could form part of a community hub if this is supported by police
A post office should be considered	Could be accommodated within one of shop units proposed on Village Square.
A new fire station should be considered	This has not been identified as being necessary by the Fire Service.
A petrol station should be considered	Not currently proposed. There is a major motorway service station close by as well as garage in Gaydon.
The sewerage capacity at Warwick is already stretched how will this be mitigated?	Enhancements will be provided to Longbridge Severn Trent Water Treatment Works.
Mains gas is required and can existing communities link into this?	Opportunities will be explored to enable existing communities connect into new infrastructure.
Sceptical that the promised facilities will be delivered – how will they be guaranteed and how will they be phased?	Legal agreements are put into place if a planning application is approved. These will be secured by the Council through S.106 and Community Infrastructure Levy agreements during the planning application stage.
S.106 and (Community Infrastructure Levy) CIL – how will this be distributed? Process for 'acquiring' funding through S.106 and CIL	S.106 and CIL contributions will be provided for specific improvements that are required as a result of the development.

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STAKEHOLDER/COMMUNITY ENGAGEMENT

INFRASTRUCTURE/FACILITIES AND PHASING CONTINUED

COMMENT	EXPLANATION AS TO HOW THIS IS INTERPRETED IN THE MASTERPLAN
<p>The Local Centre should include:</p> <ul style="list-style-type: none"> • Village square with hook-up space for mobile services • Primary school with school hall available for community use after hours • Community hub building (maybe forming part of the school) with flexible space for meetings, a café, health facilities, police and a library • Small supermarket with hotel above • Other small shops and businesses • Restaurants • Extra care housing for the elderly 	<p>The SPD incorporates these uses as part of the illustrative masterplan.</p>
<p>Incorporate Gaydon bowls club within the scheme</p>	<p>The team will liaise with Gaydon Bowls Club</p>
<p>Secure a community police team</p>	<p>The Police have identified that a community team may be established.</p>
<p>Include Extra Care accommodation/bungalows/housing for life</p>	<p>Specialised accommodation for the elderly is proposed as part of the illustrative masterplan.</p>
<p>B4100 will segregate so traffic calming is important</p>	<p>Traffic calming is proposed within the proposal.</p>
<p>Must improve broadband to encourage working from home – big issue in the area</p>	<p>Super high speed broadband will be provided.</p>
<p>Consider a multi faith building</p>	<p>Could be included if the need demonstrated and viable. It could also be possible to use the community hall proposed as part of the scheme.</p>
<p>Secure a community police team</p>	<p>The Police have identified that a community team may be established.</p>

TRANSPORT

COMMENT	EXPLANATION AS TO HOW THIS IS INTERPRETED IN THE MASTERPLAN
<p>Traffic is the number one concern and there are issues with the capacities and proposed vehicle numbers arising from this development. What evidence can be provided?</p>	<p>The on-going Transport Assessment will provide outputs from the modelling which will include: Journey times, queue lengths, traffic impact, required mitigation on the existing network and a travel plan which will detail all provisions for parking, walking, cycling and bus travel.</p> <p>The outputs will be validated by WCC prior to their formal approval. The Transport Assessment will form part of the Planning Application and will be supported by fully detailed highway design drawings which illustrate the improvements.</p>
<p>How will traffic issues in Gaydon Village be resolved?</p>	<p>In relation to the off-site road network, it is envisaged through careful masterplanning and supporting sustainable modes of travel, as discussed elsewhere, the development will not have a significant impact on the operation of the local road network.</p>

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STAKEHOLDER/COMMUNITY ENGAGEMENT

TRANSPORT CONTINUED

COMMENT	EXPLANATION AS TO HOW THIS IS INTERPRETED IN THE MASTERPLAN
<p>Public transport improvements are required such as:</p> <ul style="list-style-type: none"> • Additional destinations and more frequent services x 4 • Decent bus stops with enough room • Evening bus services • If a bus service is provided provisions needs to be in place so that it isn't cut • Lower prices and more regular services • More regular timetable with bus services to Southam & Banbury x 2 	<p>It may be that the development cannot support a comprehensive strategy that can access all of these destinations.</p> <p>It is therefore important to identify a strategy to maximise connectivity to the most strategically important areas. These should include interchange locations to allow for onward movements by existing public transport routes.</p> <p>It is considered that initially Leamington could provide the ideal interchange location, which provides for onward travel opportunities to Warwick, Coventry and Birmingham. This also provides the opportunities to capture car based trips inbound towards the vicinity, i.e. existing employees of JLR and Aston Martin.</p> <p>Furthermore, as the development progresses, opportunities to link with other conurbations like Banbury can be investigated. They could include the extension of the identified service to link with these conurbations.</p> <p>The existing timetables indicate that the journey time between Leamington Spa and Lighthorne Heath is circa 25 minutes, which would provide an attractive alternative to the motorcar if supported by the use of high quality public transport vehicles that operate at a high frequency during peak times. The timings of the buses should be tailored to coincide with traditional working hours to maximise the attractiveness of the public transport routes.</p> <p>To make it more attractive, it is envisaged that any route will be a direct service between Leamington and the potential site to minimise stoppages and delay. The public transport route should also include the JLR / Aston Martin site as this will provide the opportunity for bus patronage on the reverse journey.</p> <p>It would also be important for the routes to operate at high frequency times of peak demand reducing to lower frequency during off peak, evenings and weekends. Any facilities that are to be provided, bus shelters etc., should be high quality and consideration should be given to the provision of Real Time Passenger Information.</p> <p>The potential for development to support high quality bus services towards Leamington and Warwick, and perhaps Banbury, is significantly enhanced as a result of the presence of JLR and Aston Martin.</p> <p>It is without doubt that an appropriate range of services will attract use from these existing employment centres.</p>
<p>There should be opportunities for walking and cycling</p>	<p>The site is currently not supported by a significant walking and cycling network. To ensure that the development overcomes barriers to walking and cycling, it is important that the site delivers both on-site and off-site enhancements.</p> <p>The illustrative masterplan for the site will include a comprehensive network of walking and cycling routes that will connect the housing blocks with the local facilities proposed within the development. The network will be inclusive to all potential users on site and cater for employment, retail, education and leisure based trips.</p> <p>The on-site walking and cycling network will include strong links into the existing off-site networks and public rights of way to ensure that walking and cycling is a viable alternative to the motorcar to access the off-site facilities. The off-site network will include high quality links into neighbouring areas of Lighthorne and Gaydon to improve integration and co-existence.</p> <p>JLR / Aston Martin will provide significant employment opportunities and there will be a clear distinctive desire line between these and the site. As such a high quality route needs to be delivered to encourage the</p>
<p>The farmer on Chesterton Fields Farm needs the Old Gated Road to access fields as cannot use the village roads, how will this be maintained?</p>	<p>This access is unaffected by the development proposals.</p>

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STAKEHOLDER/COMMUNITY ENGAGEMENT

TRANSPORT CONTINUED

COMMENT	EXPLANATION AS TO HOW THIS IS INTERPRETED IN THE MASTERPLAN
New Jn 12 layout and all roundabouts should have traffic light controls	<p>Given the current problems at the junction, WCC investigated options to provide improved capacity. The preferred solution utilises the existing over bridge to provide an additional lane in a south-westerly direction to cater for the morning peak flow characteristics.</p> <p>The improvement scheme also includes the dualling of the B4451 and the B4100 from junction 12 to the JLR access point. The planning application covering this improvement has recently been approved.</p>
Traffic is the main concern in the area	As part of the strategic approach to this site, a comprehensive Transport Assessment will be prepared. This assesses existing vehicles on the network as well as future growth and looks at all of the effects of development. Mitigation measures including highways improvements, new roads and investment into green transport measures will be identified and delivered in line with housing development.
The issue of the JLR traffic needs to be resolved	JLR have commissioned WSP to undertake a Transport Assessment to assess the impact of their staff commute strategy. This work is currently on-going.
Can paths be protected	Existing paths can be protected where necessary. It will be a necessity of the detailed masterplanning to incorporate and strengthen the already present footpaths, or offer suitable diversions wherever necessary.
How will the B4100 cope with traffic?	<p>The B4100 should be re-characterised to form an urban space, with a speed reductions of between 30mph to 40mph.</p> <p>Suitable, non-intrusive traffic calming measures should be provided along the northern end of the B4100 to promote safer vehicular passing. The B4100 from the current JLR access through to Junction 12 of the M40 will be dualled in an initiative generated by WCC. This dualling will significantly reduce current queue lengths and journey times.</p>
Rail links should be considered	Chiltern Rail are being consulted but it is very unlikely the volume of housing proposed would be sufficient to warrant a new rail link or make it viable.
Speed limits need to be enforced for safety?	The plan is for the B4100 to have speed reductions of between 30mph to 40mph. Any speed changes to the current situation will be finalised within the Transport Assessment modelling and design process.
How will new Jn 12 benefit the local area?	Reducing congestion at peak times will enable local residents to exit and enter the M40 quicker.
The speed of traffic along the stretch of the Banbury Road near Lighthorne Heath should be reduced to 30 mph or if possible 20mph maximum to allow pedestrians to cross safely.	As discussed above, the local road networks speed provision will be assessed as part of the Transport Assessment. It has already been identified that the B4100 will require a speed reduction.
The provision of new and improved cycle routes connecting the villages was important	<p>The on-site walking and cycling network will include strong links into the existing off-site networks such that walking and cycling is a viable alternative to the motorcar to access the off-site facilities.</p> <p>The off-site network will include a high quality links into neighbouring areas of Lighthorne and Gaydon to improve integration and co-existence.</p>
Encourage sustainable modes of transport	As described in the elements above.
Need for flexible shift patterns (at JLR) to reduce peak traffic impacts	JLR are to provide comment on the viability of this proposal.
Increase in traffic on the B4451 from commuters to JLR and from new development to other locations is a concern	It has been recognised that traffic through Bishop's Itchington is a concern and further work will need to be undertaken to address this. The significant improvements to Junction 12 of the M40 and the partial dualling of the existing B4100 will improve the commuting traffic queue lengths and journey times than that of present day. The modelling outputs from the Transport Assessment will validate this.

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STAKEHOLDER/COMMUNITY ENGAGEMENT

ECOLOGY/ENVIRONMENT/GI

COMMENT	EXPLANATION AS TO HOW THIS IS INTERPRETED IN THE MASTERPLAN
How will the nature reserve be protected? Will public access be restricted? Does it need to be a nature reserve which will encourage use?	<p>A balance must be struck between the preservation, conservation and enhancement of existing and potential habitats and the access needs of the existing and proposed communities. It is envisaged there will be limited access to parts of the nature reserve. Other less sensitive areas may have designated paths where dogs are allowed under close control.</p> <p>The site is already designated as a Local Wildlife Site and the impacts on botanical interest and protected species must be considered. Extending and enhancing the current footpaths around the site would serve to control access for dog walkers etc, and encourage use of the site away from the areas most sensitive to trampling or fouling</p>
Open space provision should incorporate nature conservation, community orchards/allotments, informal open space, playing fields, parks and play areas	<p>Open space provision will comprise a range of features such as playing fields, play areas and allotments and will be guided by SoADC's emerging Site Specific Open Space Guidance. The exact amount of open space provision will be secured at the application stage. Agreed. Native planting along streets/ in green areas will be good for biodiversity, and this should be part of the masterplan for the site.</p>
Who will maintain the green space and pay for its upkeep?	<p>The final mechanism for managing and maintaining the various open spaces that will be delivered as part of the development is not yet established. The on-going management of the open space and its facilities is critical to ensure that the initial high standards are maintained. Broadly there are three options:</p> <ul style="list-style-type: none"> • Adoption by Council with a commuted sum to oversee the future management of the site; • Management by Private Companies via a service charge on new residents and businesses; or • Management by a community body established with the new residents, funded via a commuted sum or service charge on the new residents and businesses. CEG has experience of establishing local governance structures elsewhere which have overseen numerous matters including the management of open space and are keen to explore such a mechanism at Land at Gaydon/Lighthorne Heath.
Wildlife areas should not be publically accessible	<p>These areas will have controlled access which will take account of the ecological and landscape sensitivities within the area. The level of access will be defined by the project ecologist in collaboration with the WWT and officers at SoADC.</p>
How will the environment be protected when the development happens?	<p>While it can be argued that development on all greenfield sites has an adverse impact on bio-diversity, this has to be balanced against the need to provide homes for the growing population.</p> <p>Currently the land is actively farmed therefore there is very little in terms of ecological benefit. A development of this scale provides a significant opportunity to better manage existing ecological habitats through positive management and funding. Furthermore, it provides the opportunity to connect isolated ecological communities by providing green infrastructure and habitat creation that would not be possible through normal farming practice. Major areas of open space and a country park are being proposed where habitat and biodiversity benefits can be delivered.</p> <p>Also, a range of actions will be implemented to protect those areas of high ecological sensitivity that are to be retained, including a buffer zone for the ancient woodland and appropriate mitigation for protected species.</p>
People should live and work in a green environment	<p>The illustrative masterplan incorporates an extensive Green Infrastructure strategy.</p>
Consider the name for the quarry area – concerned that it is for nature not a park	<p>The name for the former quarry area is being reviewed and any new name should reflect the uses and habitats in this area.</p>
Transitional area between residential and nature area, potential with trim trails, natural play and accessible buffers	<p>The interface between built form and public open space will be carefully considered as the Green Infrastructure strategy and masterplan is developed.</p>
School should use the GI (community allotments/orchards, nature reserve)	<p>The existing and proposed schools are well placed to utilise the existing and proposed GI assets and have easy access to the wider countryside.</p>
Link nature area, woodland and lakes with pocket parks, hedges, SuDs	<p>The masterplan seeks to create a connected network of green open spaces (Green Infrastructure) which incorporates all of these features.</p>
Don't fence off ancient woodland	<p>Gaydon Coppice is defined as (Semi-Ancient Woodland). Ecology survey information will be used in conjunction with current regulations to formulate a suitable strategy to incorporate the protected into the development and protect woodland before, during and after development.</p>

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STAKEHOLDER/COMMUNITY ENGAGEMENT

ECOLOGY/ENVIRONMENT/GI CONTINUED

COMMENT	EXPLANATION AS TO HOW THIS IS INTERPRETED IN THE MASTERPLAN
Consider green bridges over the M40	The masterplan seeks to utilise existing bridges over the M40 to act as green corridors connecting the site with the wider countryside. The opportunity for Green Bridges will be reviewed to see if it feasible/viable.
Retaining the features of the Feldon landscape and views from the AONB	The landscape features of the Feldon Lias uplands character area which exist within the site including: the varied rolling landform; hedgerows and roadside trees; well defined geometric pattern of small to medium sized fields; disused quarries with semi-natural grassland and scrub will be incorporated into the proposals wherever possible. Views from the AONB will also be considered.

NOISE/AIR POLLUTION

COMMENT	EXPLANATION AS TO HOW THIS IS INTERPRETED IN THE MASTERPLAN
How will noise/air pollution from the M40 be managed?	There will be a landscaped bund along the M40 to mitigate impact of noise/air pollution.
This development will cause pollution	New homes will need to be delivered in the District. By creating a strategic site, with access to facilities this will create a more sustainable solution.
How will construction be managed to avoid affecting the existing communities	Details will be secured by the Council in the form of a Construction Management Plan.
Is a location near a motorway a suitable area for a development?	There are many instances of new housing development adjacent to motorways throughout the UK. Noise bunding will be implemented where necessary, but the fact that the motorway is 'in cutting' for the majority of the site boundary will limit the need for extensive noise mitigation.

SUSTAINABILITY/ FLOODING

How will flooding in Gaydon be alleviated/further flooding prevented?	National policy requires that development does not increase the chance of flooding elsewhere. The Environment Agency Flood Zone map shows the site lies well within Flood Zone 1; being an area of low probability of flooding. A full Flood Risk Assessment will be prepared. Opportunities will be explored to utilise SuDS and retention basins.
Sustainable energy should be included as well as ecologically friendly housing	Delivering sustainable development is a key objective of the Core Strategy and any new development that comes forward will need to have regard to this. The masterplan provides a significant opportunity to design in measures to mitigate and deal with the effects of climate changes and deliver innovative and integrated sustainable solutions, including with regard to housing. The sustainability framework in Section 6 of the draft SPD outlines the aspects of sustainability that development will need to consider.

COMMUNITY

Should be designed to help community spirit – how can this be achieved?	By encouraging involvement of existing and new residents as early as possible in the process. Communication will be key to achieving this
Can JLR do more to link with the local high school	This will be discussed with JLR. JLR is the UK's largest automotive apprenticeship provider. In 2014 the business recruited 193 apprentices and 283 graduates. It also has an award winning schools programme 'Inspiring Tomorrow's Engineers' to encourage children to take up engineering careers.
How will this benefit a rural community?	New facilities proposed as part of the scheme will be available for existing communities to use, rather than missing out altogether or having to travel unnecessarily to access these opportunities.
It is important to upgrade the existing meeting hall and sports pitches at Lighthorne Heath including provision of changing rooms. (The councillor also advised that the community were keen to keep the existing primary school.)	The open space strategy will consider opportunities to enhance existing facilities within the local area. The upgrade of existing facilities will be considered

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LOCAL GOVERNANCE

One structure of governance for the site, in place from day one	A single governance structure is supported and it is agreed that having this in place from day one will ensure information will be available to new residents so they understand how facilities and open space will be managed. Retrofitting a management structure part way through a new development is not considered to be appropriate and will only seek to suppress community spirit
Funding precepts, service charge, endowment – strike the right balance to ensure new community 'buys in' to the development and existing community	Any charges applied to new housing need to be reasonable so that residents feel they are getting value for money. A service charge/endowment (or both) is likely to be the preferred approach subject to ongoing discussions with SADC and Parish Councils
All assets, areas and facilities should be managed under the same governing structure – do not hive off facilities – creates uncertainty.	A single governing structure is supported to manage the facilities.

PLANNING/HOUSING REQUIREMENTS/DEVELOPMENT

Why can't brownfield sites be used for housing?	The Council have identified that GLH represents the most appropriate option to deliver a significant element of their housing requirement.
We should preserve farmland	The vast majority of the allocation is classified as grade 3b agricultural land or lower.
How will this development affect house prices in Lighthorne?	This is set to be a high quality, attractive development. Access to facilities, new schools, healthcare and recreation will be beneficial to existing as well as future residents.
Why has the council decided this new settlement is the best option?	<p>The concept of a new settlement within the District is not new. In the District Council's Housing Growth Scenarios consultation (Summer 2009) a new settlement option was consulted upon as a way to accommodate a number of housing scenarios (7,500, 10,100 and 15,000 new dwellings). Alternative options included a wider dispersal approach and urban extensions to the larger settlements in the District. Feedback to that consultation concluded that in all growth scenarios, the approach favoured by more than half of all respondents was a new settlement.</p> <p>At that time a panel of experts, who were asked by the Secretary of State for the Environment to hold an examination into the West Midlands Regional Spatial Strategy, concluded that 7,500 dwellings within the District could be accommodated without major strategic sites. But, additional housing (2,500 - 3,500) would be needed post 2021 and the District needed to consider either major additional housing growth at Stratford-upon-Avon or a new settlement.</p> <p>The number of new homes required is determined by national, regional and local strategically assessed independent evidence into the local need.</p> <p>The District Council's evidence indicates that 10,800 new dwellings are needed in the District for the period up to 2031 (the Plan Period). It is important to note that there will be an inevitable need for more housing post 2028 due to the national trend of increased population over time.</p> <p>To accommodate this additional housing (over and above that originally planned for 7,500) the Council looked at three options – more homes at Stratford, more in the villages and towns or a new settlement.</p> <p>The Council commissioned independent consultants to test the strategy options. The Consultant's conclusions indicated that a new settlement at Gaydon / Lighthorne Heath provided the most appropriate way to accommodate the additional housing growth based upon a number of environmental and sustainability indicators.</p>
Has the Council liaised with adjacent authorities in finalising its Plans for housing in the District?	Stratford District Council has been liaising with its neighbouring local authority areas in formulating these proposals and is fulfilling its duty to cooperate as required by the National Planning Policy Framework.