Strategic Environmental Assessment of the Stratford-upon-Avon Neighbourhood Plan

Environmental Report

July 2015

LEPUS CONSULTING
LANDSCAPE, ECOLOGY, PLANNING & URBAN SUSTAINABILITY

Strategic Environmental Assessment of the Stratford-upon-Avon Neighbourhood Plan

Environmental Report

LC-154	Document Control Box
Client	Stratford-upon-Avon Neighbourhood Plan Steering Group and Stratford-on-Avon District Council
Report Title	Strategic Environmental Assessment of the Stratford-upon-Avon Neighbourhood Plan: Environmental Report
Status	Draft
Filename	LC-154_Stratford_NDP_SEA_1_290415SS.docx
Date	July 2015
Author	Sarah Smith, Environmental Consultant
Approved	Neil Davidson, Technical Director, Lepus Consulting

Front credit: Neil Davidson

Contents

List of Tables

List of Figures

Acronyms

AA	Appropriate Assessment
DAM	Detailed Assessment Matrix
DCLG	Department for Communities and Local Government
DEFRA	Department for Environment, Food and Rural Affairs
DPD	Development Plan Document
EIA	Ecological Impact Assessment
GI	Green Infrastructure
LDF	Local Development Framework
NDP	Neighbourhood Development Plan
NPPF	National Planning Policy Framework
ODPM	Office of the Deputy Prime Minister
PAS	Planning Advisory Service
PPG	Planning Practice Guidance
PPP	Policies, Plans and Programmes
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
SSB	Site specific brief

Non-Technical Summary

What is Strategic Environmental Assessment?

Lepus Consulting is conducting a Strategic Environmental Assessment (SEA) for the Stratford-upon-Avon Neighbourhood Plan (NDP; Neighbourhood Plan), on behalf of Stratford-upon-Avon Neighbourhood Plan Steering Group and Stratford-on-Avon District Council. SEA is the process of informing and influencing the preparation of the NDP to optimise the environmental performance of the plan.

This document is known as an Environmental Report (SEA Report). It includes the requirements of an environmental report in accordance with the SEA Directive.

Purpose and content of the Environmental Report

The purpose of this Environmental Report is to:

- Identify, describe and evaluate the likely significant effect of the plan on environmental factors;
- Suggest measures by which any adverse effects could be mitigated;
- Make recommendations to improve the environmental performance of the plan; and
- Provide an effective opportunity for statutory consultees, interested parties and the public to offer views on any aspect of the SEA process that has been carried out to date.

The Environmental Report contains:

- An outline of the contents and main objectives of the NDP and its relationship with other relevant plans, programmes and strategies;
- The SEA Framework of objectives and indicators against which the plan has been assessed;
- A summary of the reasonable alternatives stage of the NDP;
- The likely significant effects of the NDP in environmental terms;
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects which may arise as a result of the plan;
- A description of the measures envisaged concerning monitoring; and
- The next steps for the SA.

This report is one in a series of SEA Reports that have been prepared to facilitate an iterative and informative approach to SEA for the NDP. The stages of plan preparation and the associated SEA work is detailed below.

The screening stage

Lepus Consulting undertook a screening assessment of the Stratford-upon-Avon Neighbourhood Plan in September 20131, to determine whether the NDP should be screened into the SEA process. This assessment determined that the NDP had potential to lead to likely significant effects on the environment, thus it was screened in, in accordance with the SEA Directive.

The scoping stage

The first stage of the SEA was to prepare a Scoping Report[2] to outline the background to environmental issues in Stratford-upon-Avon and use this information to develop a framework against which to assess environmental impacts of the plan.

The Scoping Report identified relevant plans, policies and programmes and baseline information relating to environmental issues in Stratford-upon-Avon. This identified the key environmental issues in Stratford-upon-Avon and used this to set out a series of objectives for environmental protection and a SEA framework, against which the plan was to be assessed.

Assessment of reasonable alternatives

In the UK, reasonable alternatives are commonly referred to as 'options'. The assessment of reasonable alternatives refers to the plan making process stage of exploring policy options. The NDP Steering Group started the plan-making process with an identification of potential development policies and sites, via the Strategic Housing Land Availability Assessment (SHLAA), a call for sites and through the Stratford-on-Avon District Council Proposed Submission Core Strategy (2014). The Steering Group came to the decision that the only policy for which reasonable alternatives could be considered was Policy H3, Local Service Village Allocations.

All reasonable alternatives for Policy H3, as identified by the NDP Steering Group, were assessed by Lepus Consulting in June 2015. Assessment findings were sent to the NDP Steering Group in order to inform the selection of preferred options. The main findings and assessment results of these options stages are discussed in **Chapter 3.** Assessment results for reasonable alternatives are presented in **Appendix C**.

Draft NDP

A working draft of the NDP was published in January 2013. The plan has been reviewed since this time, taking into account consultation responses received, and outcomes of the Core Strategy examination, into account. Due to the preliminary nature of this draft, no SEA work was undertaken for this stage of work.

Pre-submission NDP

This report presents a SEA of the pre-submission NDP. The assessment of the NDP was undertaken using a combination of empirical evidence, and to a lesser extent, professional judgement. The findings are presented in matrix format and are accompanied by a commentary on identified effects. The matrix is not a conclusive tool. Its main function is to show visually whether or not the proposed options are likely to bring positive, adverse

[1] Lepus Consulting (2013) Strategic Environmental Assessment of the Stratford-upon-Avon Neighbourhood Plan: Screening Document
[2] Lepus Consulting (2014) Strategic Environmental Assessment of the Stratford-upon-Avon Neighbourhood Plan: Final Scoping Report

or uncertain effects in relation to the SEA Objectives. The commentary is then used as an interpretation of the matrix findings.

The established likely positive significant effects on each SEA Objective are presented in **Table N1. Table N2** provides summary details of some potentially significant negative effects on each SEA Objective. Some effects have been associated with uncertain environmental performance, meaning they could be either positive, negative or possibly both depending on the range of receptors that may be affected. In the case of any potential negative or uncertain effects, recommendations are made in terms of mitigation and monitoring.

Table N1: Potential positive environmental effects of the NDP

Potential positive environmental effects of the NDP
Historic and cultural features
Most of the plan allocations are expected to be sympathetic to their surroundings. None of the allocations require direct demolition or degradation of a listed building or historic site or feature.
Landscape and townscape
Many policies include the protection or enhancement of landscape and townscape, through protecting distinctive features and using landscaping to protect the visual amenity of existing development.
Biodiversity and geodiversity
The NDP contains policies that are likely to contribute to supporting local biodiversity and connectivity of green spaces across the plan area, as well as a policy to create a new local nature reserve.
Flooding and climate change
The plan includes policies that are expected to help Stratford-upon-Avon mitigate and adapt to the impacts of future climate change. Site allocations are located primarily within Flood Zone 1, which is land at low risk of flooding. Policies in the NDP encourage development that includes sustainable urban drainage systems (SUDS). The incorporation of green space and planting in and around development may also be beneficial in the light of future climate change.
Natural resources and countryside
By encouraging development within and adjacent to current built up area boundaries, the plan restricts encroachment of development into the countryside. The plan prioritises development on brownfield land and aims to improve previously developed land.
Pollution
Some policies are expected to reduce traffic and congestion in the Stratford-upon-Avon air quality management area (AQMA), which is likely to contribute towards improving local air quality.
Waste
Re-use of previously developed land and existing buildings may help minimise waste building materials.
Transport and rural barriers
Sustainable transport accessibility is generally good in and around Stratford-upon-Avon, particularly public transport links.
Housing
The plan has very positive impacts on housing as it is expected to meet the type and number of dwellings required in the area over the plan period.
Health
Accessibility to health and recreation services is generally good across the plan area, including for the allocated sites. Services are either within a reasonable walking distance or accessible by public transport.
Economy
The plan is expected to improve the local economy, both directly through allocating business floorspace and encouraging job creation, as well as by making the plan area more attractive to visitors.

Table N2: Potential negative environmental effects of the NDP

Potential negative environmental effects of the NDP and areas for improvement
Historic and cultural features
Some site allocations are in areas of high archaeological potential or are on the site of known archaeological features, such as ridge and furrow. Development may lead to loss of archaeological features.
Landscape and townscape
No negative effects were identified with regards to landscape as the NDP includes policies that would prevent development that is out of character with the existing landscape and townscape.
Biodiversity and geodiversity
Most site allocations are on greenfield land. The environmental quality of this land should be investigated before development and areas or features of particular value should be avoided or mitigated where necessary.
Flooding and climate change
Some development supported by the plan may be located in Flood Zones 2 or 3, which is land at high risk of flooding. The extent of development outside of Flood Zone 1 is unknown, as many policies do not specify development sites for new services and facilities. Development is likely to increase the area of non-permeable surfaces in the locality, which may exacerbate local flood risk both now and in the future. The NDP contains some policies that may lead to loss of green infrastructure, which could reduce the ability of Stratford-upon-Avon to adapt to future climate change.
Natural resources and countryside
Development may lead to loss of best and most versatile agricultural land.
Pollution
No negative effects were identified with regards to pollution.
Waste
Some policies have potential to generate waste from building demolition. Other policies have potential to lead to land use that would increase waste production in the operational phase.
Transport and rural barriers
Alveston generally has poor public transport links and has a lower accessibility to services and facilities than other parts of the plan area.
Housing
Stratford-upon-Avon Neighbourhood Plan Steering Group should ensure that housing developments (over 0.5ha) are subject to environmental impact assessment, in order to identify and mitigate any adverse environmental impacts.
Health
Alveston generally has poor access to health and recreation services. Some allocations may result in the loss of recreational space, which could have negative implications for health if this loss is not adequately compensated for.
Economy
No negative effects were identified with regards to pollution.

Mitigation

In cases where potentially adverse effects have been identified through uncertainty, mitigation suggestions have been given in **Chapter 6**. Mitigation should be considered as part of a sequential hierarchy to deal with adverse effects: avoid, reduce, and then compensate. Mitigation prescriptions might include changes to policy wording, advocating design guides, offsetting biodiversity effects or provision of new supporting green infrastructure. In the case of this SEA Report, mitigation has been supplied to help

address potential negative effects associated with classifications of uncertainty or adverse effects in the assessment process so that, if possible, positive or no residual affects remain.

Recommendations

Whilst the NDP brings a range of positive environmental effects, a number of recommendations have been proposed to help further improve its environmental performance when implemented. These are presented in **Chapter 7**.

Monitoring

Chapter 8 of the SEA Report explains why there should be a monitoring programme for measuring the NDP's implementation in relation to the areas where the SEA has identified significant effects, and where opportunities for an improvement in environmental performance may arise. Monitoring for the SEA could be carried out in conjunction with other monitoring processes carried out by Stratford-on-Avon District Council.

Conclusions

Having appraised Stratford-upon-Avon's NDP, the process has identified several positive and a smaller number of negative effects. Through applying a suite of mitigation measures, it is possible to ensure that most of the residual significant adverse effects are overcome. If all mitigation measures were applied to the plan, the only residual negative effect relates to the loss of ridge and furrow. Mitigation measures have been presented in **Chapter 6.**

Next Steps

The NDP will be published for representations, together with other proposed submission documents including this SEA Report. This provides a formal opportunity for statutory consultees, the local community and other interested parties to consider the NDP. Stratford-on-Avon District Council will also consider whether the plan is suitable to submit to an independent examiner. If the examiner deems the plan to meet the basic conditions set out in the Town and Country Planning Act (as amended), it will be subject to local referendum. If over 50% of votes are in favour of the NDP, the NDP will be adopted as part of the local development framework.

1 Introduction

1.1 Introduction

1.1.1 Lepus Consulting is conducting the Strategic Environmental Assessment (SEA) of the Neighbourhood Development Plan (NDP; Neighbourhood Plan) for Stratford-upon-Avon, on behalf of the Stratford-upon-Avon Neighbourhood Plan Steering Group ('the Steering Group'). SEA is the process of informing and influencing the development of development plan documents (DPDs) to maximise the environmental credentials of the plan. This report should be considered through the on-going evolution of the NDP.

1.1.2 This document constitutes the Strategic Environmental Assessment for the NDP and represents an Environmental Report (SEA Report) under the requirements of the SEA Directive. This represents Stage C of SEA, according to the ODPM (2005) A Practical Guide to the SEA Directive[3]. This report also documents Stage B of SEA, developing and refining alternatives and assessing effects.

1.1.3 SEA is the process of informing local development plans to maximise the environmental value of the plan. SEA is a statutory requirement for local development plan documents. A SEA is also one of the 'tests of soundness' that planning inspectors use to evaluate the soundness of development plan documents, according to the Environmental Assessment of Plans and Programmes Regulations, 2004. The key objective of SEA is to promote a high level of environmental protection. The SEA is an objective assessment that helps to inform the identification of Preferred Options and the best way of implementing these with regards to environmental factors, but it does not necessarily dictate what these will be.

1.1.4 Each of the policies in the NDP has been subject to a full SEA, which is recorded in this document. A number of reasonable alternatives were identified for Policy H3, as detailed in **Table 1.1**. No reasonable alternatives were identified against any other policies in the NDP. Policies were assessed against a number of detailed criteria as set out in the SEA Framework (**Appendix A).**

[3] ODPM (2005) A Practical Guide to the Strategic Environmental Assessment Directive

1.1.5 In the case of a development plan document not fully complying with the NPPF and SEA Regulations, the planning inspector is likely to recommend the plan for withdrawal or suspension. For example, a legal challenge was lodged against Forest Heath District Council in 2011, regarding their proposed Core Strategy. The High Court ruled that the Core Strategy did not give clear reasoning as to why alternative policies that were rejected were deemed unreasonable. This ruling should guide current best practice and ensure that the reasons for selecting or rejecting alternatives are explained, and that the public should have an effective opportunity to comment on appraisal of alternatives. The SEA report accompanying the plan must refer to, summarise or repeat the reasons that had been given in earlier iterations of the plan and SEA, and these must still be valid.

1.1.6 Similarly, the planning inspector raised concerns regarding the Bath and North East Somerset Core Strategy in 2012. These concerns were centred on the fact that there was weak justification for selecting the preferred policies, particularly as some of the preferred options did not appear to meet the needs identified in the sustainability appraisal (SA)/SEA. These cases demonstrate the need for transparency in the plan-making process, including taking the SEA findings into account and drawing on the SEA to justify the preferred options selected.

1.1.7 Sustainability Appraisal (SA) is a UK-specific procedure used to appraise the sustainability impacts and effects of development plans in the UK. SA is not required for NDPs.

1.2 History of the NDP

1.2.1 The Stratford-upon-Avon NDP website[4] explains that the creation of neighbourhood plans started with the Government's Localism Act which came into effect in April 2012. The Act sets out a series of measures to shift power away from central government and towards local people. One of the Localism Act's key components is the Neighbourhood Plan; a new tier in planning policy which enables local people to shape the development of the community in which they live.

1.2.2 The process started in the summer of 2011 when Stratford-upon-Avon Town Council held a series of meetings to find volunteers who were representative of the community and willing to help prepare a Neighbourhood Development Plan (NDP) for the area. These meetings led to the creation of the Neighbourhood Plan Steering Group which includes representatives from: The Stratford Society, Stratford Voice, Stratford Vision, Four residents' associations, Warwickshire Police, Clopton Forum, Three secondary schools, Old Stratford and Drayton Parish Council, Stratford BID, Accessible Stratford, SCAN, Stratford Churches Together, Stratford Town Trust, Transition Stratford, Warwickshire County Council, Stratford District Councillors, Stratford Town Council, VASA, and numerous skilled volunteers.

[4] http://www.ourstratford.org.uk

1.2.3 The steering group collected public views on what residents would like to change about the area and used these to create a set of planning objectives which they believed reflected most of the major planning concerns in the community, this formed the consultation draft of the NDP.

1.2.4 The NDP has been published for consultation as a pre-submission draft plan. This provided an opportunity for the public and local organisations to comment on the plan.

1.2.5 After consultation, any responses will be taken into account and used to prepare a 'submission draft' of the NDP. This version of the plan will be subject to inspection by an independent examiner. If the examiner approves the NDP it will be subject to a local referendum. If 50% or more of people voting in the referendum support the plan, the NDP will be adopted. Once adopted, planning decisions in the area will be made in accordance with the NDP and the Core Strategy.

1.3 The SEA process

1.3.1 The European Union Directive 2001/42/EC or 'SEA Directive' applies to a wide range of public plans and programmes on land use, energy, waste, agriculture, transport etc. (see Article 3(2) of the Directive for other plan or programme types). The SEA procedure can be summarised as follows: an environmental report is prepared in which the likely significant effects on the environment and the reasonable alternatives of the proposed plan or programme are identified. The public and the relevant environmental authorities are informed and consulted on the draft plan or programme and the environmental report prepared. Further details on methodology are explained in **Chapter 4**.

1.3.2 The Directive has been transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations, SI no. 1633). Detailed guidance of these regulations can be found in the Government publication 'A Practical Guide to the Strategic Environmental Assessment Directive' (ODPM, 2005).

1.3.3 Under the requirements of the SEA Directive and Environmental Assessment of Plans and Programmes Regulations (2004), specific types of plans that set the framework for the future development consent of projects, must be subject to an environmental assessment.

1.3.4 Where a Neighbourhood Development Plan could have significant environmental effects, it may fall within the scope of the Environmental Assessment of Plans and Programmes Regulations 2004 and so require a SEA. One of the basic conditions that will be tested by the independent examiner is whether the making of the Neighbourhood Plan is compatible with European obligations.

1.3.5 Whether a Neighbourhood Plan requires a strategic environmental assessment, and (if so) the level of detail needed, will depend on what is proposed in the draft Neighbourhood Plan. A SEA may be required, for example, where:

- The neighbourhood area contains sensitive natural or heritage assets that may be affected by the proposals in the plan
- The neighbourhood plan may have significant environmental effects that have not already been considered and dealt with through a sustainability appraisal of higher order plans.

1.3.6 The key stages of Neighbourhood Plan preparation and their relationship with the strategic environmental assessment process are shown in **Figure 1.1,** which is taken from National Planning Practice Guidance produced by DCLG.

1.4 Best Practice Guidance

1.4.1 A range of guidance documents has been utilized in preparing the SEA of the Stratford-upon-Avon Neighbourhood Plan. These are presented in **Box 1**.

Box 1: Best Practice Guidance for SEA

Lepus Consulting follows national guidance and best practice standards set out for SEA, including:

European Commission (2004) Implementation of Directive 2001/42 on the assessment of the effects of certain plans and programmes on the environment

Office of the Deputy Prime Minister (September 2005): A Practical Guide to the SEA Directive

Department for Communities and Local Government (2012) National Planning Policy Framework

Department for Communities and Local Government (2015) Planning Practice Guidance [online], available at: http://planningguidance.planningportal.gov.uk/blog/guidance/

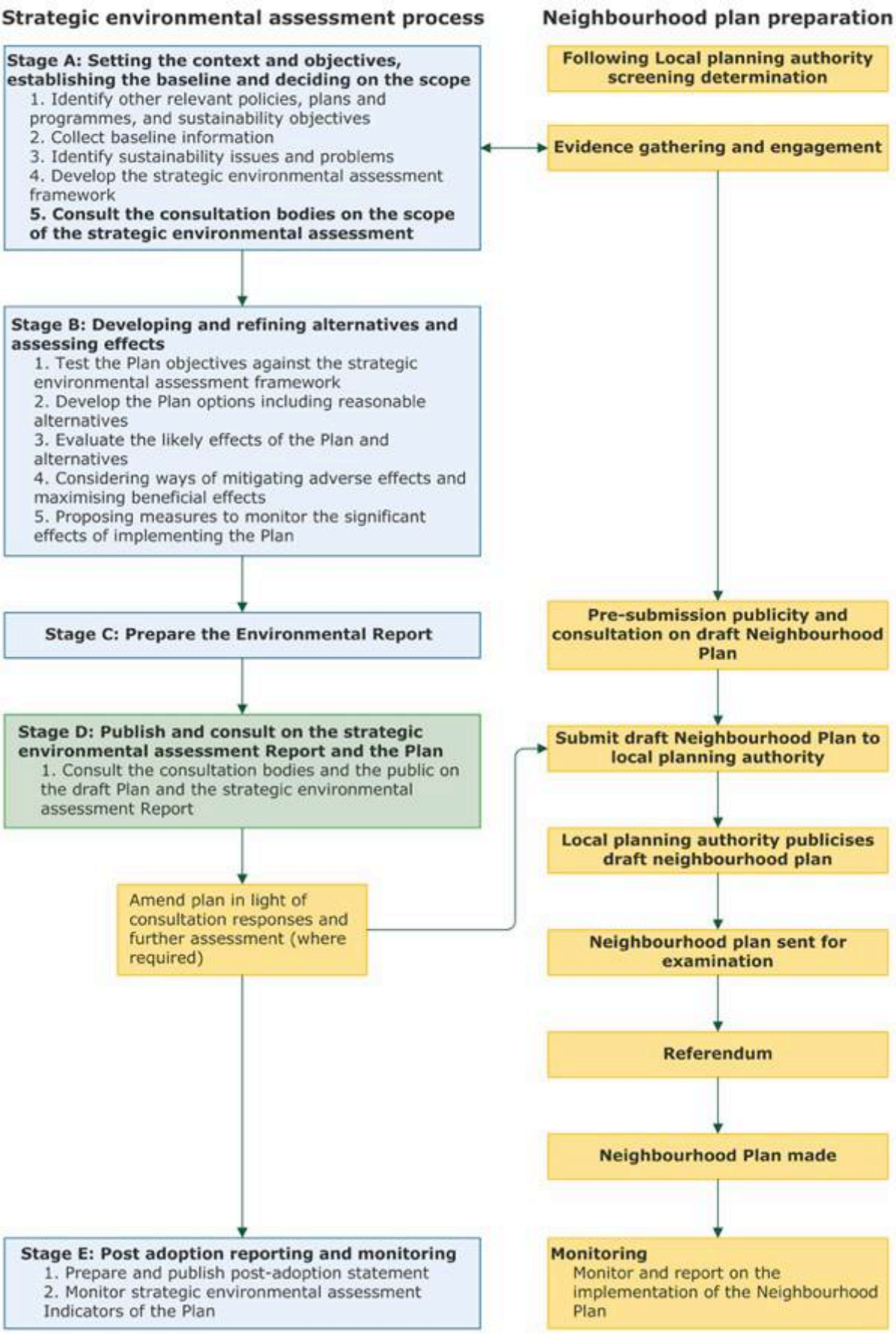

***Figure 1.1**: The key stages of SEA in neighbourhood plan preparation (DCLG 2015)*

1.5 Structure of the NDP

1.5.1 The pre-submission NDP is presented in 12 sections, as listed below:

- Section 1: Introduction
- Section 2: The Neighbourhood Development Plan
- Section 3: Stratford-upon-Avon History and Future
- Section 4: Stratford-upon-Avon Vision Statement
- Section 5: Housing
- Section 6: Employment
- Section 7: Town Centre
- Section 8: Built Environment and Design
- Section 9: Natural Environment
- Section 10: Infrastructure
- Section 11: Community, Leisure and Wellbeing
- Section 12: Site Specific Briefs

1.5.2 Sections 5 to 11 contain the policies of the NDP that were subject to assessment through the SEA process. Policies are presented in relation to a number of objectives under each section. These objectives group policies in relation to what they aim to achieve on a cumulative level. This hierarchy of grouping policies is expanded in **Table 1.1**.

1.5.3 Section 12 contains further details of layout and design requirements for specific development sites, referred to as site specific briefs (SSBs). SSBs refer to sites allocated via Policies H3 and E2, as well as the Canal Regeneration Zone as detailed in the Proposed Submission Stratford-on-Avon Core Strategy (2014) Policy SUA.1. The SSBs detailed in Section 12 give further detail to other policies, rather than being policies in themselves. Nevertheless, SSBs were assessed in their own right, thus have been included in **Table 1.1** below.

1.5.4 **Table 1.1** lists all policies of the NDP under the relevant section and objective headings.

Table 1.1: List of NDP policies in the Pre-Submission NDP

SECTION 5: HOUSING	
Objective A – Promoting New High Quality Housing in Appropriate Locations	
H1	Built up Area Boundaries
H2	Strategic Gap
H3	Local Service Village Allocations
H4	Prioritising the Use of Brownfield Land
H5	Use of Garden Land
Objective B – Promoting High Quality Housing that Meets the Needs of the Neighbourhood Area	
H6	Affordable Housing
H7	Market Housing Mix
H8	Provision of Housing for an Aging Population
H9	Provision of Housing for Young People and Families
SECTION 6: EMPLOYMENT	
Objective A – Promoting New High Quality Employment Opportunities in Appropriate Locations and Encouraging the Retention of Existing Employers in the Neighbourhood Area	
E1	Protecting existing employment sites
E2	Promoting new employment opportunities on the outskirts of the town
E3	Promoting employment associated with culture, media and tourism
E4	Work/Live units
SECTION 7: TOWN CENTRE	
Objective A – Promoting the Vitality and Viability of the Town Centre	
TC1	Town Centre Strategic Partnership
TC2	Primary Shopping Frontages
TC3	Shop Fronts
TC4	Rother Street and the Rother Market
TC5	Town Square
TC6	Out of Town Centre Retail
TC7	Increasing the Presence of Housing in the Town Centre
TC8	Greenhill Street and Arden Street Environmental Improvement Area

TC9	Rother Triangle Environmental Improvement Area
TC10	Birmingham Road, Arden Street and Windsor Street Environmental Improvement Area
Objective B – Promoting Tourism within the Town Centre	
TC11	Promoting a Cultural and Learning Quarter
Objective C – Improving Access and Movement within the Town Centre	
TC12	Promoting New Conference Facilities in the Town Centre
TC13	Improving the Balance between Vehicles and Pedestrians and Cyclists
TC14	Parking in the Town Centre
TC15	Coaches in the Town Centre
TC16	Cycling in the Town Centre
TC17	Town Centre to Maybird Centre Environmental Improvement Area
TC18	Alleviation of congestion on the Tramway Bridge
SECTION 8: BUILT ENVIRONMENT AND DESIGN	
Objective A – Promoting High Quality Sustainable Design	
BE1	Creating a Strong Sense of Place
BE2	Responding to Local Character
BE3	Design Codes and Master Planning
BE4	Design Review Panels
BE5	Designing Out Crime
BE6	Design Quality Standards – Code for Sustainable Homes, Lifetime Homes and Buildings for Life
BE7	Sustainable Drainage
BE8	Effective Efficient Use of Land
BE9	Advertisements
BE10	Use of Supplementary Planning
Objective B – Preserving and Enhancing the Historic Environment	
BE11	Listed Buildings and Scheduled Ancient Monuments
BE12	Conservation Areas
BE13	Historic Parks and Gardens and Sites of Special Scientific Interest
Objective C – Promoting Urban Renewal and Regeneration	

BE14	Replacement Dwellings
BE15	Conversation and Reuse of Buildings
BE16	Empty Homes Spaces
SECTION 9: NATURAL ENVIRONMENT	
Objective A – Preserving and Enhancing Local Biodiversity	
NE1	Local Nature Reserve
NE2	River Avon Biodiversity Corridor
NE3	Trees and Hedges
NE4	Neighbourhood Area Biodiversity Action Plan
SECTION 10: INFRASTRUCTURE	
Objective A – Reducing Congestion in the Town	
INF1	Initiatives to Reduce Peak Travel Time
INF2	Promoting and Enhancing Park and Ride Opportunities
Objective B – Improving Pedestrian and Cycle Connectivity	
INF3	Dedicated Pedestrian and Cycle Routes
INF4	Replacement Bridge at Lucy's Mill
Objective C – Improving Public Transport Opportunities	
INF5	Preserving and Enhancing Rail Links and Services
INF6	Promoting Enhanced Bus and Coach Facilities
Objective D – Promoting Access to Learning Opportunities	
INF7	Protecting and Enhancing Education Facilities
INF8	Provision of New Educational Facilities
SECTION 11: COMMUNITY, LEISURE and WELLBEING	
Objective A – Promoting a Strong Community	
CLW1	Protecting and Enhancing Existing Community Facilities
CLW2	Promoting New Community Facilities
CLW3	Preventing Social Isolation
Objective B – Promoting an Active Community	
CLW4	Protecting and Enhancing Existing Green Open Spaces
CLW5	Open Space and Play Areas within New Development
CLW6	Promoting New Strategic Green Open Space

CLW7	Encouraging Safe Walking and Cycling
CLW8	Protecting and Enhancing Existing Health Care Facilities
CLW9	Stratford Leisure Centre
CLW10	Allotments and Growing Space
Objective C – Promoting a Healthy Community	
CLW11	Protecting and Enhancing Existing Health Care Provision
CLW12	Promoting New Health Care Provision
CLW13	Reducing Pollution
CLW14	Encouraging Local Generation of Renewable and Low Carbon Energy
SECTION 12: Site Specific Briefs	
SSB1	Stratford-upon-Avon housing allocation – Canal Region Zone
SSB2	Stratford-upon-Avon employment allocation – Land South of the Alcester Road (A46), west of the Wildmoor Roundabout
SSB3	Intentionally deleted
SSB4	Tiddington housing allocation – Home Guard Club
SSB5	Tiddington housing allocation – Tiddington Fields

1.6 Meeting the SEA Directive requirements

1.6.1 **Table 1.2** includes the requirements of the SEA Directive and shows where they are met within the SEA process.

Table 1.2: Meeting the requirements of the SEA Directive

Requirement for Environmental Report	Location
Include an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes.	SEA Scoping Report, Chapters 1 and Chapters 3 to 13 Scoping Report Appendix B SEA Report Chapter 1
Include information on the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	SEA Scoping Report, Chapters 3 to 13

Describe the environmental characteristics of areas likely to be significantly affected	SEA Scoping Report, Chapters 3 to 13
Specify any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	SEA Scoping Report, Chapters 3 to 3 (Key Issues boxes) SA Report Chapter 5
Consider the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	SEA Scoping Report, Chapters 3 to 13 Scoping Report Appendix B SEA Report Chapter 2
Assess the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, and cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	SEA Report Chapter 5
Give details of the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	SEA Report Chapter 6
Give an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	SA Report Chapters 3, 4 and 6
Include a description of the measures envisaged concerning monitoring.	SA Report Chapter 8
Include a non-technical summary of the information provided	SEA Report Non-Technical Summary

1.7 How the NDP SEA has evolved

1.7.1 This report is part of a series of reports that have been prepared to facilitate an iterative and informative approach to SEA. Lepus Consulting undertook a screening assessment of the Stratford-upon-Avon Neighbourhood Plan in September 2013[5], to determine whether the NDP should be screened into the SEA process. This assessment determined that the NDP had potential to lead to likely significant effects on the environment, thus it was screened in, in accordance with the SEA Directive.

Scoping

1.7.2 Once screened into the process, the first stage of the SEA was to prepare a Scoping Report[6] to outline the background to environmental issues in Stratford-upon-Avon and use this information to develop a framework against which to assess environmental impacts of the plan. The Scoping Report represents Stage A of the SEA process (see **Figure 1.1**).

1.7.3 The Scoping Report identified relevant plans, policies and programmes and baseline information relating to environmental issues in Stratford-upon-Avon. This also set out a series of objectives for environmental protection and a SEA framework, against which the plan is to be assessed. This is discussed in more detail in **Chapter 2**.

Reasonable alternatives

1.7.4 The Steering Group came to the decision that the only policy for which reasonable alternatives could be considered was Policy H3, Local Service Village Allocations. These policies were assessed and the results sent to the Steering Group for consideration. Details of these assessments are given in **Chapter 3** and **Appendix C**.

Draft NDP

1.7.5 A working draft of the NDP was published in January 2013. The plan has been reviewed since this time, taking into account consultation responses received, and outcomes of the Core Strategy examination, into account. Due to the preliminary nature of this draft, and SEA was not undertaken for this stage of work.

Pre-submission NDP

1.7.6 This report presents a SEA of the pre-submission NDP. This represents C of the SEA process, as described above and also documents Stage B, as described in **Chapter 3**. Once the NDP has been formally adopted, a SEA Post-Adoption Statement will be prepared, in order to demonstrate how environmental considerations highlighted in the SEA process were taken into consideration during the preparation of the plan. The Post-Adoption Statement will fulfil Stage E of the SEA process (see **Figure 1.1**).

[5] Lepus Consulting (2013) Strategic Environmental Assessment of the Stratford-upon-Avon Neighbourhood Plan: Screening Document
[6] Lepus Consulting (2014) Strategic Environmental Assessment of the Stratford-upon-Avon Neighbourhood Plan: Final Scoping Report

1.8 Relationship with the Core Strategy

1.8.1 The Stratford-on-Avon Core Strategy is currently being amended to address the inspector's Interim Conclusions and is expected to resume examination in October 2015. When this is adopted, it will form the key planning document for Stratford-upon-Avon, and Stratford-on-Avon District as a whole. The Stratford-on-Avon Core Strategy (CS) is a high-level document, which will form the basis of other development plans in the area.

1.8.2 When adopted as a development plan document (DPD), the Stratford-upon-Avon NDP will sit below the Stratford-on-Avon Core Strategy as part of the local development framework (LDF). The LDF will form the blueprint for future planning decisions in Stratford-on-Avon. The NDP sits below the CS in the plan hierarchy, in that it sets out more detailed planning policies.

1.8.3 The planning hierarchy dictates that the NDP must be complimentary to the Core Strategy and provide more detailed policies, rather than alternative policies that would negate the CS. The Core Strategy was subject to an integrated Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA), which assessed the plan for significant effects on sustainability and fulfilled the requirements of the SEA Directive. SEA assesses the likely implications of a plan on social and economic factors, as well as environmental effects. Mitigation measures were suggested where negative or uncertain impacts were identified. The CS and its associated SA Report take priority over the NDP, although both are statutory planning documents that make up the development plan for Stratford-upon-Avon. Therefore all development must first satisfy CS policies, then the NDP policies.

2 Scoping

2.1 Introduction

2.1.1 The first phase of preparation for the SEA was the scoping stage. This represented Stage A of SEA, according to the DCLG (2015) Guidance on SEA for Neighbourhood Plans (**Figure 1.1**). Scoping is the process of deciding the scope and level of detail of an SEA, including the environmental effects and alternatives to be considered, the assessment methods to be used, and the structure and contents of the SEA Report.

2.1.2 The purpose of the Scoping Report is to set the criteria for assessment (including the SEA Objectives), and establish the baseline data and other information, including a review of relevant policies, programmes and plans. The scoping process involves an overview of key issues, highlighting areas of potential conflict.

2.1.3 The Scoping Report covers the early stages of the SEA Process and includes information about:

- Identifying other relevant policies, plans and programmes, and environmental objectives;
- Collecting baseline information;
- Identifying environmental issues and problems; and
- Developing the SEA Framework.

2.1.4 The Scoping Report that accompanies this report was carried out by Lepus Consulting in 2014[7].

2.2 Policy, plan and programme review

2.2.1 A plan or programme may be influenced in various ways by other plans or programmes, or by external environmental protection objectives such as those laid down in policies or legislation. The SEA process takes advantage of potential synergies and addresses any inconsistencies and constraints.

2.2.2 The Scoping Report presented an analysis of the objectives of the key policies, plans and programmes (including legislation) that are relevant to the NDP and the SEA assessment process. These were presented by their geographic relevance, from international to local level.

2.3 Baseline Data and Information

2.3.1 A key part of the scoping process is the collection of baseline data. The purpose of this exercise is to help identify key issues and opportunities facing the area which might be addressed by the NDP, and to provide an evidence base for the assessment.

[7] Lepus Consulting (2014) Strategic Environmental Assessment of the Stratford-upon-Avon Neighbourhood Plan: Scoping Report

2.3.2 The baseline chapters in the Scoping Report (Chapters 3 to 13) provided a review of existing environmental conditions within Stratford-upon-Avon and their likely evolution in absence of the NDP. One of the purposes of consultation on the Scoping Report was to seek views on whether the data selected was appropriate. Helpful comments were received from a range of stakeholders in response to the Scoping Report and in some cases new baseline information was provided.

2.4 The SEA Framework

2.4.1 The purpose of the SEA Framework is to provide a way of ensuring that the NDP considers the environmental needs of Stratford-upon-Avon in terms of its environmental effects. It also enables the environmental effects of the NDP policies to be described, analysed and compared.

2.4.2 The SEA Framework consists of environmental objectives, which, where practicable, the achievement of which is measurable using indicators. There is no statutory basis for setting objectives but they are a recognised way of considering the environmental effects of a plan and comparing alternatives. The SEA Objectives provide the basis from which effects of the NDP were assessed.

2.4.3 The SEA Objectives were developed through the PPP review, the baseline data collection and the key issues identified for the plan area. The SEA Framework has been aligned with those of the Stratford-on-Avon Core Strategy in order to provide consistency of assessments across the tiers of plan-making. The SEA topics identified in Annex I (f) of the SEA Directive[8] were one of the key determinants when considering the SEA Objectives to be used for appraisal purposes. The SEA Objectives seek to reflect each of these influences to ensure the assessment process is robust and thorough. The full SEA framework is presented in **Appendix A**.

8 Biodiversity flora and fauna; Population; Human health; Soil; Water; Air; Climatic factors; Material assets; Cultural heritage (including architectural and archaeological heritage); and Landscape.

Table 2.1: SEA Objectives

Reference		SA Objective
1	Histor.	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.
2	Lands.	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.
3	Biodiv.	Protect, enhance and manage biodiversity and geodiversity.
4	Flood.	Reduce the risk of flooding.
5	Climate contrib.	Minimise the district's contribution to climate change.
6	Climate plan.	Plan for the anticipated levels of climate change.
7	Resrce.	Protect and conserve natural resources.
8	Polln.	Reduce air, soil and water pollution.
9	Waste	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal.
10	Transp.	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies, which reduce the need to travel.
11	Rural Barrier	Reduce barriers for those living in rural areas.
12	Countr.	Protect the integrity of the district's countryside.
13	House.	Provide affordable, environmentally sound and good quality housing for all.
14	Health	Safeguard and improve community health, safety and wellbeing.
15	Econ.	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.

3 Reasonable Alternatives

3.1 Introduction

3.1.1 The Strategic Environmental Assessment Directive requires that the SEA process considers:

'Reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme' and give 'an outline of the reasons for selecting the alternatives dealt with' (Article 5.1 and Annex I (h)).

3.1.2 In the UK, reasonable alternatives are commonly referred to as 'options'. The assessment of reasonable alternatives refers to the plan making process stage of exploring policy options. This represented Stage B of SEA, according to the PPG (DCLG, 2015).

3.1.3 The role of the SEA is to inform the plan making group in their selection and assessment of options. The findings of the SEA can help with refining and further developing these options in an iterative and on-going way. The SEA findings do not form the sole basis for decision-making; other studies, the feasibility of the option and consultation feedback will also contribute to the decision made by Stratford-upon-Avon Neighbourhood Plan Steering Group and Stratford-on-Avon District Council.

3.1.4 Options assessment is proportionate; in higher levels of strategic planning, such as the Stratford-on-Avon Core Strategy, the assessment may have a criteria-based approach and focus on the key differences between possibilities for scale, distribution and quality of development. The options do not have to be mutually exclusive and elements of each may be further developed into a preferred option. Consequently the process is fluid with options changing and developing as further studies are undertaken, additional findings are established and the responses from previous consultation stages are considered.

3.1.5 The results of a SEA may reveal that there is no single, best performing option. Where there is no obvious discernable difference at a strategic scale, the SEA process will record this as an outcome for that particular stage of the assessment process. Whilst SEA informs plan making and selection of polices, the plan makers are not obliged to carry forward the most sustainable options if they have reason to prefer an alternative option.

3.2 Reasonable Alternatives

3.2.1 The Pre-Submission NDP presents preferred policy options under one of 8 sections, each of which addressing a single development theme. Within these 8 themes, policies are presented under an objective for the overall aim of each section.

3.2.2 Reasonable alternatives were only identified for Policy H3. No other policies were considered to have reasonable alternatives.

3.2.3 **Table 3.1** shows the reasonable alternatives considered for Policy H3, Local Service Village Allocations. Preferred options, i.e. those included in the Pre-Submission NDP, are shown in bold.

Table 3.1: Reasonable alternatives to Policy H3 of the Pre-Submission NDP policies. Preferred Options are shown in **bold.**

HOUSING	
Objective A – Promoting New High Quality Housing in Appropriate Locations Policy H3: Local Service Village Allocations	
H3a	**Alveston allocations**
H3b	Tiddington housing allocation – Home guard club (1a)
H3c	Tiddington housing allocation – Home guard club (1b)
H3d	**Tiddington housing allocation – Home guard club (1a and b combined)**
H3e	Tiddington housing allocation – Tiddington Fields (2a)
H3f	Tiddington housing allocation – Tiddington Fields (2b)
H3g	**Tiddington housing allocation – Tiddington Fields (2a and b combined)**
H3h	Tiddington housing allocation – Knights Lane (3a)
H3i	Tiddington housing allocation – Knights Lane (3b)
H3j	Tiddington housing allocation – Knights Lane (3c)
H3k	Tiddington housing allocation – dispersal (4a)
H3l	Tiddington housing allocation – dispersal (4b)
H3m	Tiddington housing allocation – dispersal (4c)

3.2.4 These alternatives were subject to SA, the results of which are presented in **Appendix C.** The best performing option in terms of environmental performance was H3k, although this site is not large enough to deliver the total housing requirement for the NDP area. Of the other options, it was not possible to identify a best performing option. The summary of SEA results at the alternatives stage relates only to Policy H3 (**Table 3.1**).

3.2.5 Negative effects were identified for the preferred options with regards to SEA Objectives 1, 5, 6, 10, 11 and 14. Strong negative effects were identified against SEA Objective 6 for site H3d, due to the loss of Green Infrastructure (GI). Uncertain effects were identified with regards to SEA Objectives 3, 4, 6, 7 and 12.

3.2.6 In terms of alternatives not taken forward, negative effects were identified against SEA Objectives 1, 2, 4, 6, 10 and 12. Strong negative effects were identified against SEA Objective 6 for site H3c, due to the loss of GI. Strong negative effects were also identified against SEA Objective 7 for sites H3h, H3i, H3j and H3k, as development at these sites would lead to loss of best and most versatile agricultural land.

3.3 Identifying reasonable alternatives and preferred options

3.3.1 The Planning Practice Guidance (PPG)[9] states that the environmental report accompanying a neighbourhood plan should '*outline the reasons the alternatives were selected, the reasons the rejected options were not taken forward and the reasons for selecting the preferred approach in light of the alternatives*'.

3.3.2 Reasonable alternatives were only identified against Policy H3. The alternatives were selected through looking at deliverable sites included in the Strategic Housing Land Availability Assessment (SHLAA)[10] and a call for sites.

3.3.3 It is stressed that selection and rejection of sites is a decision made by the Stratford-upon-Avon Neighbourhood Plan Steering Group and not by Lepus Consulting. The role of Lepus Consulting is to provide an objective assessment of options, which can then be used by plan makers to make decisions regarding the selection of preferred options. The plan makers, in this case the Stratford-upon-Avon Neighbourhood Plan Steering Group, are not obliged to carry forward the most environmentally sustainable option.

3.3.4 The Stratford-upon-Avon Neighbourhood Plan Steering Group have not provided Lepus Consulting with their justification for not taking forward rejected options nor for selecting the preferred approach.

3.4 Key SEA issues

3.4.1 The key issues for each SEA Objective, identified in the Scoping Report and supported by the Reasonable Alternatives SEA have been summarised below:

SA Objective 1: Historic and cultural features

Increased traffic could affect integrity of the historic environment and its setting

Potential direct damage to cultural and historic features

Potential damage to archaeological remains

SA Objective 2: Landscape and townscape

North of the town is part of the West Midlands Green Belt

[9] DCLG (2015) Planning Practice Guidance
[10] Stratford-on-Avon District Council (2012) SHLAA Review

Stratford-upon-Avon is one of the least tranquil areas in the district

SA Objective 3: Biodiversity and geodiversity

There is one LNR and one SSI in the NDP area

The condition of Racecourse Meadows SSSI is unfavourable declining

River Avon and other watercourses are an important biodiversity asset

Noise and light disturbance from traffic

SA Objective 4: Flooding

Increases in flood risk linked to climate change

SA Objective 5: Minimise climate change

Carbon emissions from transport, industry, commercial and domestic sources

Identify and support opportunities for renewable energy provision locally

SA Objective 6: Plan for climate change

Risks posed by climate change include increase in incidents of heat-related illnesses and deaths, risk of injury and death due to storms, increased flooding, changes in biodiversity and increased drought and flood related problems (e.g. soil shrinkage, subsidence)

Changes in landscape due to invasive species, changes in farming practice and soil erosion

SA Objective 7: Natural Resources

Need to encourage development on brownfield land

Areas of best and most versatile agricultural land exist in the plan area

Infrastructure to accompany growth may result in soil erosion and loss

SA Objective 8: Pollution

The majority of Stratford-upon-Avon is an AQMA

Increased traffic and congestion add to air pollution issues

Land contamination may exist in the plan area

Improvements are still required to meet the target of all watercourses to reach 'good' water quality status

SA Objective 9: Waste

Continue to improve recycling rates

SA Objective 10: Transport

Congestion in the town centre, radial and sub-radial routes

Barriers to pedestrians and cyclists

Lack of a bus station

SA Objective 11: Rural barriers

Barriers to pedestrians and cyclists

The plan area generally has good access to public transport

SA Objective 12: Countryside

The majority of the rural urban fringe to the north, east and south of Stratford-upon-Avon is highly sensitive to both commercial and housing development

Areas of best and most versatile agricultural land exist in the plan area

SA Objective 13: Housing

Increased pressure on housing provision from growing population

Ageing population will increase demand for certain types of housing

Shortfall of affordable housing

Need for affordable rented accommodation

Inadequate provision of housing and support for people who are vulnerable or at risk of homelessness

Stratford-on-Avon has the most empty homes in the district

SA Objective 14: Health

Health inequalities exist in the NDP area

Ageing population and increased dependency ratio

Shortfall in mini and junior football pitches, junior rugby pitches and play space for children and young people

Areas of Stratford-upon-Avon experience the most crime in the district

SA Objective 15: Economy

Tourism and the visitor economy are important for Stratford-upon-Avon

New business start-ups should be encouraged

Average earnings are above national average

4 Appraisal Methodology

4.1 Assessment of the Stratford-upon-Avon NDP

4.1.1 A full list of NDP policies can be found in **Table 1.1**. Each of the policies has been assessed against the 15 SEA Objectives established through the Scoping Report's SEA Framework (which is reproduced in full in **Appendix A**). Lepus Consulting have also put together an assessment protocol (**Appendix B**), which gives further examples of how to apply to matrix in **Table 4.1** to the assessment.

4.2 Approach to the appraisal

4.2.1 The assessment of the NDP was undertaken using a combination of empirical evidence, and to a lesser extent professional judgement. Each policy was assessed against each of the SEA Objectives.

4.2.2 The findings are presented in matrix format and are accompanied by a commentary on identified effects. The matrix is not a conclusive tool. Its main function is to show visually whether or not the proposed options are likely to bring positive, adverse or uncertain effects in relation to the SEA Objectives. The commentary is then used to interpret the matrix findings. **Table 1** shows the key to identifying whether the effects of an option are positive, adverse or uncertain.

Table 4.1: Key to the matrix assessment

Key:	
Likely strong positive effect	++
Likely positive effect	+
Neutral/no effect	0
Likely adverse effect	-
Likely strong adverse effect	--
Uncertain effects	+/-

4.2.3 Where potential negative effects or uncertainties are identified through the high level assessment in association with a particular policy, these will be examined in further detail using Detailed Assessment Matrices (DAMs), based on the criteria contained within Annex II of the SEA Directive[11]. These criteria are presented in **Box 1.**

11 This SEA is being carried out in accordance with the requirements of the Directive 2001/42/EC, the SEA Directive.

4.2.4 This is to incorporate the precautionary principle into the appraisal process. Where the initial assessment highlighted the potential for the NDP to have adverse effects on the environment these were looked at in more detail. The European Commission describes the precautionary principle as follows:

4.2.5 "If a preliminary scientific evaluation shows that there are reasonable grounds for concern that a particular activity might lead to damaging effects on the environment, or on human, animal or plant health, which would be inconsistent with protection normally afforded to these within the European Community, the Precautionary Principle is triggered."

4.2.6 Decision-makers then have to determine what action(s) to take. They should take account of the potential consequences of no action, the uncertainties inherent in scientific evaluation, and should consult interested parties on the possible ways of managing the risk. Measures should be proportionate to the level of risk, and to the desired level of protection. They should be provisional in nature pending the availability of more reliable scientific data.

4.2.7 Action is then undertaken to obtain further information, enabling a more objective assessment of the risk. The measures taken to manage the risk should be maintained so long as scientific information remains inconclusive and the risk is unacceptable.

4.2.8 The hierarchy of intervention is important: where significant effects are likely to be adverse or uncertain, plan makers must firstly seek to avoid the effect through for example, a change of policy. If this is not possible, mitigation measures should be explored to remove or reduce the significant effect. If neither avoidance, nor subsequently, mitigation is possible, alternatives to the plan should be considered

4.2.9 Following this detailed assessment, mitigation measures have been suggested, according to the mitigation hierarchy explained above. These policies were then reassessed as if the suggested mitigation was in place to give a residual effect of the environmental effects of the plan.

Box 1: Criteria for the assessment of significant effects (reproduced from Annex II of the SEA Directive)

Characteristics of the effects and of the area likely to be affected, having regard, in particular, to
The probability, duration, frequency and reversibility of the effects;
The cumulative nature of the effects;
The transboundary nature of the effects;
The risks to human health or the environment (e.g. due to accidents);
The magnitude and spatial extent of the effects (geographical area and size of the

population likely to be affected);

The value and vulnerability of the area likely to be affected due to:

Special natural characteristics or cultural heritage;

Exceeded environmental quality standards or limit values;

Intensive land-use;

The effects on areas or landscapes that have a recognised national, Community or international protection status.

4.3 Explaining the Detailed Assessment Matrices

4.3.1 DAMs utilise the SEA Framework and the criteria outlined in **Box 1** in order to assess policies in more detail. Only those policies identified as having negative or uncertain environmental effects were subject to DAMs. The full DAMs are available in **Appendix D**.

4.3.2 The DAMs contain a column entitled 'supporting comments / proposed mitigation'. Where the assessment process identifies an adverse impact against a SEA objective, or where there are further ways of improving the environmental value of the option, this column will be used to discuss mitigation proposals. This is not an exhaustive list and further mitigation, or alternative mitigation which achieves the same ends, can be utilised.

4.3.3 The final column in the DAMs is titled 'best case scenario effect'. This displays the environmental effect of the option if all of the proposed mitigation is implemented. It shows the residual environmental impacts of an option if mitigation was applied, by highlighting any residual adverse effects that remain after mitigation. The best-case scenario effect column should not be confused with how an option currently performs.

4.4 In-combination effects assessment

4.4.1 As required by the SEA Regulations, cumulative, synergistic and indirect effects have been identified and evaluated during the assessment. An explanation of these is as follows:

4.4.2 Indirect effects are effects that are not a direct result of the plan, but occur away from the original effect or as a result of a complex pathway;

4.4.3 Cumulative effects arise where several developments each have insignificant effects but together have a significant effect, or where several individual effects of the plan have a combined effect;

4.4.4 Synergistic effects interact to produce a total effect greater than the sum of the individual effects.

4.4.5 To enable an assessment of the complete range of environmental effects resulting from the NDP, the full range of cumulative, incorporating secondary, indirect and synergistic effects were evaluated. Whilst a number of these effects are recorded by the appraisal findings for the assessment of the policies, a number of these effects can only be established through examining all of the policies and proposals presented by the NDP together. These interactions are examined in **Table 5.1** of this report.

4.5 Sources

4.5.1 The assessments presents presented in Chapter 5 draw on a variety of data sources, including the information contained in the March 2014 Scoping Report[12]. Some datasets were checked for each assessment; these are presented in **Table 4.2** below. Other data sources have been referenced in the text, or in footnotes.

Table 4.2: Key data sources used in SEA assessments

Information	Data source
Agricultural Land Classification	Natural England (2010) Agricultural Land Classification map West Midlands Region
Agricultural Land Classification (note: this shows Grade 3a and Grade 3b land separately, but it is an incomplete dataset) Listed Buildings LNRs Registered Parks and Gardens Scheduled Monuments SSSIs	Natural England (2015) MAGIC, available at: http://www.magic.gov.uk
Bus routes and timetables	Johnsons Coach and Bus Travel (2015) Johnsons website, available at: http://www.johnsonscoaches.co.uk Stagecoach Group Plc (2015) Stagecoach bus website, available at: https://www.stagecoachbus.com/default.aspx Flexibus (2014) Flexibus website, available at: www.lexi-bus.co.uk National Express (2015) National Express website, available at: www.nationalexpress.com North Cotswold Community Bus Association Ltd (date not available) The Hedgehog Bus, available at: http://hedgehogbus.org Warwickshire County Council (2015) Warwickshire Direct: Buses, travel and transport, available at:

[12] Lepus Consulting (2014) Strategic Environmental Assessment of the Stratford-upon-Avon Neighbourhood Plan: Final Scoping Report

	http://www.warwickshire.gov.uk/roads-and-travel/buses
Flood Zone	Environment Agency (2015) What's in Your Backyard: Flood Map for Planning (Rivers and Sea), available at: http://maps.environment-agency.gov.uk/wiyby/wiybyController?x=357683&y=355134&scale=1&layerGroups=default&ep=map&textonly=off&lang=_e&topic=floodmap#x=357683&y=355795&lg=1,2,&scale=1
Habitats present Current land use Locations of services and amenities	Google (2015) Google Maps, available at: https://www.google.co.uk/maps

4.6 Assumptions

4.6.1 There are a number of limitations, which should be borne in mind when considering the results and conclusions of this assessment.

4.6.2 SEA is a tool for predicting potential significant effects. The actual effects of the policies may be different from those identified. Prediction of effects is made using an evidence based approach and incorporates a judgement. The assessment matrices should not be regarded as conclusive, as further drafting will be done on the policies, and additional information may come to light.

4.6.3 The strategic nature of the assessment identifies issues that could be improved and can therefore be used to guide the next iteration of the plan. However due to the broad nature of the policies, the assessment does not go into great depth.

4.6.4 The assessments above are based on the best available information, including that provided to us by Stratford-on-Avon District Council and information that is publicly available. Every attempt has been made to predict effects as accurately as possible using the available information.

4.6.5 All distance measurements have been taken from the centre of each site, as the crow flies. The only exception to this is when a service, facility or feature abuts the boundary of a proposed site, in which case this has been stated.

4.6.6 Policies may be subject to further alterations and additional information may come to light before the NDP is adopted.

4.6.7 Many effects will depend on the size and location of development, building design and construction, proximity to sensitive receptors such as wildlife sites, conservation areas, flood risk areas and watercourses, and the range of uses taking place.

4.6.8 This report has been produced to assess the environmental effects of the NDP and meets the requirements of the SEA Directive. It is not intended to be a substitute for Environmental Impact Assessment (EIA) or Appropriate Assessment (AA). For further information on the differences between these assessments please see: https://www.rspb.org.uk/Images/environmentalassessment_tcm9-257008.pdf

SA1 Historic and cultural features

4.6.9 As yet to be discovered archaeological sites have the potential to exist across the plan area. This assessment can only reference historic features that have been recorded and assessments of archaeological potential.

SA5 Minimise climate change

4.6.10 There is an assumption that the majority of residents moving into new residential developments will own a car, or other private vehicle. An increase in housing in the plan area is expected to lead to a proportional increase in cars on the road and an increase in greenhouse gas emissions associated with transport. This has potential negative implications for SEA Objective 5, minimise climate change. The assessment below considers whether the plan is likely to increase or decrease carbon omissions per head of the population, rather than overall, in order to give a more meaningful assessment of policies. This follows the assumption that car use is likely to be lower if local services and amenities are close enough to be accessible by foot (using the distances stated in Barton *et al*, 2010[13]) or if there are good links to sustainable modes of transport, particularly buses and cycleways.

SA14 Health

4.6.11 There is little information available regarding the capacity of local services, including doctors' surgeries. The NHS choices website[14] shows that all doctors' surgeries in Stratford-upon-Avon, except Rother House Branch Surgery, are currently accepting new patients, suggesting that there is capacity for a substantial number of new patients across the borough.

4.7 Methodology to be used in further assessment stages

4.7.1 The preferred options were initially assessed in the same manner as the options. During this process, where potential negative effects or uncertainties are identified through the high level assessment in association with a particular policy, this policy will be looked at in further detail. This process is known as 'sieving'.

4.7.2 The adverse or uncertain effects have been examined in detail using Detailed Assessment Matrices (DAMs) based on the criteria contained within Annex II of the SEA Directive[15]. These criteria are presented in **Box 2.1.** These DAMs utilise the SEA framework, criteria and standards explained in **Section 2.4** and provide an assessment result based on the information contained within the policies.

4.7.3 The DAMs contain a column entitled 'supporting comments / proposed mitigation'. Where the assessment process identifies an adverse impact against an SEA objective, or where there are further ways of improving the environmental value of the option, this column will be used to discuss mitigation proposals. This is not an exhaustive list and further mitigation, or alternative mitigation which achieves the same ends, can be utilised.

[13] Barton, H., Grant, M. and Guide, R. (2010) Shaping Neighbourhoods for local health and global sustainability
[14] http://www.nhs.uk/Service-Search/GP/BB4/Results/4/-2.29234647750854/53.7102699279785/4/0?distance=10
[15] This SEA is being carried out in accordance with the requirements of the Directive 2001/42/EC, the SEA Directive.

4.7.4 The final column in the DAMs is titled 'best case scenario effect'. This displays the environmental effect of the option if all of the proposed mitigation is implemented. It shows the potential environmental credentials of a policy, by highlighting any residual adverse effects that remain after mitigation has been put in place. The best-case scenario effect column should not be confused with how a policy currently performs.

5 Appraisal Findings

5.1 Introduction

5.1.1 Each policy has been individually assessed against each of the 15 SEA Objectives. This chapter contains the results of this appraisal. The results for each policy can be found in a single line matrix, which displays whether the policy has been assessed positively or negatively against each SEA Objective. The matrices are followed by an explanation of the results. Assessment findings have been presented by theme and objective below.

5.1.2 Note that references to 'recognised' green infrastructure (GI) assets refers to those identified in the UE Associates (2011) Stratford-on-Avon Green Infrastructure Study.

5.2 Housing

Objective A: Promoting New High Quality Housing in Appropriate Locations

Policy H1 Built Up Area Boundaries

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	+	+/-	+	0	++	0	0	+	+	++	0	+	0
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.2.1 As the majority of listed buildings in the plan area are within the Built Up Area Boundaries, however, these are expected to be protected through Policy BE11 (SEA Objective 1).

5.2.2 Restricting development to the urban area may protect the landscape value of the wider countryside and local townscape character is expected to be protected by Policies BE1 and BE2 (SEA Objectives 2 and 12).

5.2.3 As the majority of biodiversity and geodiversity features and high quality habitat is located outside of the urban area, this policy will contribute towards protecting these (SEA Objective 3).

5.2.4 The built up areas within the plan contain areas of Flood Zones 2 and 3. Whilst Policy NE2 restricts the majority of development in Flood Zone 3, Flood Zone 2 is also at high risk of flooding, thus restricting development to built up area boundaries may result in development at risk of flooding. Whilst Policy BE7 requires all development proposals to incorporate drainage solutions, it is not known whether these will reduce flood risk to a level equivalent to Flood Zone 1 (SEA Objective 4).

5.2.5 This policy is likely to keep development close to existing services and facilities, as well as to bus services serving these, thus reducing the need to travel and reducing the carbon footprint of Stratford-upon-Avon per head (SEA Objectives 5, 10 and 14).

5.2.6 Development within the Built Up Areas Boundary is unlikely to encroach on agricultural land, thus preserving this resource for future use (SEA Objective 7).

5.2.7 This policy will not lead to housing provision in itself, rather it will influence the location of any housing proposed by other policies, thus having neutral effects against SEA Objective 13.

Policy H2 Strategic Gap

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	0	0	0	0	0	0	0	0	0	+	0	0	0

5.2.8 This policy will protect local distinctiveness and the current landscape character by ensuring Stratford-upon-Avon plan area retains its individual villages, rather than becoming one large, sprawling town (SEA Objective 2).

5.2.9 The strategic gap may also contribute to preserving the integrity of the countryside, as it ensures that settlements are still surrounded by countryside and offers some protection to this (SEA Objective 12).

Policy H3 Local Service Village Allocations

5.2.10 The following assessments of alternatives for Policy H3 have consistently identified neutral impacts on waste (SEA Objective 9) and economy (SEA Objective 15). Overall waste production is likely to increase by the virtue of additional residents and households producing waste additional to the current level of waste production. Waste production per capita is not expected to increase with development at the sites allocated in the plan, nor is recycling expected to decrease, as new residents will have access to the same waste facilities as current residents. For this reason, SEA Objective 9 has been assessed as neutral for all alternatives.

5.2.11 All options for local service village allocations are expected to have similar impacts on the economy. Economic impacts are expected to be minimal. There may be short-term benefits to the construction industry if local firms are instructed to undertake building works. Additional residents may also support the local economy through both employment and spending. Additional residents are likely to support the local economy as Stratford-on-Avon as a District currently relies on in commuting of workers from surrounding areas[16]. If residents of Stratford-on-Avon work in the district, it is more likely that they will spend their earnings in the district, rather than taking this money elsewhere. As housing development is unlikely to create new employment opportunities or new business sectors, all allocations have been assessed as neutral against SEA Objective 15.

5.2.12 Due to the nature of Policy H3, all allocation options will contribute to local housing demand. Government policy states that developments of over 10 dwellings should contribute to affordable housing[17] and the emerging Stratford-on-Avon Core Strategy states that allocations of over 5 dwellings must contribute to affordable housing. Sites for more than 5 dwellings have therefore been assessed as strongly positive (++) against SEA Objective 13 as they are expected to provide affordable housing.

5.2.13 There is little information regarding capacity of primary health care facilities, although the Stratford-on-Avon Draft Infrastructure Delivery Plan[18] identifies capacity issues at Trinity Court Surgery, which is located on Arden Street in Stratford-upon-Avon. However, Appendix 1[19] of the Proposed Submission Core Strategy indicates that approximately 2 clinical rooms and associated infrastructure will be delivered in Stratford-upon-Avon over the plan period. For the purpose of assessments below, this, along with the existing surgeries that have capacity for new patients, is assumed to be sufficient for the additional dwellings proposed by the plan.

5.2.14 Whilst most of the sites assessed below are within 2km of the NFU Mutual Social and Sports Club, based in Tiddington, this has not been accounted for in assessments, as this facility is restricted to use by employees of NFU Mutual and their families only.

H3a Alveston

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	+/-	+/-	-	+/-	+/-	0	0	-	-	+/-	+	-	0
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

[16] SQW (2013) Coventry and Warwickshire Economic Review – Strand 2: Productivity Analysis
[17] PAS (2015) Changes to government policy (incorporating Nov 14 and Mar 15 changes)
[18] Stratford-on-Avon District Council (2013) Draft Infrastructure Delivery Plan
[19] Stratford-on-Avon District Council (2014) PSCS Appendix 1: Schedule of Infrastructure Projects

5.2.15 Depending on the location and design of development, heritage features in Alveston have potential to be affected, including listed buildings and the conservation area, which encompasses almost the entire village. Policies BE11 and BE12 are expected to prevent any negative impacts of development on historic features (SEA Objective 1).

5.2.16 The townscape and character of Alveston is expected to be protected by Policies BE1 and BE2 (SEA Objective 2). Although it cannot be known if development will impact the integrity of the countryside in and around Alveston if development locations and designs depend on the sites that come forward in future (SEA Objective 12).

5.2.17 Depending on the location of the any windfall sites, biodiversity features in the area may be negatively affected. Whilst there are no biodiversity designations in Alveston, there are areas of habitat with potential biodiversity value, which could be affected by development in the village (SEA Objective 3).

5.2.18 Part of Alveston lies within Flood Zones 2 and 3, thus windfall sites in the village could be located on this land. Whilst Policy BE7 requires all development proposals to incorporate drainage solutions, it is not known whether these will reduce flood risk to a level equivalent to Flood Zone 1 (SEA Objective 4). Likewise, it is not known whether windfall sites would protect or remove green infrastructure assets or build on best and most versatile agricultural land (SEA Objectives 6, 7 and 12).

5.2.19 Alveston is further than 800m from the nearest local centre (in Tiddington) and services in Tiddington and Stratford-upon-Avon are not easily accessible by bus (SEA Objectives 10 and 11). This is likely to lead to dependence on car use to access services and facilities, thus increasing the carbon footprint of Stratford-upon-Avon (SEA Objective 5).

5.2.20 Whilst windfall sites may contribute to local housing demand, it is not known whether these will include affordable housing or not. For this reason, SEA Objective 13 has been assessed as '+', rather than '++'.

5.2.21 Whilst Stratford Hospital is within 8km, Alveston is over 2km from a GP surgery and over 600m from an area of public green space, resulting in negative implications for health (SEA Objective 14).

H3d Tiddington: Home guard club 1a and 1b

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
-	+	+	+	0	0	+	0	0	+	+	+	++	+	0
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.2.22 The HEA classifies this site as having high archaeological sensitivity as it lies in an area of likely Iron Age, Roman and / or medieval activity. In the absence of more detailed archaeological assessments and site design details, this site is assessed as having likely negative effects on SEA Objective 1.

5.2.23 This site is in an area of medium landscape sensitivity, as identified in the 2012 Landscape Sensitivity Study[20]. Development at this site is likely to be in keeping with existing development, as landscape value of the wider countryside and local townscape character are expected to be protected by Policies BE1 and BE2. SSB4 provides additional guidance to reduce landscape and visual impacts, such as limiting dwellings to a maximum of 2 storeys and requiring building density and design to be in keeping with the rest of the village (SEA Objectives 2 and 12).

5.2.24 Whilst there are no designated wildlife sites in the area, there are hedgerows, a BAP priority habitat, along the northern and eastern boundaries of the site[21]. This site consists largely of sports pitches which are not considered to have high value for wildlife but the area of trees in the southeastern corner of the site has potential for protected species, such as bats and reptiles, particularly as it is linked to a wider network of hedgerows. Biodiversity is likely to be protected at this site through Policy NE3 (SEA Objective 3).

5.2.25 This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4). It is expected that loss of green infrastructure will be neutralized by the requirement of SSB4 to provide adequate replacement sports facilities, a minimum of 70sqm outdoor amenity space per dwelling and communal open space, including play areas (SEA Objective 6).

5.2.26 Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

5.2.27 Whilst this site is Grade 4 agricultural land, this is not considered best and most versatile and it is currently in use as playing fields. For this reason housing development does not equate to a substantial loss of natural resources (SEA Objectives 7 and 12).

[20] White Consultants (2012) Stratford-on-Avon District: Landscape Sensitivity Study for Local Service Villages
[21] UE Associates (2011) Stratford-on-Avon Green Infrastructure Study

5.2.28 This site lies partially within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

5.2.29 The nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital. Development at this site would remove almost half of the outdoor recreation area of the HGC, although requirements for adequate replacement sports facilities and open space in SSB4 are though to be sufficient to neutralize this loss, resulting in overall positive implications for SEA Objective 14. The plan could provide more certainty on the delivery of replacement sports facilities by specifying where and how this alternative provision will be delivered. It has been assumed that alternative provision will be equally as accessible to residents of Tiddington as the previous provision at HGC and that HGC will be consulted on said provision.

H3g Tiddington: Tiddington Fields 2a and 2b

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
-	+	0	+	+	+	+	0	0	+	+	+	++	+	0
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.2.30 The Historic Environment Assessment identified potential presence of Roman archaeological features on this site[22]. If this is not investigated prior to development, construction works at this site could potentially damage historic and archaeological features. The HEA classifies this site as having high archaeological sensitivity as it lies in an area of likely Iron Age, Roman and / or medieval activity. In the absence of more detailed archaeological assessments onsite, H3f is assessed as having likely negative effects on the historic environment (SEA Objective 1).

5.2.31 This site is in an area of medium landscape sensitivity, as identified in the 2012 Landscape Sensitivity Study[23]. Whilst development would lie alongside existing development and retain the characteristic projection of Tiddington to the south it would represent a large increase in the size of the village, in terms of both area and number of houses. It is expected that, in conjunction with Policy BE1 and Policy BE2 and SSB4, development at this site would maintain landscape character (SEA Objective 2). This site may protect the integrity of the countryside if sensitively designed and it protects best and most versatile land by developing on lower quality land (SEA Objective 12).

[22] AOC on behalf of Stratford-on-Avon District Council (2012) Historic Environment Assessment of Local Service Villages, Stratford-on-Avon District, County of Warwickshire
[23] White Consultants (2012) Stratford-on-Avon District: Landscape Sensitivity Study for Local Service Villages

5.2.32 This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4) and does not include any recognized green infrastructure assets (SEA Objective 6).

5.2.33 Bus stops served by a range of services lie within 400m of the site. These services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

5.2.34 Whilst this site is Grade 4 agricultural land, this is not considered best and most versatile and it is currently kept as grassland. For this reason housing development at this site is not considered to constitute loss of natural resources (SEA Objective 7).

5.2.35 This site lies within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

5.2.36 This site generally has good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, within 2km of existing sports facilities of the HGC, as well as being within easy access of the Stratford-upon-Avon Golf Club (SEA Objective 14). Replacement sports provision made through Policy H3d should be accessible to residents of this Tiddington Fields site and adequately provide for their needs with regards to leisure opportunities and open space.

Policy H4 Prioritising the Use of Brownfield Land

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	++	+/-	+/-	0	+	++	+	0	0	0	+	0	0	0
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.2.37 This policy requires proposals to lead to an enhancement in the character and appearance of the site. This has positive implications for SEA Objective 2, as it brings the potential for previously developed sites to make a greater contribution to the local townscape or landscape (SEA Objective 2).

5.2.38 Brownfield land is often assumed to be less biodiverse than greenfield land, but some sites can have high biodiversity value[24]. Without identification of specific brownfield sites it is not possible to determine the implications of this policy on biodiversity. Best practice guidance, such as that produced by Buglife (2009) could be used to ensure biodiversity on brownfield sites is managed to maximize environmental credentials of the plan.

5.2.39 Without identification of specific brownfield development sites, it is unknown whether development would be at risk of flooding (SEA Objective 4). It is possible that development on brownfield land would be less likely to exacerbate flood risk, as brownfield land is expected to have poorer drainage due to the presence on impermeable surfaces, such as paving, concrete and buildings. In addition, brownfield land is less likely to incorporate recognized green infrastructure assets, thus this policy contributes positively to planning for the anticipated levels of climate change (SEA Objective 6).

5.2.40 Prioritising development on brownfield land has positive implications for natural resources (SEA Objective 7), as it will protect agricultural land by building on previously developed land. This may mean that more of the local housing need is met on non-agricultural land (SEA Objective 12).

5.2.41 The requirement of the policy for development to remediate any contamination issues has positive implications for SEA Objective 8.

5.2.42 Whilst development on brownfield sites may lead to provision of housing (SEA Objective 13) or employment (SEA Objective 15) this policy may not necessarily lead to these as they could be provided on greenfield land. For this reason, SEA Objectives 13 and 15 have been assessed as neutral.

Policy H5 Use of Garden Land

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	0	+/-	0	+	+	0	0	0	0	+	0	0	0
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.2.43 This policy requires development of garden land to maintain or enhance local landscape character as well as ensuring that development is in keeping with local settlement character. This is expected to maintain landscape character and local distinctiveness, leading to positive implications for SEA Objective 2.

[24] Buglife (2009) Planning for Brownfield Biodiversity: A best practice guide

5.2.44 Gardens are generally considered to be of low value to native biodiversity, due to the high proportion of alien flora species planted in gardens, presence of pets, such as cats and declines in garden size[25]. For this reason, policy H5 has been assessed as having neutral implications for SEA Objective 3.

5.2.45 Without identification of specific garden development sites, it is unknown whether development would be at risk of flooding (SEA Objective 4). Garden land may be less likely to incorporate recognized green infrastructure assets, thus this policy contributes positively to planning for the anticipated levels of climate change (SEA Objective 6).

5.2.46 Development on garden land has positive implications for natural resources (SEA Objective 7), as it will reduce the requirement for development on agricultural land. This may mean that more of the local housing need is met on non-agricultural land (SEA Objective 12).

Objective B: Promoting High Quality Housing that Meets the Needs of the Neighbourhood Area

Policy H6 Affordable Housing

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 countr	13 House	14 Health	15 Econ
0	+	0	0	0	0	0	0	0	0	+	0	++	0	0

5.2.47 By requiring affordable housing to be of similar design to market housing and indistinguishable in location and layout, local distinctiveness is likely to be retained (SEA Objective 2).

5.2.48 This policy may support suitable affordable housing provision, including in rural areas, thus reducing rural barriers and contributing to demand for affordable homes (SEA Objectives 11 and 13).

Policy H7 Market Housing Mix

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	0	0	0	0	0	0	0	0	0	0	+	0	0

5.2.49 This policy ensures that market housing mix is suitable for the Stratford-upon-Avon neighbourhood plan area is appropriate for the local population is likely to contribute to retaining the local distinctiveness of the plan area (SEA Objective 2).

[25] Smith *et al* (2005) Urban domestic gardens (IX): Composition and richness of the vascular plant flora, and implications for native biodiversity
Gaston *et al* (2004) Urban domestic gardens (IV): the extent of the resource and its associated features

5.2.50 This policy encourages provision of a suitable mix of housing, although this policy relates only to market housing, not affordable housing (SEA Objective 13).

Policy H8 Provision of Housing for an Aging Population

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	0	0	+	0	0	+	+	0

5.2.51 Locating housing for older people near to local amenities may contribute towards minimizing the plan area's contribution to climate change, as this will allow older members of the population to walk to key services and facilities, rather than getting a taxi (SEA Objectives 5 and 10).

5.2.52 This policy encourages development of a suitable mix of housing to match local needs, thus contributing positively towards SEA Objective 13.

5.2.53 This policy refers to the requirement for 25% of dwellings in developments of 10 or more to adhere to the Lifetime Homes standard. This standard aims to build homes that are suitable for residents of any age, ability and stage of life, including built-in accessibility measures. This is expected to provide housing for suitable for those with additional needs, thus potentially benefitting the health and independence of those requiring such housing. Independence can have positive implications for mental health and specially designed homes may contribute to preventing accidents and improving accessibility (SEA Objective 14).

Policy H9 Provision of Housing for Young People and Families

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	0	0	+	0	0	+	0	0

5.2.54 By locating accommodation for young people within easy access of the town and evening economy is likely to encourage residents to walk to the town centre or access it by other sustainable modes of transport, thus potentially minimizing the contribution of Stratford-upon-Avon to climate change (SEA Objectives 5 and 10).

5.2.55 This policy encourages development of a suitable mix of housing to match local needs, thus contributing positively towards SEA Objective 13.

5.3 Employment

Objective A: Promoting New High Quality Employment Opportunities in Appropriate Locations and Encouraging Retention of Existing Employers in the Neighbourhood Area

Policy E1 Protecting Existing Employment Sites

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	0	0	+	0	0	+	0	+	0	0	0	0	+

5.3.1 Protection of existing employment sites will resist change to the use of the site, which is expected to ensure a continuation of character in the area, due to the lack of change (SEA Objective 2).

5.3.2 This policy allows relocation of employment if this would make better use of existing or planned infrastructure. In the explanation of the policy, there is support for locating employment sites with access to the A46 and Stratford-upon-Avon Parkway rail station. This would provide links to the site by sustainable transport and would prevent HGV's having to go through the town, which is likely to reduce transport time for these vehicles, as well as potentially reducing congestion in the town (SEA Objective 10). This is likely to reduce the carbon emissions and exhaust emissions in Stratford-upon-Avon, thus reducing the contribution of the plan area to climate change (SEA Objective 5) and potentially reducing air quality issues associated with vehicles fumes in the Stratford AQMA (SEA Objective 8).

5.3.3 This policy has been assessed as having positive implications for SEA Objective 15 as it protects existing employment land and existing business in the plan area, as well as allowing provision for new businesses and new, sustainable employment sites (SEA Objective 15).

Policy E2 Promoting New Employment Opportunities on the Outskirts of the Town

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
-	+	0	+	+	+	-	+	0	++	+	+/-	0	0	++
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.3.4 The SA of the Stratford-on-Avon Core Strategy[26] states that the proposed development of Land South of the Alcester Road may have negative effects on the historic environment, due to the presence of archaeological remains and ridge and furrow[27] (SEA Objective 1).

[26] Lepus Consulting (2014) Sustainability Appraisal of the Stratford-on-Avon Core Strategy
[27] Warwickshire County Council (2008) Historic Environment Assessment of Proposed Strategic Sites

5.3.5 Policies BE1 and BE2 are expected to ensure that the sensitive, edge-of-settlement Land South of Alcester Road site would be developed to appropriate standards in order to conserve sense of place and local character. SSB2 requires this site to incorporate high quality design and high quality landscape-led layout, as well as a scheme to minimize light pollution. Development at an alternative location is also expected to protect or enhance landscape (SEA Objective 2).

5.3.6 The SA of the Core Strategy also highlights that there are hedgerows on the site south of Alcester Road, which are a priority habitat as listed in the 2010 UK Biodiversity Action Plan (BAP). Policy NE3 lends protection to trees and hedgerows, thus biodiversity is expected to be unaffected by development at this site (SEA Objective 3).

5.3.7 Land South of Alcester Road lies in Flood Zone 1, thus is at low risk of flooding and it will not remove any recognized green infrastructure assets (SEA Objectives 4 and 6).

5.3.8 Land South of Alcester Road currently has poor accessibility by sustainable modes of transport, although SSB2 requires proposals for this site to provide green travel measures, including improving links with existing public transport. Improving the accessibility of this site by sustainable modes of transport, will reduce the need for people working at the site to drive to work, thus reducing the per capita contribution of the plan area to climate change (SEA Objectives 5, 10 and 11). In requiring any additional employment sites to be located with easy access to the A46, or to include road infrastructure changes, this policy is likely to minimize the impacts of new employment development on congestion.

5.3.9 Land South of the Alcester Road consists mainly of Grade 3b agricultural land, which is not considered to be best and most versatile. There is an area of Grade 3a agricultural land in the southeastern part of the site, which is considered to be best and most versatile land. Development at this site would sterilize this resource, unless it was retained for landscaping, resulting in a negative assessment for SEA Objective 7.

5.3.10 Development at Land South of Alcester Road is not expected to negatively impact the wider landscape, particularly as SSB2 requires a high quality landscape-led design. Whilst the site represents an extension of the urban form, the small scale of the development, along with requirements for landscaping are expected to minimize any negative landscape and visual impacts of building in the countryside. Development at this site may lead to lead to loss of best and most versatile agricultural land on a small part of the site, if this is not retained for landscaping, resulting in uncertain effects on SEA Objective 12.

5.3.11 Development of employment opportunities at the Land South of Alcester Road site is expected to provide better links to employment and business sites from the strategic road network. This may reduce the number of HGVs passing through the town, thus reducing traffic volume overall and reducing congestion due to HGVs slowing overall traffic flow. This is likely to lead to improvements in the Stratford-upon-Avon AQMA, due to the reduction of pollutants associated with vehicle exhaust fumes (SEA Objective 8).

5.3.12 This policy is likely to lead to an increase in employment and office developments, which will be accessible by sustainable modes of transport, due to the requirements of SSB2. This is expected to have positive implications for the local economy, as it will create jobs and increase the number of businesses operating in the plan area. This is reinforced by the policy, as it states that other suitable employment sites would be supported for development should the Land South of Alcester Road not come forward during the plan period (SEA Objective 15).

Policy E3 Promoting Employment Associated with Culture, Media and Tourism

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	0	0	0	0	0	0	0	0	0	0	0	0	0	+

5.3.13 Due to the fact that a large proportion of Stratford-upon-Avon's visitor economy is associated with Shakespeare and Elizabethan theatre, this policy is expected to reinforce the cultural heritage of Stratford-upon-Avon and strengthen its historic visitor attractions.

5.3.14 This policy is likely to have positive implications for the local economy (SEA Objective 15), as it will support the visitor economy and provide new employment opportunities.

Policy E4 Work/Live Units

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	0	0	+	+	0	+	0	+

5.3.15 This policy is likely to lead to a reduction in the per capita carbon footprint of Stratford-upon-Avon as development of work/live units would reduce the need to travel for work. In addition, the policy requires such units to have access to service facilities by means other than a private vehicle, which may further reduce car use in the plan area. Reductions in car use are likely to lead to a reduction in greenhouse gas emissions associated with vehicle exhaust fumes, including CO and CO_2 (SEA Objectives 5, 10 and 11).

5.3.16 This policy may increase housing provision, thus contributing to fulfilling local housing demand, as well as increasing employment provision, albeit on a small scale (SEA Objectives 13 and 15).

5.4 Town Centre

Objective A: Promoting the Vitality and Viability of the Town Centre

Policy TC1 Town Centre Strategic Partnership

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	0	0	0	+	0	0	0	0	+	0	0	0	0	++

5.4.1 The involvement of the RSC and the Shakespeare Birthplace Trust in the Town Centre Economic Partnership, as well as improvements to the visitor experience is expected to broaden access to the historic environment, due to the strong links between tourism and heritage in Stratford-upon-Avon (SEA Objective 1).

5.4.2 This policy indicates that the Town Centre Strategy would work towards increasing footfall in the town. Visitors to the town may travel to Stratford-upon-Avon by car, which would increase the contribution of the plan area to climate change if more visitors were encouraged into the town. Increased travel to the town is expected to be mitigated by improved parking and traffic policies, along with improvements in pedestrian and cycling routes, as suggested in the policy (SEA Objectives 5 and 10).

5.4.3 This policy is expected to have positive implications for the economy, by supporting independent businesses and craftspeople, which may otherwise struggle to survive in the area. This is likely to lead to a diversification of businesses. In addition, the Town Centre Strategy would intend to bring more income to the area by increasing visitor spending (SEA Objective 15). As described above, this policy is also expected to increase accessibility of the town, including improvements to pedestrian and cycle rights of way.

Policy TC2 Primary Shopping Frontages

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	0	0	0	0	0	0	0	0	0	0	+

5.4.4 This policy is unlikely to affect the majority of environmental issues, as it is unlikely to lead to change, rather it is aimed at protecting the existing pattern of retail in the town. Positive effects have been identified against SEA Objective 15 as retention of a high proportion of retail frontages is likely to support the visitor economy and protect income for local businesses. If such shopping areas became less dominated by retail, visitors may be discouraged from shopping in these streets due to the apparent lack of retail offer.

Policy TC3 Shop Fronts

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	0	0	0	0	0	0	0	0	0	0	0	0	0

5.4.5 Policy TC3 promotes grants form the District Council to support design consistent with the historic character of the town and consistent with current listed building regulation advice (SEA Objective 1). In ensuring shop front development is in keeping with existing development and the guidelines in the Stratford-upon-Avon high street study and design guidance, this policy is expected to maintain townscape character and local distinctiveness (SEA Objective 2).

Policy TC4 Rother Street and the Rother Market

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	++	0	+	0	0	0	0	0	+	0	0	0	0	+

5.4.6 This policy is expected to protect and enhance the landscape of Rother Street and Rother Market, as it seeks to promote the area as a place of public interest and make it more attractive through reducing street clutter and soft landscaping. The policy also permits development that is designed sympathetically to current uses and that is sensitive to the surroundings. These changes are expected to protect and enhance the townscape at this location, which is in turn expected to protect the historic environment in this part of the Stratford-upon-Avon conservation area (SEA Objectives 1 and 2).

5.4.7 Rother Street and Rother Market are located in Flood Zone 1, which is at low risk of flooding (SEA Objective 4).

5.4.8 It is possible that promoting and expanding the market will draw more people and from further afield. This could potentially increase local traffic flows of people visiting the market, including increases in the number of private vehicles. This has potential to increase greenhouse gas emissions associated with vehicular transport and exacerbate air quality issues in the AQMA. As this policy aims to improve links between other parts of the town, including the High Street, Town Square and Greenhill Street, the increased number of visitors to the market may have been visiting these locations, or other town centre locations anyway. It is expected that other policies in this plan, particularly those under 'Infrastructure', including INF3, INF5 and INF6 will ensure that development does not increase the carbon footprint of Stratford-upon-Avon or exacerbate air quality issues in the AQMA (SEA Objectives 5, 8 and 10).

5.4.9 Improvements to Rother Street and the Rother Market are likely to draw more people to this part of town and increase spending in the market. Expanding the market may also provide opportunities for new traders and small businesses to sell their produce in the town (SEA Objective 15).

Policy TC5 Town Square

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	++	0	+	0	+	0	0	0	+	0	0	0	0	+

5.4.10 This policy is expected to lead to a more attractive town square, that merges with surrounding development and creates open, attractive links to this. This is likely to enhance the local townscape, as the policy proposes to make improvements to the attractiveness of the public realm. In addition, this policy is expected to protect and enhance the historic environment by requiring design to be compatible with this (SEA Objectives 1 and 2).

5.4.11 The Town Centre is located in Flood Zone 1, thus is at low risk of flooding and contains no recognised green infrastructure assets (SEA Objectives 4 and 6).

5.4.12 This policy is assessed as having positive implications for SEA Objective 10, transport, as it promotes a quality pedestrian link between Rother Market and High Street, which will make walking an easier and more attractive option around the town centre. The policy also considers the need for an appropriate level of car parking, which is expected to reduce congestion in the town centre and reduce the number of cars driving around the town looking for parking spaces.

5.4.13 Phase 2 of the policy encourages new retail and leisure developments, which may bring both more employment to the area and more spending in the plan area, which is likely to strengthen the local economy (SEA Objective 15).

Policy TC6 Out of Town Centre Retail

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	0	0	0	0	0	0	0	0	0	0	+

5.4.14 This policy is expected to protect local businesses and the economic status of the town centre by encouraging spending in this area. This is expected to support businesses in the plan area and potentially increase town centre employment (SEA Objective 15).

Policy TC7 Increasing the Presence of Housing in the Town Centre

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	+/-	+/-	+	+	0	+	0	+	0	0	+	+	0
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.4.15 Stratford-upon-Avon town centre is a conservation area and has many listed buildings. There is a possibility that housing development in the centre could negatively impact these buildings or their settings. As Policies BE11 and BE12 state that listed buildings and conservation areas should be protected and enhanced, development is expected to maintain these assets (SEA Objective 1).

5.4.16 Development in the town centre must also be cautious of potential to negatively impact other environmental issues, such as biodiversity impacts and flood risk, which cannot be known without details of location and design (SEA Objectives 3, 4 and 6), although Policies BE1 and BE2 are expected to protect local townscape (SEA Objective 2). It is anticipated that town centre GI assets will be protected and enhanced via other policies in the NDP, including policies to protect open space, such as Policies CLW4, CLW5 and CLW6.

5.4.17 Housing development in the town centre is expected to have positive implications for minimizing the plan area's contribution to climate change by reducing the need to travel. Housing in the town centre is likely to be within walking distance of key services, as well as additional amenities, such as retail and leisure provision. In addition, town centre locations are more likely to be within 400m of a bus stop and other sustainable transport routes (SEA Objectives 5 and 10). By decreasing reliance on car use, Policy TC7 may also help reduce congestion in the Stratford-upon-Avon AQMA, thus improving local air quality (SEA Objective 8). Town centre housing is also more likely to be near to health services and facilities, such as doctor's surgeries, pharmacies and leisure centres (SEA Objective 14).

Policy TC8 Greenhill Street and Arden Street Environmental Improvement Area

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	++	0	+	+	+	0	0	0	+	0	0	0	+	+

5.4.18 Improvements to this area are expected to protect and enhance the townscape by providing landscaping, bringing empty units into use and introducing stricter rules over advertisements (SEA Objective 1).

5.4.19 This Environmental Improvement Area is located in Flood Zone 1, thus is at low risk of flooding. This area also contains no known green infrastructure assets (SEA Objective 6).

5.4.20 This policy is expected to contribute to minimizing contribution to climate change by creating pedestrian and cycle routes from the rail station to the town centre, thus promoting sustainable modes of transport over private vehicle use or taxi (SEA Objectives 5 and 10).

5.4.21 Whilst this policy does not mention green infrastructure, Environmental Improvement Areas could be an opportunity to enhance the green infrastructure network in the plan area, bringing benefits to human health, wildlife and adaptation to climate change[28].

5.4.22 Improvements to the Arden Street junction by providing a new crossing is likely to improve wellbeing of both residents and visitors by providing a safer way across the road (SEA Objective 14).

5.4.23 Bringing empty units back into use may contribute to economic improvement in the area, as it may support new businesses and support the visitor economy by providing outlets, such as cafes, near the train station (SEA Objective 15).

Policy TC9 Rother Triangle Environmental Improvement Area

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	+/-	+	0	+/-	++	0	+/-	++	0	+	-	+/-	++
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

[28] Forest Research (2010) Benefits of Green Infrastructure. Available at: http://www.forestry.gov.uk/pdf/urgp_benefits_of_green_infrastructure.pdf/$file/urgp_benefits_of_green_infrastructure.pdf

5.4.24 There are a number of listed buildings along Rother Street and the Rother Triangle is within the Stratford-upon-Avon conservation area. Development is expected to be sensitively designed with regards to these features, as listed buildings and their settings are protected by Policy BE11 (SEA Objective 1). Historic environment and townscape are closely linked in conservation areas, thus Policy BE11 and policies BE1 and BE2 are likely to work together to protect local character in this area (SEA Objective 2). Although the requirement for a comprehensive masterplan and design brief suggests that the plan group support proposals to enhance the local townscape, this is not explicitly stated in the policy.

5.4.25 The park at the tip of the Rother Triangle, where Rother Street and Grove Road meet, is valuable as a resource for wildlife and people. The park continues across the road between Chestnut Street and Scholars Lane and includes trees that may be suitable for bats and / or breeding birds. Green space in urban areas, such as this park, boosts mental health, happiness and productivity of residents and the working population, as well as local climate regulation and provision of shade on sunny days[34,29], which is likely to become increasingly important given predicted climate change. The trees are expected to be protected by Policy NE3, but this area is not listed as an open space asset in Policy CLW4. Policy TC9 designates this area for mixed use development, including open space but there are not details on location, size and nature of greenspace required, which could result in loss of this land without provision of a suitable alternative. If redevelopment of the area does not retain, or reduces this open space, it could have negative impacts for SEA Objectives 3, 6 and 14.

5.4.26 This area is in Flood Zone 1, thus it is at low risk of flooding (SEA Objective 4).

5.4.27 If the site creates a new destination in itself, for example if more people come to the area to use the retail, hotel or conference facilities, the redevelopment may increase vehicle movements in the area as more cars come to the site. This would also increase pollution associated with vehicle exhaust fumes, which would exacerbate local air quality issues in the Stratford-upon-Avon AQMA. It is expected that other policies in this plan, particularly those under 'Infrastructure', including INF3, INF5 and INF6 will ensure that development does not increase the carbon footprint of Stratford-upon-Avon or exacerbate air quality issues in the AQMA, leading to neutral effects on SEA Objectives 5 and 8.

5.4.28 As this site is already developed, redevelopment will not sterilize any agricultural land and may lead to more efficient use of this land (SEA Objectives 7 and 12).

[29] Ian Douglas for UK MAB Urban Forum (2004) Urban Greenspace and mental health

5.4.29 Implications of redevelopment on waste (SEA Objective 9) remain uncertain. It is possible that redevelopment may lead to demolition of current buildings, with the waste going to landfill and construction using new, non-recycled materials. It is not known if the new uses of the site will generate more or less waste than the existing uses. In addition, the redevelopment could promote recycling and sustainable buildings, to increase its environmental credentials.

5.4.30 This area has good accessibility from a number of bus services, which stop adjacent to the site on Greenhill Street and Rother Street. This includes school services, infrequent services and more frequent services, up to twice an hour. In addition, local services are easily accessible from the site on the surrounding roads and redevelopment may increase the accessibility of services and facilities, including educational facilities (SEA Objective 10).

5.4.31 The policy does not state that redevelopment will include housing. There are a number of houses currently located on the site, which will be lost if the site is to be completely redeveloped for retail, education, conference, hotel and open space (SEA Objective 13).

5.4.32 This policy is likely to encourage new employment, retail and leisure development, which is accessible by bus, as described above, as well as being connected to the rest of the town centre by footpaths and roads (SEA Objective 15).

Policy TC10 Birmingham Road, Arden Street and Windsor Street Environmental Improvement Area

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	0	+	0	+	++	0	+/-	++	0	+	-	+	++
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.4.33 There are two listed buildings along Windsor Street and Birmingham Road and parts of the site along Mansell Street, Windsor Street and Birmingham Road lie within the Stratford-upon-Avon conservation area. Policy BE11 and Policy BE12 protect these features, thus development would be expected to maintain the historic environment (SEA Objective 1). Impacts on landscape and historic environment are closely linked in conservation areas. Local character and distinctiveness is likely to be retained due to the protections of Policies BE11 and BE12, as well as Policies BE1 and BE2 (SEA Objective 2).

5.4.34 This site is located in Flood Zone 1, thus is at low risk of flooding and there are no green infrastructure assets on the site (SEA Objectives 4 and 6).

5.4.35 The implications of redeveloping this area on the plan area's contribution to climate change cannot be known in the absence of a detailed masterplan. The redevelopment is likely to create a new destination, for example if more people come to the area to use the shopping or hotel facilities, the redevelopment may increase carbon emissions in the area as more cars come to the site. This would also increase pollution associated with vehicle exhaust fumes, which would exacerbate local air quality issues in the Stratford-upon-Avon AQMA. It is expected that other policies in this plan, particularly those under 'Infrastructure', including INF3, INF5 and INF6 will ensure that development does not increase the carbon footprint of Stratford-upon-Avon or exacerbate air quality issues in the AQMA (SEA Objectives 5 and 8).

5.4.36 This site consists of previously developed, non-agricultural land, thus potentially reducing the need for development on agricultural land if the scheme will lead to more efficient use of space (SEA Objectives 7 and 12).

5.4.37 Implications of redevelopment on waste (SEA Objective 9) remain uncertain. It is possible that redevelopment may lead to demolition of current buildings, with the waste going to landfill and construction using new, non-recycled materials. It is not known if the new uses of the site will generate more or less waste than the existing uses. In addition, the redevelopment could promote recycling and sustainable buildings, to increase its environmental credentials.

5.4.38 There are a number of bus stops within 400m of the site, served by a range of services, including the twice-hourly 221 service and 222, which provide a link to and from the rail station. There are good pedestrian links to the site, which are likely to be further improved through Policy TC10 as the policy promotes links with the surrounding area. The policy also requires masterplans to give details of transport implications, which is likely to flag up any transport issues and encourage these to be resolved, having positive implications for SEA Objective 10.

5.4.39 There are a number of residential dwellings on this site. The desired redevelopment does not include housing, which indicates that housing on the site will be replaced by other uses, leading to a loss of housing stock (SEA Objective 13).

5.4.40 This site is adjacent to the hospital and within 300m of the Stratford Canal, an important recreational resource and Stratford Leisure Centre is within 2km, thus the site has good access to healthcare and leisure (SEA Objective 14).

5.4.41 This policy is likely to encourage new employment, through retail and hotel development, as well as a higher education facility to increase skills of future workers. As the site is accessible by bus, as described above, as well as being connected to the rest of the town centre by footpaths and roads, it is likely to have strong, positive impacts on SEA Objective 15.

Objective B: Improving the Visitor Experience in the Town Centre

Policy TC11 Promoting a Cultural and Learning Quarter

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	0	+	0	+	++	0	0	+	0	+	0	+	++

5.4.42 Promotion of cultural and learning activities is expected to further enhance access and understanding of the historic context of Stratford-upon-Avon. Providing the design brief for the quarter protects historic features, such as listed buildings, and that protects the townscape of the Stratford-upon-Avon conservation area, this policy will have positive implications for SEA Objectives 1 and 2.

5.4.43 This area lies in Flood Zone 1 and contains no recognized green infrastructure assets, thus is at low risk of flooding (SEA Objectives 4 and 6).

5.4.44 This policy is expected to enhance culture and learning in Stratford-upon-Avon, which in turn is expected to attract more visitors. A greater number of visitors in the area may correlate to a greater number of cars on the road, thus increasing the plan area's contribution to climate change and potentially exacerbating air quality issues in the Stratford AQMA. It is expected that other policies in this plan, particularly those under 'Infrastructure', including INF3, INF5 and INF6 will ensure that development does not increase the carbon footprint of Stratford-upon-Avon or exacerbate air quality issues in the AQMA (SEA Objectives 5 and 8).

5.4.45 As this area is already developed, there are no anticipated impacts on access to natural resources or integrity of the countryside (SEA Objectives 7 and 12).

5.4.46 There are a number of bus stops within 400m of the proposed Cultural and Learning Quarter, which are served by a range of services, including moderate frequency services to and from the rail station, as well as services that bring visitors to and from further afield. This area is also well connected to other areas of the town centre and will be linked to the Birmingham Road, Arden Street and Windsor Street Environmental Improvement Area, as described in Policy TC10, thus having positive implications for SEA Objective 10.

5.4.47 This site is within easy access of Stratford-upon-Avon Hospital and is within 300m of the Stratford Canal, which provides a nearby recreational resource (SEA Objective 14).

5.4.48 In promoting development of exhibition space, a museum and additional retail and food outlets, this policy may lead to creation of new businesses and employment opportunities, as such developments would need to be managed and staffed. In addition, this policy is expected to enhance visitor attraction to Stratford-upon-Avon, bringing more people to the area who will spend more money (SEA Objective 15).

Policy TC12 Promoting New Conference Facilities in the Town Centre

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	+/-	+/-	0	+/-	+	0	0	+	0	+	0	+	+
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.4.49 Proposals for new conference facilities are supported adjacent to the existing leisure centre. The leisure centre is within the Stratford-upon-Avon conservation area and is in proximity to listed buildings, including the Grade II listed Grosvenor House Hotel and the Coach House Hotel. As Policies BE11 and BE12 protect listed buildings, conservation areas and their surroundings, the historic environment is expected to be protected (SEA Objective 1). Likewise, policies to maintain and enhance sense of place and local character (Policies BE1 and BE2) are expected to protect the local landscape and any new buildings for conference facilities should reflect this (SEA Objective 2).

5.4.50 Development adjacent to the existing leisure centre is expected to be on greenfield land either to the east of the leisure centre main building, or to the north of the car park. Both of these areas contain habitats that could support a high level of biodiversity, including wooded areas, scrub and rough grassland. This has potential to support bats, birds, reptiles and invertebrates. The implications of development on biodiversity remain uncertain, as this depends on the exact location of development and requires further information on the species that the site may support. It is unclear how this policy works with Policy NE1, which designates Warwick Road lands as a Local Nature Reserve (LNR), as this designation seems to designate all land adjacent to the leisure centre except existing development to the north. Whilst the policy states that proposals for new conference facilities should not conflict with other policies I (SEA Objective 3).

5.4.51 The land around the leisure centre lies within Flood Zones 2 and 3, thus any development is likely to be at risk of flooding, especially as development on greenfield may reduce the natural drainage capabilities of this land. Whilst Policy BE7 requires all development proposals to incorporate drainage solutions, it is not known whether these will reduce flood risk to a level equivalent to Flood Zone 1 (SEA Objectives 4 and 6).

5.4.52 Whilst the presence of a conference centre may bring more people to the area, other policies in this plan, e.g. INF3, INF5 and INF6 are likely to prevent this from increasing the per capita carbon footprint of the plan area, resulting in an overall neutral effect (SEA Objective 5).

5.4.53 The land around the leisure centre is Grade 4 Agricultural Land. As such, this development is not considered to lead to loss of best and most versatile agricultural land (SEA Objectives 7 and 12).

5.4.54 The leisure centre is within 400m of bus stops, served by low frequency, long-distance buses, as well as local buses, running from low to moderate frequency. The site is well-connected by footpaths to the north, which along with public transport links gives it moderately good accessibility (SEA Objective 10).

5.4.55 This policy proposes conference facilities adjacent to the existing leisure centre. This is within 1km of a GP, 8km of a hospital and has access to nearby green and blue space, along the river and at the Avon Ring, thus Policy TC12 is assessed as having positive implications for SEA Objective 14.

5.4.56 Promoting development of a conference centre may encourage new businesses to the area and will generate employment (SEA Objective 15).

Objective C: Improving Access and Movement within the Town Centre

Policy TC13 Improving the Balance between Vehicles, Pedestrians and Cyclists

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	++	0	+/-	+	0	0	+	0	++	0	0	0	+	0
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.4.57 Whilst there are a number of historic features in the areas affected by this policy, these should be protected through Policies BE11 and BE12, thus maintaining the historic environment (SEA Objective 1). In addition, this policy requires landscaping and an improved public realm for TC13a and TC13b, which is expected to enhance the local townscape (SEA Objective 2).

5.4.58 Parts of Bridge Street lie within Flood Zones 2 and 3. Although this is not expected to be exacerbated by development, regular flooding could reduce the accessibility of this route, and its suitability for walking and cycling. Whilst Policy BE7 requires all development proposals to incorporate drainage solutions, it is not known whether these will reduce flood risk to a level equivalent to Flood Zone 1 (SEA Objectives 4 and 6).

5.4.59 This policy is expected to encourage walking and cycling by offering a road infrastructure more suited to, and safer for these. This may reduce car use, thus reducing the contribution of the plan area to climate change (SEA Objectives 5 and 10). This may also help reduce congestion and reduce air quality issues in the AQMA (SEA Objective 8).

5.4.60 Encouraging walking and cycling may also improve health, as residents will be more active. This policy may also improve access to and pedestrian and cyclist access to health services, including doctor's surgeries and pharmacies, as well as access to open space. This policy is also likely to increase safety of pedestrians and cyclists, for example by introducing a 20mph speed limit and redesigning the Bridge Street roundabout. (SEA Objective 14).

Policy TC14 Parking in the Town Centre

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	+	0	0	0	0	0	0	+

5.4.61 Permitting new parking facilities where this will reduce congestion, is likely to reduce the amount of time vehicles are queuing, which will reduce the amount of greenhouse gases and pollutants generated by vehicles in the plan area (SEA Objectives 5 and 8).

5.4.62 This policy is assessed as having neutral effects with regards to SEA Objective 10, as it does not promote or encourage use of sustainable modes of transport, rather it aims to control traffic in the town centre.

5.4.63 This policy is expected to support the visitor economy, by retaining existing car parks in order to provide suitable access for those visitors who may find it difficult to visit the town by bus or public rights of way (SEA Objective 15).

Policy TC15 Coaches in the Town Centres

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	+	0	0	0	0	0	0	0

5.4.64 This policy aims to reduce congestion in the town centre, thus it is likely to reduce total waiting time of vehicles through the centre and leading to a reduction in greenhouse gases and pollutants associated with vehicle exhaust fumes (SEA Objectives 5 and 8).

5.4.65 This policy is assessed as having neutral effects with regards to SEA Objective 10, as it does not promote or encourage use of sustainable modes of transport, rather it aims to control traffic in the town centre.

Policy TC16 Cycling in the Town Centre

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	+	0	+	0	0	0	+	0

5.4.66 This policy aims to encourage safer cycling networks, which is expected to encourage more people to cycle. If more people cycle as an alternative to taking the car, traffic and congestion is likely to decrease, leading to a decrease in greenhouse gas emissions associated with car use (SEA Objective 5). This is also likely to reduce emissions of pollutants associated with car use, thus reducing air pollution issues in the Stratford-upon-Avon AQMA (SEA Objective 8).

5.4.67 Increasing the safety of cycle routes, thus encouraging more people to use them has positive implications for SEA Objective 10, as services and facilities, including schools, are likely to be more accessible by bike. Safer cycle routes are also expected to reduce the number of accidents involving cyclists and contribute to resident and visitor wellbeing in Stratford-upon-Avon (SEA Objective 14).

Policy TC17 Town Centre to Maybird Centre Environmental Improvement Area

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	0	+	+	+	0	+	0	+	0	0	0	+	0

5.4.68 Whilst this Environmental Improvement Area includes part of the Stratford-upon-Avon conservation area, this is protected under Policy BE12. Policy TC17 promotes improvements to the public realm, which is expected to enhance both the setting of historic assets and the overall townscape quality (SEA Objectives 1 and 2).

5.4.69 This site lies in Flood Zone1, thus is at low risk of flooding (SEA Objective 4) and does not contain any green infrastructure assets (SEA Objective 6).

5.4.70 This policy is expected to improve walking and cycling routes by creating pedestrian and cyclist priority crossings and a new public right of way over the disused railway bridge over the canal. Improving these links is likely to promote walking and cycling, rather than car use, thus leading to a reduction in car use, congestion and associated greenhouse gas and air pollutant emissions (SEA Objectives 5, 8 and 10).

5.4.71 Creating dedicated pedestrian and cycle routes, as well as priority crossings, is expected to encourage more people to travel by foot or bike and increase the safety of these, thus improving overall health and wellbeing in the plan area (SEA Objective 14).

Policy TC18 Alleviation of Congestion on the Tramway Bridge

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	0	0	0	+	0	0	+	0	+	0	0	0	+	0

5.4.72 The Tramway Bridge is Grade II listed. Proposals to reduce congestion may improve the setting of the bridge by reducing traffic, associated noise and associated emissions. In addition, listed buildings (which includes listed features, such as this bridge) are protected under Policy BE11 (SEA Objective 1).

5.4.73 Reducing congestion is likely to reduce greenhouse gas and pollutant emissions associated with vehicle exhaust fumes (SEA Objectives 5 and 8).

5.4.74 Increasing pedestrian safety has positive implications for transport (SEA Objective 10) and health and wellbeing (SEA Objective 14), by reducing accidents and injuries as well as encouraging walking.

5.5 Built Environment and Design

Objective A: Promoting High Quality Sustainable Design

Policy BE1 Creating a Strong Sense of Place

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	0	0	0	0	0	0	0	+	+	0	0	+	0

5.5.1 This policy encourages developments to enhance landscape character and local distinctiveness, through creating attractive and legible developments (SEA Objective 2).

5.5.2 This policy states that developments should be accessible 'by a choice of access routes', which suggests accessibility via a variety of modes of transport. For example, the developments are likely to be accessible by footpaths and cycle routes as well as road travel (SEA Objective 10).

5.5.3 Accessibility is also a consideration for SEA Objective 11, although the policy does not specify any service provision or distances required from bus stops. This policy requires a high level of accessibility and a variety of uses and activities, which, if in a rural area, is expected to provide additional facilities and increase accessibility to these.

5.5.4 High quality landscapes, access to a variety of activities and encouraging community cohesion is expected to increase health and wellbeing of residents. This is due to the fact that health can be maximized through good design, for example by creating attractive places and encouraging social interaction[30] (SEA Objective 14).

Policy BE2 Responding to Local Character

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	0	0	0	0	0	0	0	0	0	0	0	0	0

5.5.5 This policy is expected to have positive implications for the historic environment as historic features, such as listed buildings and scheduled monuments, form an important part of local character. This is particularly true of the neighbourhood plan area, due to the Alveston and Stratford-upon-Avon conservation areas, the designation of which reflects the strong historic character of the area (SEA Objective 1).

5.5.6 This policy is expected to retain and enhance local character, thus contributing to local distinctiveness and ensuring that the plan area retains its identity (SEA Objective 2).

Policy BE3 Design Codes and Master Planning

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	0	0	0	0	0	0	0	+	+	0	0	+	0

5.5.7 By requiring design codes for developments, this policy suggests that a certain level of design and appropriate layout is required, as per Policy BE2. This policy requires integration with the existing community, which is expected to safeguard local character and townscape quality (SEA Objective 2).

5.5.8 This policy requires large-scale developments to carry out a Transport Assessment and mitigate any impacts on highways. This is expected to ensure that the plan does not increase local contribution to climate change (SEA Objective 5). It also encourages maximization of accessibility to the site and reduction of congestion, thus having positive implications for transport (SEA Objective 10).

5.5.9 One of the major barriers to those living in rural areas is difficulty in accessing key services and facilities, such as healthcare and education. This policy may help address this by ensuring suitable infrastructure, with capacity, is accessible from new developments (SEA Objectives 11 and 12).

[30] RIBA (2013) City health check: How design save lives and money

Policy BE4 Design Review Panels

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	+	0	0	0	0	0	0	0	0	+	0	0	0

5.5.10 This policy requires design review panels to consider large-scale applications. Policy BE4 and the accompanying explanatory text suggest that this is to ensure suitable design of development, particularly in relation to landscape and sensitive historic and biodiversity features (SEA Objectives 1, 2 and 3).

5.5.11 The explanation for this policy identifies exposed edge of settlement locations as a key sensitivity, which is expected to ensure that development on the urban fringe will safeguard local distinctiveness and identity, thus contributing positively to SEA Objective 12.

Policy BE5 Designing out crime

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	0	0	0	0	0	0	0	0	0	+	0

5.5.12 This policy is expected to contribute to SEA Objective 14, as reducing crime has positive implications for resident safety. Reducing the fear of crime also has positive implications for community wellbeing through ensuring piece of mind.

Policy BE6 Design Quality Standards – Code for Sustainable Homes, Lifetime Homes and Buildings for Life

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	+	+	0	+	+	+	+	0	0	0	+	+	0

5.5.13 Note that the Code for Sustainable Homes has been replaced by a set of mandatory and further optional Building Regulations. Nevertheless, this policy has been assessed with regards to the Code for Sustainable Homes standards.

5.5.14 This policy requires major developments to provide a high quality public realm with hard and soft landscaping, which is expected to contribute positively to the local landscape (SEA Objective 2).

5.5.15 Policy BE6 requires development to include measures to encourage biodiversity. Providing any valuable habitat is protected, for example through policies NE1, NE2 and NE3, and there is no net loss in biodiversity, this is expected to have positive implications for SEA Objective 3.

5.5.16 This policy requires developments to include appropriate measures to plan for future climate change, including the use of sustainable drainage systems (SUDS) to reduce flood risk (SEA Objectives 4 and 6). Buildings meeting requirements of Code for Sustainable Homes will also contribute to planning for climate change as this standard requires homes to maximize energy, water and minerals use efficiency among other environmental measures (SEA Objectives 6, 7, 8 and 9).

5.5.17 This policy is expected to lead to provision of a range of homes to meet needs of all residents (SEA Objective 13), as Lifetime Homes and Building for Life standards aim to meet the needs of all age groups and community demographics. This is likely to contribute to health and wellbeing of residents by ensuring needs, including social and mobility needs are met through housing (SEA Objective 14).

Policy BE7 Sustainable Drainage

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	+	0	+	+	0	0	0	0	0	0	0	0

5.5.18 The requirement for developments to incorporate sustainable drainage, or other drainage measures where this is not possible, will contribute towards reducing current flood risk and minimizing future risk of flooding due to climate change (SEA Objectives 4 and 6).

5.5.19 This policy also promotes re-use and recycling of water, which will contribute to conserving this resource (SEA Objective 7).

Policy BE8 Effective and Efficient Use of Land

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	0	+/-	+	+/-	++	+	0	+	0	+	0	0	0
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.5.20 Policy BE8 promotes development at a density to enhance the character and quality of the local area and bringing empty properties back into use, which are expected to protect and enhance the current townscape (SEA Objective 2).

5.5.21 This policy promotes higher density development towards the centre and lower density towards the periphery of the plan area. This needs some flexibility as there is a corridor of Flood Zones 2 and 3 alongside the River Avon, which passes through a fairly central part of the town. Increasing development in this area would mean that more development is at risk of flooding, rather than if density were increased at another locations, resulting in uncertain effects on SEA Objectives 4 and 6.

5.5.22 The explanation of this policy states that housing density will be higher on sites with a high level of accessibility, close to the centre and close to public transport. This is expected to ensure that most residents are within walking distance of key amenities or public transport links (SEA Objective 10). This is also expected to reduce the level of car use from residents, as they should be able to access key amenities without the need to travel far or in places not served by public transport. This will reduce the plan area's contribution to climate change and air pollution associated with vehicle exhaust fumes (SEA Objectives 5 and 8).

5.5.23 By prioritizing brownfield land and making efficient use of land, developments are less likely to disperse into the countryside and less agricultural land will be required to fulfil development needs. This policy also protects best and most versatile agricultural land (SEA Objectives 7 and 12).

Policy BE9 Advertisements

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	++	0	0	0	0	0	0	0	0	0	0	0	+	0

5.5.24 This policy protects listed buildings and conservation areas by ensuring strict controls on advertisements that may affect these historic features (SEA Objective 1).

5.5.25 This policy is expected to protect the visual amenity and character of the town by controlling the style and location of advertisements, as well as enhancing this by removing dilapidated and unauthorized signage. In requiring signage in the area to be consistent, this policy may enhance sense of place (SEA Objective 2).

5.5.26 By preventing signage that may obstruct pedestrian movement or affect highway safety, this policy is expected to contribute to the safety and wellbeing of residents (SEA Objective 14).

Policy BE10 Use of Supplementary Planning Guidance

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	+	+	+	+	0	+	0	+	0	+	0	+	0

5.5.27 The documents referred to in this policy include numerous safeguards for the historic environment and requirements to ensure that development in in keeping with the local character and contributes to local distinctiveness (SEA Objectives 1 and 2). In addition, these documents aim to protect the boundary between rural and urban, thus protecting the integrity of the surrounding countryside (SEA Objective 12).

5.5.28 Some supplementary planning guidance, especially the Stratford-upon-Avon Town Design Statement, include safeguards for biodiversity, thus having positive implications for SEA Objective 3.

5.5.29 The Stratford-upon-Avon Town Design Statement also stresses that the River Avon and its floodplain should be protected and development should not increase risk of flooding (SEA Objectives 4 and 6).

5.5.30 These documents aim to reduce congestion and discourage increases in traffic in the area, which is likely to lead to improvements in other modes of transport (SEA Objective 10) and prevent increases in greenhouse gas and air pollutant emissions, associated with vehicle use (SEA Objectives 5 and 8).

5.5.31 Some of these documents support the retention of current, and introduction of new public open space, which is likely to benefit mental and physical wellbeing of residents[31] (SEA Objective 14).

Objective B: Preserving and Enhancing the Historic Environment

Policy BE11 Listed Buildings and Scheduled Ancient Monuments

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
++	+	0	0	0	0	0	0	0	0	0	0	0	0	0

5.5.32 This policy is expected to lead to the preservation and enhancement of listed buildings and scheduled ancient monuments and their settings, having strong positive implications for SEA Objective 1. This is also expected to have positive implications for SEA Objective 2, as the historic environment is an important part of the townscape character and distinctiveness of Stratford-upon-Avon.

[31] Ian Douglas for UK MAB Urban Forum (2004) Urban Greenspace and mental health

Policy BE12 Conservation Areas

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	0	0	0	0	0	0	0	0	0	0	0	0	0

5.5.33 This policy is likely to have positive implications for SEA Objectives 1 and 2 as it aims to maintain and enhance the character of conservation areas, which are important to both the historic environment and the wider landscape and townscape of Stratford-upon-Avon.

Policy BE13 Historic Parks and Gardens and Sites of Special Scientific Interest (SSSI)

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	0	+	0	0	0	0	0	0	0	0	0	0	0	0

5.5.34 This policy protects the historic environment with regards to historic parks and gardens where this is not protected by other policies such as Policies BE11 and BE12 (SEA Objective 1).

5.5.35 This policy is also likely to protect biodiversity and geodiversity by restricting development in SSSIs, which are designated for their biological or geological value (SEA Objective 3).

Objective C: Promoting Urban Renewal and Regeneration

Policy BE14 Replacement Dwellings

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	0	0	+	+	+	+	+	0	0	0	+	0	0

5.5.36 Note that the Code for Sustainable Homes has been replaced by a set of mandatory and further optional Building Regulations. Nevertheless, this policy has been assessed with regards to the Code for Sustainable Homes.

5.5.37 This policy ensures that replacement dwellings are likely to be in line with the historic environment or the local townscape character (SEA Objectives 1 and 2).

5.5.38 This policy requires replacement dwellings to meet at least Level 5 requirements of Code for Sustainable Homes, which will reduce contributions to climate change and plan for future climate change through energy, water and minerals use efficiency among other sustainability measures (SEA Objectives 5, 6, 7, 8 and 9).

5.5.39 Replacement dwellings are likely to improve living standards and contribute to a more suitable mix of housing than the dwelling they are replacing, thus having positive implications for SEA Objective 13.

Policy BE15 Conversion and Reuse of Buildings

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	0	0	0	0	++	0	+	0	0	+	0	0	0

5.5.40 This policy is expected to enhance the attractiveness of the townscape, as derelict and unused buildings are often unsightly. In addition, the explanatory text of this policy requires conversion and reuse of buildings to assist in regeneration of the built environment (SEA Objective 2).

5.5.41 Whilst this development does not directly promote use of recycled materials, bringing empty properties back into use prevents new building materials being used to build new homes, thus reducing waste (SEA Objective 9).

5.5.42 By re-using existing buildings, this policy reduces the need to build on agricultural or greenfield land, thus having positive implications for SEA Objectives 7 and 12.

Policy BE16 Empty Homes and Spaces

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	0	0	0	0	++	0	+	0	0	+	+	0	0

5.5.43 Bringing empty homes back into use is likely to have positive implications for landscape, particularly as this policy requires re-use of empty spaces to be compatible with the surrounding area. This is expected to contribute positively to the vitality and character of Stratford-upon-Avon, which may be compromised by empty properties (SEA Objective 2).

5.5.44 Whilst this development does not directly promote use of recycled materials, bringing empty properties back into use prevents new building materials being used to build new homes, thus reducing waste (SEA Objective 9).

5.5.45 Re-using empty spaces can provide housing within existing buildings, which may minimize the amount of agricultural land required for development (SEA Objectives 7, 12 and 13).

5.6 Natural Environment

Objective A: Preserving and Enhancing Local Biodiversity

Policy NE1 Local Nature Reserves

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	++	+	0	+	0	0	0	0	0	0	0	0	0

5.6.1 This site is expected to have strong positive implications for biodiversity, as it would lead to creation of new local nature reserves (LNRs). This is expected to give the identified sites (Warwick Road Lands and Bridgetown Woodland and Meadow) higher levels of protection and will also bring the sites under active management to maintain their ecological quality (SEA Objective 3).

5.6.2 Warwick Roads Lands lies entirely within Flood Zones 2 and 3, whilst Bridgetown Woodland and Meadow lies partially in Flood Zone 3. Although not designated as flood protection, protecting these sites from development will allow them to function as floodplains and slow flooding from the River Avon and the Rush Brook, thus continuing to provide some protection to the surrounding development (SEA Objectives 4 and 6).

Policy NE2 River Avon Biodiversity Corridor

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	+	+	0	+	0	0	0	0	0	0	0	0	0

5.6.3 This policy has positive implications for biodiversity, as it aims to protect the river corridor and its supporting habitat (SEA Objective 3).

5.6.4 This policy is assessed as positive against SEA Objective 4, as it aims to protect the functional flood plain around the River Avon. The explanation of this policy states that development in Flood Zone 3 will be restricted to 'water compatible uses' and that other development on Flood Zone 3 will be resisted. This is expected to ensure that development is at lower risk of flooding than Flood Zone 3.

5.6.5 In protecting the functional floodplain of the river, this policy is likely to limit potential increases in flood risk on developed land (SEA Objective 6).

Policy NE3 Trees and Hedges

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	+	0	0	+	0	0	0	0	0	0	0	0	0

5.6.6 This policy requires large-scale developments to demonstrate that they have been landscape led, which is likely to lead to a better quality of landscaping in developments, which take into account and aim to preserve current landscape features, such as hedges, wooded areas and tree lines (SEA Objective 2).

5.6.7 Policy NE3 is expected to maintain biodiversity by protecting BAP priority habitats, including hedgerows and encouraging development proposals to incorporate native trees and hedges. The environmental credentials of this policy could be further improved by ensuring wildlife dependent on trees and hedgerows are also protected (SEA Objective 3).

5.6.8 Features such as trees and hedgerows are likely to form part of, or link to, the green infrastructure network of Stratford-upon-Avon. In protecting these features, the plan also protects the ecosystem services they provide, such as local climate regulation, which contribute to mitigating the effects of climate change[32].

Policy NE4 Neighbourhood Area Biodiversity Action Plan

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	+	0	0	0	0	0	0	0	0	0	0	0	0

5.6.9 In proposing creation of a Neighbourhood Area Biodiversity Action Plan (NABAP), this policy is expected to have positive implications for biodiversity. This is because a NABAP would set out aims and targets to achieve an increase in priority species within the plan area (SEA Objective 3).

5.7 Infrastructure

Objective A: Reducing Congestion in the Town

Policy INF1 Initiatives to Reduce Time Travel

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	+	0	+	0	0	0	+	0

[32] Forest Research (2010) Benefits of Green Infrastructure. Available at: http://www.forestry.gov.uk/pdf/urgp_benefits_of_green_infrastructure.pdf/$file/urgp_benefits_of_green_infrastructure.pdf

5.7.1 Traffic and congestion can lead to increased emissions of carbon dioxide and air pollutants associated with traffic, as vehicles spend time with their engines on, burning fuel but not moving towards their destination. Reducing congestion is likely to reduce carbon and pollutant emissions per capita in the plan area, as vehicles will spend less time with their engines running and less time in Stratford-upon-Avon overall (SEA Objectives 5 and 8).

5.7.2 This policy aims to improve links for pedestrians and cyclists, which is expected to resulting in greater use of these sustainable modes of transport and potentially reducing car use (SEA Objectives 5 and 10).

5.7.3 Encouraging walking and cycling, as well as making roads quieter, safer and reducing air pollution is expected to have positive implications for human health. This is because this policy is likely to promote exercise in terms of walking and cycling, as well as creating a healthier living environment (SEA Objective 14).

Policy INF2 Promoting and Enhancing Park and Ride Opportunities

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	+	0	+	0	0	0	+	0

5.7.4 This policy is expected to reduce traffic congestion in the town centre by promoting park and ride as an alternative to several cars driving around the town. This is likely to reduce carbon and pollutant emissions per capita in the plan area, as vehicles will spend less time with their engines running and less time in Stratford-upon-Avon overall (SEA Objectives 5 and 8).

5.7.5 This policy is expected to maintain the park and ride bus link, which may be used by both those parking in the park and ride, and those living near to these car parks. This is expected to maintain and promote these sustainable transport links in the town (SEA Objectives 5 and 10). Whilst this policy supports creation of a new southern park and ride facility, it does not specify how this would be actioned, although such a facility is likely to have positive implications for sustainable transport.

5.7.6 Reduction in congestion in the town centre is expected to reduce emissions of pollutants, as well as making roads quieter and consequently safer. This is likely to have positive implications for human health due to increased safety and air quality in the town (SEA Objective 14).

Objective B: Improving Pedestrian and Cycle Connectivity

Policy INF3 Dedicated Pedestrian and Cycle Routes

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	+	0	++	0	0	0	+	0

5.7.7 This policy is assessed as having positive implications for SEA Objectives 5 and 8. Enhancing pedestrian and cycle route quality and connectivity is likely to encourage more people to travel by these sustainable modes of transport, rather than travelling by car. By reducing car use, this policy is expected to minimize carbon emissions and emissions of air pollutants associated with vehicle exhaust fumes.

5.7.8 This policy will lead to creation of new pedestrian and cycle routes, which will increase the connectivity of the plan area and make it easier for residents to travel from one place to another by sustainable modes of transport (SEA Objective 10).

5.7.9 By reducing air pollution and encouraging residents to cycle and walk more, this policy is expected to improve the overall health of residents in the plan area (SEA Objective 14).

Policy INF4 Replacement Bridge at Lucy's Mill

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	++	0	0	0	0	0	0	0	+	0	0	0	+	0

5.7.10 Replacing Lucy's Mill Bridge is likely to contribute more positively to the parkland riverside to the northeast and be more in keeping with the more distinctive bridges upriver, such as Tramway Bridge and Clopton Bridge. In holding a design competition and consultation, the bridge is also likely to contribute to local distinctiveness and contribute to a sense of place and pride for residents (SEA Objective 2).

5.7.11 Whilst a replacement bridge is likely to make it easier for cyclists and pedestrians to cross the river at this point, it is not expected to encourage people to travel by bike or foot as it primarily improves the convenience of this crossing, rather than wider improvements to the pedestrian and cycle networks. This policy is assessed as having neutral effects regarding SEA Objective 5.

5.7.12 This policy is assessed as having positive effects with regards to SEA Objectives 10 and 14, as it will improve the safety of this river crossing point. Those with pushchairs, bikes or wheelchairs may currently choose to cross the river by the Seven Meadows Bridge, which is potentially more dangerous as it is a vehicle bridge, instead of Lucy's Mill Bridge. A replacement bridge at Lucy's Mill, with accessibility for pushchairs, bikes and wheelchairs, will create a safer crossing at this point.

Objective C: Improving Public Transport Opportunities

Policy INF5 Preserving and Enhancing Rail Links and Services

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	+	0	++	0	0	0	0	0

5.7.13 Enhancing rail links and services is expected to promote rail as an attractive form of transport and a suitable alternative to car use. This is expected to reduce car use in the plan area, thus reducing greenhouse gas and pollutant emissions associated with vehicle exhaust fumes (SEA Objectives 5 and 8).

5.7.14 Enhancement and expansion of railway facilities, as well as linking rail with other modes of transport, particularly walking, cycling and bus services, is expected to maximize efficiency of the transport network in the plan area and promote use of sustainable transport, thus contributing positively to SEA Objective 10.

Policy INF6 Promoting Enhanced Bus and Coach Facilities

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	+	0	++	0	0	0	0	0

5.7.15 Policy INF6 is expected to make bus and coach travel a more attractive and convenient option for residents and visitors, thus reducing car use and associated carbon and pollutant emissions (SEA Objectives 5 and 8). Emissions may also be minimized by encouraging a greater proportion of buses to be hybrid or start/stop vehicles.

5.7.16 Restricting town centre streets for pick up and drop off, and promoting the use of the leisure centre (or nearby site) for an extended and improved terminus and layover facility, is expected to reduce traffic and congestion in the town, which will allow buses to pass through more quickly. Providing a bus-rail interchange is likely to encourage visitors to arrive by train and get the bus to their destination, rather than driving or getting a taxi from the train station. These factors are expected to encourage more people to travel by sustainable modes of transport (SEA Objectives 5 and 10).

Objective D: Improving Access to Learning Opportunities

Policy INF7 Protecting and Enhancing Education Facilities

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	0	0	+	0	0	+	0	+	+	0	0	0	0

5.7.17 This policy requires high quality design of educational facilities, which is expected to maintain and enhance the visual quality of the area (SEA Objective 2).

5.7.18 The explanatory text for this policy states that walking, cycling and bus transport will be encouraged (SEA Objective 10). Encouraging walking cycling and bus travel is expected to reduce school pupils being taken to school by car, thus reducing carbon dioxide and air pollutant emissions that are associated with vehicle exhausts (SEA Objectives 5 and 8).

5.7.19 This policy has potential to reduce barriers for those living in rural areas, by ensuring there is sufficient provision of educational facilities across the plan area and that these are accessible to pupils (SEA Objective 11).

Policy INF8 Provision of New Educational Facilities

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	+/-	+/-	+	+/-	+/-	+	0	+	++	+/-	0	0	0
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.7.20 The explanatory text for this policy suggests development of new schools on land adjacent to the new retail developments to the south west of Trinity Mead, which is interpreted to be near to the Rosebird Centre. The assessment of this policy considers environmental aspects of developing a new school at land to the south west of Trinity Mead.

5.7.21 By promoting links between education, heritage and tourism, Policy INF8 is expected to broaden access to and understanding of the historic environment and cultural features of Stratford-upon-Avon, such as its links to Shakespeare (SEA Objective 1).

5.7.22 The Stratford-upon-Avon Green Infrastructure Study identifies areas of BAP priority habitat in the vicinity of the Rosebird Centre. Without further details of location of development, it remains uncertain as to whether biodiversity assets and green infrastructure will be affected by development (SEA Objectives 3 and 6).

5.7.23 The majority of land to the south west of Trinity Mead lies in Flood Zone 1, although there us a small area of land in Flood Zone 3 around Rush Brook. As it is not known whether this land would be included in development proposals, implications of this policy on flood risk remain uncertain (SEA Objectives 4 and 6).

5.7.24 Land to the south west of Trinity Mead includes Grade 2, 3 and 4 agricultural land, but it is not known which of these will be affected without further details of development location (SEA Objectives 7 and 12).

5.7.25 It is anticipated that the local landscape and townscape would be protected and enhanced, due to the protection afforded in Policies BE1 and BE2 (SEA Objective 2). It is also anticipated that new educational facilities will not be located in Flood Zone 3, due to policy NE2, although development in Flood Zone 2 would be at risk of flooding. Whilst Policy BE7 requires all development proposals to incorporate drainage solutions, it is not known whether these will reduce flood risk to a level equivalent to Flood Zone 1 (SEA Objective 4).

5.7.26 There are a range of bus services that stop outside the Rosebird Centre, as well as the Rosebird Centre Park and Ride with half hourly services, which may provide a sustainable transport route to schools in this area. These services provide a link to and from the town centre and from villages to the southwest of the plan area but not to and from villages to the east, including Tiddington and Alveston. Combined pedestrian and cycle paths start adjacent to the Rosebird Centre, which may also encourage travel to school by sustainable modes of transport.

5.7.27 This policy has been assessed as positive with regards to accessibility by sustainable modes of transport (SEA Objective 10) and thus reducing carbon emissions (SEA Objective 5) and having potential to reduce air quality issues in the AQMA, as pupils may travel through the AQMA to reach this site (SEA Objective 8). The policy also aims to reduce cross town trips to get to school, which will also contribute positively to these objectives. If proposals for a school adjacent to the Rosebird Centre are taken forward, it is recommended that accessibility for those living in the eastern part of the plan area is taken into consideration.

5.7.28 This policy is expected to reduce barriers for those living in rural areas, as it aims to ensure school provision is available and accessible to all pupils in the plan area, by creating new facilities. This includes new schools with provision for special educational needs; further ensuring that education is available for all children in the plan area (SEA Objective 11).

5.8 Community, Leisure and Wellbeing

Objective A: Promoting a Strong Community

Policy CLW1 Protecting and Enhancing Existing Community Facilities

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	0	0	0	0	0	0	0	0	0	+	0

5.8.1 This policy is assessed as having positive implications for SEA Objective 14, as community facilities are important for social cohesion, physical recreation, and the mental health benefits of socializing and feeling part of a community[33].

Policy CLW2 Promoting Leisure, Entertainment and New Community Facilities

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	+/-	+/-	-	+/-	+/-	0	+/-	+/-	0	0	0	+/-	+
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.8.2 It is uncertain how Policy CLW2 will work in conjunction with policies CLW4, which designates the Rec ground as Local Green Space to be protected, and with Policy NE1, which designates all land adjacent to the existing leisure centre as local nature reserve. Policy CLW2 suggests development of late night and evening leisure facilities at these sites, which would be contradictory to their protections in Policies CLW4 and NE1. The plan does not clarify which of these policies would be given priority. For the purposes of this assessment, possible protections of Policies CLW4 and NE1 have not been taken into account.

5.8.3 The explanatory text suggests four potential sites for evening leisure; land near the leisure centre, Cox's Yard, the Rec ground and within the Canal Regeneration Zone. Cox's Yard includes the Grade II listed timber warehouse and tramway house buildings, as well as being adjacent to the listed Tramway bridge and the scheduled ancient monument, Clopton Bridge. It is expected that these features and their settings would be protected by Policy BE11 (SEA Objective 1).

5.8.4 Landscape impacts are dependent on details of location and design of development. This policy is not expected to impact landscape, as Policies BE1 and BE2 require development proposals to maintain and enhance sense of place and local character in the plan area (SEA Objective 2).

[33] DCLG (2014) Planning Practice Guidance: Health and wellbeing

5.8.5 Implications of this policy on biodiversity (SEA Objective 3) remain uncertain without further details of location. Much of the land adjacent to the leisure centre includes habitats with high biodiversity potential, thus building on this site could lead to loss of valuable habitats and declines in species populations. It is unclear how this policy works with Policy NE1, which designates Warwick Road lands as a Local Nature Reserve (LNR), as this designation seems to designate all land adjacent to the leisure centre except existing development to the north. If the site has potential for use either for entertainment and leisure facilities or LNR designation, the plan should clarify which of these will be prioritized.

5.8.6 Land adjacent to the leisure centre, Cox's Yard and the Rec ground are all located in Flood Zones 2 and 3, therefore at high risk of flooding, although the Canal Regeneration Zone lies within Flood Zone 1. Whilst Policy BE7 requires all development proposals to incorporate drainage solutions, it is not known whether these will reduce flood risk to a level equivalent to Flood Zone 1 (SEA Objective 4).

5.8.7 This policy has the potential to increase traffic in and around the plan area, as more people may travel by car to use leisure and entertainment facilities in the town, particularly as this is likely to be in the evening when bus services are less frequent. This could increase car use in the plan area, leading to an increase in carbon emissions (SEA Objective 5) and exacerbation of air quality issues in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

5.8.8 The Rec ground and the land adjacent to the leisure centre consist of recognised green infrastructure assets in the plan area. Development at these sites may lead to loss of green infrastructure and its associated benefits for adaptation to climate change, such as local cooling and wildlife corridors[34]. Implications of this policy on GI remain uncertain, as some potential development sites, particularly the Rec ground, have been suggested for development despite being designated as Local Green Space under Policy CLW4 (SEA Objective 6).

5.8.9 The majority of sites suggested for development in the explanatory text of Policy CLW2 are located on Grade 3 agricultural land, although it is not known if this is Grade 3a (best and most versatile) or 3b (not best and most versatile). Implications of development of leisure, entertainments and community facilities on natural resources cannot be known without further details of location of these facilities and without soil testing to determine whether land is Grade 3a or 3b (SEA Objective 7).

[34] Forest Research (2010) Benefits of Green Infrastructure. Available at: http://www.forestry.gov.uk/pdf/urgp_benefits_of_green_infrastructure.pdf/$file/urgp_benefits_of_green_infrastructure.pdf

5.8.10 New leisure and entertainment facilities are likely to generate waste, thus increasing waste production per capita in the plan area. This may be mitigated if such developments include measures to minimize waste or include recycling initiatives. Without knowing details of potential developments and waste handling procedures, assessment of this policy in relation to SEA Objective 9 remains uncertain.

5.8.11 Whilst the proposed areas for leisure and entertainment development are largely accessible by public transport, most bus services stop in the early evening. In order for evening leisure facilities to be successful and accessible, public transport operating times may need to be extended (SEA Objective 10).

5.8.12 This policy is assessed as having uncertain implications for SEA Objective 14. Community facilities are important for social cohesion, physical recreation, and the mental health benefits of socializing and feeling part of a community[35], but the explanatory text indicates the Rec ground as a potential location for development, which would lead to loss of recreational land. It is not known whether Policy CLW2 will lead to an overall increase or decrease in health and wellbeing of local residents.

5.8.13 This policy is likely to encourage new leisure developments, which will provide additional employment and lead to additional spending in the plan area (SEA Objective 15).

Policy CLW3 Preventing Isolation of Elderly People

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	0	0	0	0	0	0	0	0	+	+	0

5.8.14 This policy has been assessed as having positive impacts against SEA Objective 13, as it will contribute to ensuring an appropriate mix of housing types in the plan area, including provision for the ageing population of Stratford-upon-Avon.

5.8.15 Positive impacts have also been identified against SEA Objective 14, as reducing isolation of older members of the community is likely to improve mental health and general wellbeing.

[35] DCLG (2014) Planning Practice Guidance: Health and wellbeing

Objective B: Provide Green Space and Exercise Facilities for the Enjoyment of Residents and to Promote and Active Community

Policy CLW4 Protecting and Enhancing Existing Open Space

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	+	0	0	+	0	0	0	0	0	+	0	+	0

5.8.16 Some areas identified as satisfying the criteria for Local Green Space and protected through Policy CLW4 are expected to preserve the setting of historic features, such as the setting of the Grade II listed Clopton Tower at Rowley Fields (SEA Objective 1).

5.8.17 Protecting green spaces can also have positive implications for landscape (SEA Objective 2), as the areas of Local Green Space sites designated in the plan contribute to local distinctiveness. Green spaces also contribute positively to local visual amenity.

5.8.18 Many sites meeting the criteria for Local Green Spaces that are protected by the plan include designated wildlife sites, such as the Racecourse Meadow SSSI and Bordon Hill Local Wildlife Site. Whilst these designations afford the sites protection in their own right, designation in the Neighbourhood Plan reinforces the importance of these and contributes additional protection to the biodiversity at these sites (SEA Objective 3). Habitats of river corridor also have high biodiversity potential, which would be protected by this policy.

5.8.19 Whether recognized in the Green Infrastructure Study[36] or not, this policy protects large amounts of green space in the plan area. Benefits of green space in relation to climate change, include local temperature regulation, provision of shade and surface water infiltration[37] (SEA Objective 6).

5.8.20 Protection of green space designations on the edge of the urban area may protect the integrity of the countryside by preventing urban sprawl and maintaining an attractive green edge to the town (SEA Objective 12).

5.8.21 Protection of green space has positive implications for health (SEA Objective 14), as green space provides an outdoor recreation resource for residents, thus improving health through opportunities for physical recreation and the mental wellbeing benefits of having attractive outdoor spaces.

[36] UE Associates (2011) Stratford-on-Avon Green Infrastructure Study
[37] Forest Research (2010) Benefits of Green Infrastructure. Available at: http://www.forestry.gov.uk/pdf/urgp_benefits_of_green_infrastructure.pdf/$file/urgp_benefits_of_green_infrastructure.pdf

Policy CLW5 Open Space and Play Areas within New Development

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	+	0	0	++	0	0	0	0	0	0	0	++	0

5.8.22 Open space can also have positive implications for landscape, as it improves visual amenity and local distinctiveness (SEA Objective 2).

5.8.23 Provision and improvement of open space may have positive implications for biodiversity, particularly if these are connected in green corridors or green infrastructure networks, as this can provide biodiversity corridors. Biodiversity corridors are areas of connected habitat that are beneficial to wildlife, as they allow animal species to move from place to place (SEA Objective 3).

5.8.24 Benefits of green space in relation to climate change, include local temperature regulation, provision of shade and surface water infiltration[38]. In addition, this policy promotes extensions to the green infrastructure network (SEA Objective 6).

5.8.25 Provision of open space has positive implications for health (SEA Objective 14), as this is likely to provide or improve outdoor recreation resources for residents, thus improving health through opportunities for physical recreation and the mental wellbeing benefits of having attractive outdoor spaces and places to play and socialise.

Policy CLW6 Promoting New Strategic Green Open Spaces

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	+	0	+	++	0	+	0	++	0	0	0	++	0

5.8.26 Green open space can also have positive implications for landscape, as it improves visual amenity and local distinctiveness, especially in creating a town-wide feature in terms of a 'green necklace' (SEA Objective 2).

5.8.27 Provision and improvement of open space may have positive implications for biodiversity, particularly given the green corridors and extensions to green infrastructure that this policy promotes, as this can provide biodiversity corridors. Biodiversity corridors are areas of connected habitat that are beneficial to wildlife, as they allow animal species to move from place to place (SEA Objective 3).

[38] Forest Research (2010) Benefits of Green Infrastructure. Available at: http://www.forestry.gov.uk/pdf/urgp_benefits_of_green_infrastructure.pdf/$file/urgp_benefits_of_green_infrastructure.pdf

5.8.28 The creation of a green necklace incorporating footpath and cycle routes is expected to improve the cycle and footpath network in the plan area (SEA Objective 10). This creation of greater opportunities for walking and cycling is expected to encourage residents to travel via foot and bicycle, thus reducing car use. Reductions in car use would lead to a reduction in greenhouse gas emissions and emissions of air pollutants associated with vehicle exhaust fumes (SEA Objectives 5 and 8).

5.8.29 Benefits of green open space and enhanced green infrastructure in relation to climate change, include local temperature regulation, provision of shade and surface water infiltration[39]. In addition, this policy promotes extensions to the green infrastructure network (SEA Objective 6).

5.8.30 Provision of open space has positive implications for health (SEA Objective 14). A green necklace with footpaths and cycle routes is likely to encourage outdoor recreation. In addition, attractive outdoor spaces are likely to improve mental health, through both visual amenity and opportunities for socializing.

Policy CLW7 Encouraging Safe Walking and Cycling

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	+	0	++	0	0	0	+	0

5.8.31 Provision of safe walking and cycling routes to and from developments is likely to encourage more people to travel using these routes and reduce the number of people travelling by car. Reduced car use is expected to lead to a reduction of greenhouse gas and pollutant emissions, which may help to reduce air quality issues in the AQMA (SEA Objectives 5 and 8).

5.8.32 This policy is expected to lead to developments that incorporate walking and cycling routes, as well as improvements to existing routes. This is likely to improve sustainable transport routes in the plan area (SEA Objective 10).

5.8.33 If this policy encourages more people in the plan area to travel by foot or bike, this will increase levels of physical activity, thus having positive implications for health (SEA Objective 14). The explanatory text for this policy suggests improving road safety through introducing lower speed limits, which is likely to reduce accidents and injuries on the road, which will further improve wellbeing of people in the plan areas.

[39] Forest Research (2010) Benefits of Green Infrastructure. Available at: http://www.forestry.gov.uk/pdf/urgp_benefits_of_green_infrastructure.pdf/$file/urgp_benefits_of_green_infrastructure.pdf

Policy CLW8 Protecting and Enhancing Existing Public Routes

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	+	0	+	0	0	0	+	0

5.8.34 Protecting and enhancing public routes is expected to encourage people to travel through the plan area by foot and bike, as an alternative too travelling by car (SEA Objective 10). This is likely to have positive implications for SEA Objectives 5 and 8, as a reduction in car use would lead to a reduction in greenhouse gases and pollutants associated with vehicle exhausts. This is particularly important within the Stratford-upon-Avon AQMA, as reduction in car use is likely to contribute to improvement of air quality issues.

5.8.35 It is anticipated that this policy will encourage more people in the plan area to travel by foot or bike, which will increase levels of physical activity, thus having positive implications for health (SEA Objective 14).

Policy CLW9 Stratford Leisure Centre

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	0	0	0	0	0	0	0	0	0	+	+

5.8.36 Protecting the leisure centre will continue to ensure a formal leisure facility for exercise and socializing. Enhancements to the leisure centre may encourage more people to participate in sport, thus boosting physical health and fitness (SEA Objective 14).

5.8.37 Enhancements and expansions to the leisure centre may result in a requirements for more staff, thus increasing employment opportunities in the plan area. If more people visit the leisure centre, there may also be a greater level of spending in the area as people may come from further afield to use the leisure facilities (SEA Objective 15).

Policy CLW10 Allotments and Growing Spaces

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	+	0	+	0	0	0	+	0	0	0	0	++	0

5.8.38 This policy requires proposals for new allotments to ensure there are no adverse impacts on landscape, thus protecting the visual and landscape character of the plan area (SEA Objective 2). The policy also requires there to be no adverse impacts on neighbouring uses, which, along with the requirement to protect landscape, is expected to ensure no adverse impacts on historic assets or their settings (SEA Objective 1).

5.8.39 Allotments are generally considered good for wildlife, particularly when this provides a refuge from an urban area or farmland, as surrounds much of Stratford-upon-Avon[40]. As such, this policy is expected to have positive implications for SEA Objective 3, providing allotments do not remove habitats and features protected under Policies NE1, NE2 or NE3.

5.8.40 Protecting and increasing provision of allotments may contribute to minimizing the plan area's contribution to climate change (SEA Objective 5). Growing food locally, albeit at a small scale, is expected to reduce the average food miles in the plan area, thus reducing carbon emissions from vehicles used to transport food to supermarkets and grocer's shops.

5.8.41 Growing food on allotments reduces food bought from shops and supermarkets, which may contribute to reducing food packaging (SEA Objective 9).

5.8.42 Allotments are considered beneficial to health, as they provide an opportunity for people to get outside and do some exercise[41]. They also provide opportunities for socializing, which is likely to improve mental wellbeing and community cohesion[42] (SEA Objective 14).

Objective C: Promoting a Healthy Community

Policy CLW11 Protecting and Enhancing Existing Health Care Provision

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	0	0	0	0	0	0	0	0	0	++	0

5.8.43 Protection and enhancement of existing health facilities had been assessed as positive with regards to SEA Objective 14, as this should ensure that health facilities have sufficient capacity for all residents in the plan area.

[40] Natural England (2007) Wildlife on allotments
[41] Natural England (2007) Wildlife on allotments
[42] Forest Research (2010) Benefits of Green Infrastructure. Available at: http://www.forestry.gov.uk/pdf/urgp_benefits_of_green_infrastructure.pdf/$file/urgp_benefits_of_green_infrastructure.pdf

Policy CLW12 Promoting New Health Care Provision

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	+	0	++	++	0	0	++	0

5.8.44 Provision of new healthcare facilities is expected to increase the accessibility of facilities for residents. The explanatory text of this policy explains that new health care facilities south of the river will be promoted. This is expected to reduce barriers to those in more rural parts of the plan district, such as Tiddington and Alveston, by increasing the accessibility of key services as these will be located nearer to residents of these villages (SEA Objectives 11 and 14).

5.8.45 In addition, having more accessible health care facilities is likely to reduce the need for residents to travel to facilities in the town centre of Stratford-upon-Avon, thus reducing car use (SEA Objective 10). By reducing car use, this policy is expected to reduce greenhouse gas emissions and pollutant emissions associated with vehicle exhausts, in the plan area (SEA Objectives 5 and 8).

Policy CLW13 Reducing Air, Noise and Water Pollution

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	0	0	0	+	0	0	++	0	0	0	0	0	0	0

5.8.46 This policy aims to reduce air, water and soil pollution issues in the plan area (SEA Objective 8). This policy also advocates reducing the carbon footprint of the plan area, which will minimize contribution to climate change (SEA Objective 5).

Policy CLW14 Encouraging Local Generation of Renewable and Low Carbon Energy

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	+/-	+/-	++	0	+/-	0	0	0	0	0	0	0	0
A detailed assessment matrix has been prepared for this policy. See **Appendix C.**														

5.8.47 This policy requires proposals for renewable energy installations to ensure there are no adverse impacts on landscape, thus protecting the visual and landscape character of the plan area (SEA Objective 2). The requirement for there to be no adverse impacts on neighbouring uses, along with policies BE11, BE12 and BE13, is expected to ensure no adverse impacts on historic assets or their settings (SEA Objective 1).

5.8.48 Implications of Policy CLW14 on biodiversity (SEA Objective 3) and flooding (SEA Objective 4) remain uncertain, as potential development sites are unknown. Whilst other policies in the NDP protect various aspects of biodiversity, some renewable energy installations require careful siting and design to minimize impacts on wildlife. For example, wind turbines can cause bat and bird strike if located too near to a roost or nesting area and hydropower can alter flow and connectivity of river systems (SEA Objective 3).

5.8.49 Renewable energy generation will reduce the carbon footprint of the plan area by reducing the need to use energy generated from fossil fuels (SEA Objective 5).

5.8.50 Without specified areas for renewable energy installations, the impact of Policy CLW14 on natural resources cannot be known. Depending on the location and nature of any installations, this policy may lead to loss of best and most versatile agricultural land (SEA Objective 7).

5.9 Site Specific Briefs

5.9.1 Site specific briefs SSB2, SSB4 and SSB5 have been considered under Policies E2, H3d and H3e. SSB1 has not been considered as part of any other assessments presented in this document. Proposals for the Stratford Regeneration Zone gives further detail on the proposal included in Policy SUA.1. Policy SUA.1 has been subject to SA, the results of which were presented in the SA of the Stratford-on-Avon Core Strategy[43]. SSBs do not represent a policy as such; they seeks to influence the design of the Regeneration Zone proposed by the Core Strategy. In order to ensure consistency of assessment, all SSBs have been assessed below, independently from the related site allocations.

5.9.2 Potentially negative environmental issues identified with regards to SSB2, SSB4 and SSB5 are those same issues that were identified in the policies these SSBs relate to, i.e. Policies E2, H3d and H3g. Refer to the DAMs prepared for Policies E2, H3d and H3g for further details of potentially negative effects identified.

Policy SSB1 Stratford-upon-Avon Housing Allocation – Canal Regeneration Zone

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	++	++	0	+	0	++	+	0	++	0	0	++	++	+

5.9.3 This SSB is assessed as having strong positive impacts with regards to landscape, as it proposes creation of a 5m landscaped corridor either side of the canal as well as utilizing previously developed and derelict land (SEA Objectives 2 and 7).

[43] Lepus Consulting (2014) Sustainability Appraisal of the Stratford-on-Avon Core Strategy

5.9.4 This SSB is expected to have strong, positive implications for biodiversity (SEA Objective 3). The Core Strategy Policy SUA.1 includes provision of a park alongside the canal and environmental enhancements to the corridor. This is reinforced by SSB1 in specifying at least a 5m corridor of landscaping and pedestrian and cycle access, which is likely to create a valuable GI asset, particularly when combined with the green corridor along the canal proposed in Policy CLW4.

5.9.5 Creation of new parkland, pedestrian and cycle routes are expected to encourage more residents to travel by foot or by bike as an alternative to car travel. This is likely to reduce greenhouse gases and pollution associated with car exhaust fumes (SEA Objectives 5 and 8). In addition, if residents in the plan area walk and cycle more, this will have positive implications for health (SEA Objective 14).

5.9.6 This SSB promotes pedestrian and cycle access to the regeneration zone, and the explanatory text promotes priority of these modes of access. SSB1 also promotes connectivity of access routes throughout the regeneration zone, and aims to make walking and cycling safer by requiring new development to face onto the canal (SEA Objectives 10 and 14).

5.9.7 By promoting the redevelopment of this area to be primarily residential, the development will contribute to meeting local housing demand, and is likely to be of a sufficient quantity to include affordable housing (SEA Objective 13).

5.9.8 As a mixed-use development, the regeneration zone would include employment land, thus providing more jobs in the plan area (SEA Objective 15). Whilst the regeneration zone is currently used as employment land, these are due to be relocated to Land South of the Alcester Road and West of the Wildmoor Roundabout, which is incorporated into the Stratford-on-Avon Core Strategy and supported in the Stratford-upon-Avon NDP via Policy E2.

Policy SSB2 Stratford-upon-Avon Employment Allocation – Land South of the Alcester Road (A46) and West of the Wildmoor Roundabout

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
-	+	0	+	+	+	-	+	0	++	+	+/-	0	0	++

5.9.9 The SA of the Stratford-on-Avon Core Strategy[44] states that the proposed development of Land South of the Alcester Road may have negative effects on the historic environment, due to the presence of archaeological remains and ridge and furrow[45] (SEA Objective 1).

[44] Lepus Consulting (2014) Sustainability Appraisal of the Stratford-on-Avon Core Strategy
[45] Warwickshire County Council (2008) Historic Environment Assessment of Proposed Strategic Sites

5.9.10 SSB2 requires development at this site to follow a high quality layout that accounts for the high landscape sensitivity of the site and to minimize light pollution. This is expected to minimise immediate landscape and visual impacts of development at the site and to avoid negative impacts of development on the wider landscape character (SEA Objectives 2 and 12).

5.9.11 The SA of the Core Strategy also highlights that there are hedgerows on the site south of Alcester Road, which are a priority habitat as listed in the 2010 UK Biodiversity Action Plan (BAP). Policy NE3 lends protection to trees and hedgerows, thus biodiversity is expected to be unaffected by development at this site (SEA Objective 3).

5.9.12 Land South of Alcester Road lies in Flood Zone 1, thus is at low risk of flooding and it will not remove any recognized green infrastructure assets (SEA Objectives 3 and 6).

5.9.13 SSB2 requires proposals to provide green travel measures, including improving links with existing public transport. In improving the accessibility of this site by sustainable modes of transport, less people are likely to drive to work thus reducing the per capita contribution of the plan area to climate change (SEA Objectives 5, 10 and 11).

5.9.14 Land South of the Alcester Road consists mainly of Grade 3b agricultural land, which is not considered to be best and most versatile. There is an area of Grade 3a agricultural land in the southeastern part of the site, which is considered to be best and most versatile land. Development at this site would sterilize this resource, which is expected to have negative implications for SEA Objective 7, unless it can be demonstrated that sufficient suitable land exists nearby.

5.9.15 Implications of this policy on SEA Objective 12 have been assessed as uncertain. Whilst development at Land South of Alcester Road is not expected to negatively impact the wider landscape, it does represent development on the urban edge. In addition, it may lead to loss of best and most versatile agricultural land, although this is a small part of the entire site.

5.9.16 Development of employment opportunities at the Land South of Alcester Road site is expected to provide better links to employment and business sites from the strategic road network. This may reduce the number of HGVs passing through the town, thus reducing traffic volume overall and reducing congestion due to HGVs slowing overall traffic flow. This is likely to lead to improvements in the Stratford-upon-Avon AQMA, due to the reduction of pollutants associated with vehicle exhaust fumes (SEA Objective 8).

5.9.17 This policy is likely to lead to an increase in employment and office developments, which will be accessible by sustainable modes of transport. This is expected to have positive implications for the local economy, as it will create jobs and increase the number of businesses operating in the plan area (SEA Objective 15).

Policy SSB4 Tiddington Housing Allocation – Home Guard Club

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
-	+	+	+	0	0	+	0	0	+	+	+	++	+	0

5.9.18 The HEA classifies this site as having high archaeological sensitivity as it lies in an area of likely Iron Age, Roman and / or medieval activity. In the absence of more detailed archaeological assessments and site design details, this site is assessed as having likely negative effects on SEA Objective 1.

5.9.19 SSB4 requires development to be in keeping with the local landscape character (SEA Objective 2). This is expected to protect the integrity of the countryside by contributing to local distinctiveness and including soft landscaping, as specified in this SSB (SEA Objective 12).

5.9.20 Whilst there are no designated wildlife sites in the area, there are hedgerows, a BAP priority habitat, along the northern and eastern boundaries of the site[46]. This site consists largely of sports pitches which are not considered to have high value for wildlife but the area of trees in the southeastern corner of the site has potential for protected species, such as bats and reptiles, particularly as it is linked to a wider network of hedgerows. Biodiversity is likely to be protected at this site through Policy NE3 (SEA Objective 3).

5.9.21 This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4). Implications of development on SEA Objective 6 are assessed as neutral because whilst development at this site would lead to loss of sports pitches, the policy requires adequate replacement of these (SEA Objective 6).

5.9.22 Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

[46] UE Associates (2011) Stratford-on-Avon Green Infrastructure Study

5.9.23 Whilst this site is Grade 4 agricultural land, this is not considered best and most versatile and it is currently in use as playing fields. For this reason housing development does not equate to a substantial loss of natural resources (SEA Objective 7).

5.9.24 This site lies partially within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

5.9.25 Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, adjacent to existing sports facilities of the HGC as well as being within easy access of Stratford-upon-Avon Golf Club. SSB4 requires adequate replacement sports facilities, to mitigate the loss of playing pitches likely to result from development at this site, as well as retaining or replacing Tiddington Community Centre facilities. Additionally, SSB4 requires development to provide outdoor amenity space and communal open space, including children's play areas. These requirements ensure that health benefits currently associated with the site, in terms of space to exercise and socialize, are not reduced and may be improved (SEA Objective 14).

Policy SSB5 Tiddington Housing Allocation – Tiddington Fields

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
-	+	0	+	+	+	+	0	0	+	+	+	++	+	0

5.9.26 The Historic Environment Assessment identified potential presence of Roman archaeological features on this site[47]. If this is not investigated prior to development, construction works at this site could potentially damage historic and archaeological features. The HEA classifies this site as having high archaeological sensitivity as it lies in an area of likely Iron Age, Roman and / or medieval activity. In the absence of more detailed archaeological assessments onsite, H3f is assessed as having likely negative effects on the historic environment (SEA Objective 1).

5.9.27 This site is in an area of medium landscape sensitivity, as identified in the 2012 Landscape Sensitivity Study[48]. SSB4 requires dwellings to be restricted to 2 storeys and for layout and design to be sensitive to the village setting. It is expected that, in conjunction with Policy BE1 and Policy BE2, development at this site would maintain landscape character (SEA Objectives 2 and 12).

5.9.28 This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4) and does not include any recognized green infrastructure assets (SEA Objective 6).

[47] AOC on behalf of Stratford-on-Avon District Council (2012) Historic Environment Assessment of Local Service Villages, Stratford-on-Avon District, County of Warwickshire
[48] White Consultants (2012) Stratford-on-Avon District: Landscape Sensitivity Study for Local Service Villages

5.9.29 Bus stops served by a range of services lie within 400m of the site. These services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

5.9.30 Whilst this site is Grade 4 agricultural land, this is not considered best and most versatile and it is currently kept as grassland. For this reason housing development at this site is not considered to constitute loss of natural resources (SEA Objective 7).

5.9.31 This site lies within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

5.9.32 This site generally has good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, within 2km of existing sports facilities of the HGC, as well as being within easy access of the Stratford-upon-Avon Golf Club (SEA Objective 14).

5.10 Assessment of in-combination effects

5.10.1 As required by the SEA Regulations, cumulative, synergistic and indirect effects have been identified and evaluated during the assessment of the policies included in the Stratford-upon-Avon Neighbourhood Plan (see **Table 5.1**). An explanation of indirect, cumulative and synergistic is as follows:

- Indirect effects are effects that are not a direct result of the plan, but occur away from the original effect or as a result of a complex pathway;
- Cumulative effects arise where several developments each have insignificant effects but together have a significant effect, or where several individual effects of the plan have a combined effect;
- Synergistic effects interact to produce a total effect greater than the sum of the individual effects.

5.10.2 In preparing an assessment of in-combination effects, consideration has been given to the emerging Stratford-on-Avon Core Strategy, which is currently being updated according to inspectors comments. Examination of the Core Strategy is expected to resume in autumn 2015.

5.10.3 Consideration has also been given to other neighbourhood plans in the area. Of the surrounding parishes, Snitterfield, Bearley, Hampton Lucy and Wilmcote are currently in the process of currently preparing neighbourhood plans. Due to the limited publically available information regarding these plans, any in-combination effects between these and the Stratford-upon-Avon neighbourhood plan cannot be determined at this stage.

Table 5.1: Assessment of in-combination effects

SA Objectives	Proposals which bring in-combination effects	Significance
1. Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	Policies CS.8 and AS.1 of the Core Strategy is expected to work alongside NDP Policies BE11, BE12 and BE13 to provide a strong basis for both conserving and enhancing the historic environment.	Likely positive effect
	Policies to conserve the historic environment (CS.8, BE11, BE12 and BE13) are likely to have a positive cumulative impact when considered alongside landscape policies, as maintenance and enhancement of landscape and townscape often correlates to maintenance and enhancement of the setting of historic assets, particularly in conservation areas. Proposal that are likely to contribute to these positive in-combination effects include Policies CS.5 and AS.1 of the Core Strategy and Policies BE1, BE2, BE3, BE4, BE9, CLW4 and CLW6. These policies are also likely to minimise landscape impacts of any allocated sites, along with the additional design details included in SSB1, SSB2, SSB4 and SSB5.	Likely positive effect
	Allocations at H3d, H3g and E2 may have cumulative negative impacts with regards to archaeological heritage, as all three are identified as having potentially important archaeology. The loss of one of these sites may be insignificant, but the loss of all three would lead to a potential greater loss of historic data and artefacts in Stratford.	Likely negative effect
2. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Landscape enhancements to individual sites and areas, including that detailed in H3a, H3d, H3g, E2, TC4, TC8, TC9, TC10, SSB1, SSB2, SSB4 and SSB5 are likely to have positive cumulative effects of improving the overall landscape and townscape value of Stratford-upon-Avon, Alveston and Tiddington.	Likely positive effect
	Policies aimed directly at conserving landscape and townscape value, as well as those promoting green infrastructure, are likely to have cumulative effects to improve the landscape and townscape value of Stratford-upon-Avon. Such policies include Core Strategy Policies CS.5, CS.7, CS.9, CS.10, AS.1 and NDP Policies BE1, BE2, BE3, BE4, BE9, CLW4 and CLW6.	Likely positive effect
3. Protect, enhance and manage biodiversity and geodiversity	Core Strategy policies CS.6, CS.7 and AS.1 are expected to work alongside Policies NE1, NE2, NE3 and NE4 in order to conserve and enhance biodiversity in the plan area. Elements of good design, such as design codes required by Policies BE3 and BE4 are also likely to contribute positively to the conservation of biodiversity across the plan area, as it the provision of open space (Policies CLW4, CLW5, CLW6 and CLW10.	Likely positive effect
	By reducing the amount of resources needed for development, in terms of building materials and land, the following policies may work together to	Likely positive effect

	indirectly protect biodiversity in the plan area: Core Strategy Policy CS.19, NDP Policies H4, H5, E4, BE6, BE8, BE14, BE15 and BE16.	
	There are a number of proposals that relate to land around the existing leisure centre. Much of this land has potential biodiversity value including an extant Local Wildlife Site designation and a proposed Local Nature Reserve designation. It is likely that the more development there is in this area (INF6, CLW2, CLW9 and TC12), the greater the potential loss of biodiversity through land take and/or disturbance.	Likely negative effect
4. Reduce the risk of flooding	No in-combination effects were identified against this objective	
5. Minimise the plan area's contribution to climate change	The NDP contains several policies that may individually contribute to minimising the area's contribution to climate change through reducing the need to travel, promoting sustainable travel and promoting renewable energy generation. In combination, such policies are likely to lead to an overall reduction in carbon footprint of Stratford-upon-Avon. These policies include H1, E4, TC7, TC13, TC14, TC15, TC16, TC18, INF1, INF2, INF3, INF5, CLW7 and CLW14 and Core Strategy Policies CS.3, CS.25 and AS.1.	Likely positive effect
	The NDP sets out a series of policies aimed to accommodate the future population of Stratford-upon-Avon, Tiddington and Alveston but also aims to make the town a more attractive place in itself (e.g. see SEA Objective 2). In making Stratford-upon-Avon a more attractive place, the NDP may result in a town that attracts more visitors, or that more people want to live in. As such, more people may drive to and from the town as a result of this plan, thus car use may increase leading to an increase in associated carbon emissions.	Likely negative effect
6. Plan for the anticipated levels of climate change	Protecting and creating GI in the plan area (Policies NE1, NE2, CLW4, CLW5, CLW6, CLW10 and Core Strategy Policies CS.7 and AS.1) is likely to have positive effects in combination with designing places and buildings that are adapted to climate change (Core Strategy Policies CS.2, NDP Policies BE6 and BE7).	Likely positive effect
7. Protect and conserve natural resources	The following policies all contribute to minimisation of resource use, in terms of both building materials and land take: Core Strategy Policy CS.19, NDP Policies H4, H5, E4, BE6, BE8, BE14, BE15 and BE16. These Policies are expected to act cumulatively to protect natural resources in the plan area.	Likely positive effect
8. Reduce air, soil and water pollution	Policies that are likely to reduce traffic movements, through promoting sustainable transport or reducing the need to travel, are likely to work in combination to minimise impacts of development on the Stratford-upon-Avon AQMA. Such policies include Core Strategy Policy CS.25 and NDP Policies E1, TC7, TC8, TC9, TC10, TC11, TC13, TC16, INF8, CLW7, CLW8, CLW13 and SSB2.	Likely positive effect
9. Reduce waste generation and disposal, and achieve the sustainable management of waste	No in-combination effects were identified against this objective	
10. Improve the efficiency of transport networks by increasing the proportion of travel by	The NDP includes a range of improvements and provisions across several modes of sustainable transport. By improving several modes of transport, rather than just one, the NDP is expected to lead to greater uptake of sustainable	Likely strong positive effect

sustainable modes and by promoting policies which reduce the need to travel	modes of transport as they have the choice of which mode suits them best. Policies leading to this synergistic effect include TC13, TC15, TC16, INF3 and INF5 and Core Strategy Policy AS.1.	
11. Reduce barriers for those living in rural areas	The NDP includes improvements to sustainable transport (TC13, TC15, TC16, INF3 and INF5), as well as retention and development of new key facilities, such as education facilities (Policies INF7 and IN8) and community facilities (Policies CLW1 and CLW2). These policies are likely to act in combination to reduce barriers to those in rural areas by improving accessibility to amenities and facilities.	Likely positive effect
12. Protect the integrity of the countryside	See in-combination effects for SEA Objective 2.	Likely positive effect
13. Provide affordable, environmentally sound and good quality housing for all	Provision of housing via Policies H3a, H3d and H3g works synergistically with policies require an adequate mix and standard of housing, such as Policies H7, H8, H9, CLW10, SSB4 and SSB5.	Likely strong positive effect
14. Safeguard and improve community health, safety and well being	Improving connections to health services and facilities, as well as providing additional facilities is likely to have a cumulative positive effect for health in the plan area, as detailed in the cumulative effects assessment of SEA Objective 11.	Likely positive effect
15. Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	By both protecting existing employment opportunities and promoting new employment opportunities, policies within the NDP are likely to contribute to ensuring sufficient employment land in the area (Policies E1, E2, E3, E4, TC6 and TC12 and Core Strategy Policy AS.1). Proposed improvements to sustainable transport (Policies TC13, TC15, TC16, INF2, INF3 and INF5) are likely to have synergistic effects in ensuring that there is both sufficient employment opportunities and that these are accessible.	Likely strong positive effect

6 Significant effects and mitigation

6.1 Introduction

6.1.1 The following chapter further explores uncertain and negative effects identified in Chapter 5. This is a summary of findings from the Detailed Assessment Matrices (DAMs), which are presented in full in **Appendix D**.

6.1.2 These are presented under the relevant SEA Objective. The following objectives are not discussed as no uncertain or negative effects were identified against them:

- SA Objective 2 (Landscape and Townscape);
- SA Objective 8 (Pollution); and
- SA Objective 15 (Economy).

6.2 Significant effects, mitigation and uncertainty

6.2.1 This chapter considers significant potential adverse effects that have been identified through the assessment process and recorded as uncertain using the assessment classification in **Table 4.1**. Where possible, mitigation has been prescribed. The effects are described as potential adverse since any policy categorised as uncertain may also have positive effects and the nature of the effects might be only partially known.

6.2.2 The mitigation hierarchy is a sequential process that operates in the following way: firstly, if possible, adverse effects should be avoided. Failing this, the nature of the effect should be reduced, if possible, so that it is no longer significant. If neither avoidance nor reduction is feasible, mitigation measures should be considered. Mitigation prescriptions might include changes to policy wording, advocating design guides, offsetting biodiversity effects or provision of new supporting green infrastructure. In the case of this SEA Report, mitigation has been supplied to help address negative effects so that, if possible, no residual affects remain.

6.3 SEA Objective 1 (Historic and cultural features)

6.3.1 Policies H3d, H3g and E2 and their relative SSBs (SSB2, SSB4 and SSB5) were identified as having negative effects with regards to SEA Objective 1. This is due to the fact that these sites lie on sites of potential archaeological importance, including ridge and furrow.

6.3.2 The DAMs produced for these policies show that further investigation of these sites is necessary and any artefacts found could be extracted prior to development. Some sites may be degraded if not preserved in-situ. This could be discussed with Historic England in order to determine the magnitude of any loss. Loss of ridge and furrow should be avoided if possible, as any loss will be permanent.

6.3.3 No strong negative effects or uncertain effects were identified against SEA Objective 1.

6.4 SEA Objective 3 (Biodiversity and geodiversity)

6.4.1 No negative effects were identified for SEA Objective 3.

6.4.2 Uncertain effects on SEA Objective 3 related to policies H3a, H4, TC7, TC9, TC12, INF8, CLW2 and CLW14. This was largely due to uncertainty of where development would be located and thus it cannot be known if development would lead to direct loss of biodiversity or have potential to degrade local habitats. With regards to TC9, SEA Objective 3 is assessed as uncertain as the biodiversity value of the present green space is unknown and it is unknown whether or not this will be retained.

6.4.3 Mitigation against potential negative effects includes avoiding development in areas of high biodiversity value, which may only be possible if ecological surveys are carried out on potential development sites to determine their value. Where potential damage to biodiversity is unavoidable, such damage should be minimised and compensatory habitat of at least the same size and standard should be provided elsewhere.

6.5 SEA Objective 4 (Flooding)

6.5.1 No negative effects were identified for SEA Objective 4.

6.5.2 Uncertain effects were identified against SEA Objective 4 for policies H1, H3a, H4, H5, TC7, TC12, TC13, BE8, INF8, CLW2 and CLW14 due to potential development in Flood Zones 2 and 3.

6.5.3 In accordance with the mitigation hierarchy, development in Flood Zones 2 and 3 should be avoided where possible. If this is not possible, it is recommended that a sequential approach is taken to development, i.e. prioritizing development in Flood Zone 1, if this is not possible in Flood Zone 2 and if this is not possible in Flood Zone 3a. All development in Flood Zone 3b, with the exception of water-compatible uses as described in policy NE2 should be avoided, as this is functional floodplain. Development in Flood Zones 2 and 3 could include SUDS, or other drainage systems where this is not possible, in order to reduce flood risk.

6.6 SEA Objective 5 (Minimise climate change)

6.6.1 With regards to SEA Objective 5, negative effects were identified against policies H3a and CLW2. This is due to potential increased car use in the plan area as Alveston (H3a) has poor public transport connections and improved leisure provision (CLW2) may encourage more visitors travelling to Stratford-upon-Avon by car.

6.6.2 These negative effects could be mitigated if sustainable transport modes were an accessible and convenient alternative to car travel. This could include improving and extending bus services to serve new developments, as well as ensuring safe and connected rights of way for pedestrians and cyclists.

6.7 SEA Objective 6 (Plan for climate change)

6.7.1 No negative effects were identified against SEA Objective 6.

6.7.2 Uncertain effects were identified against policies H3a, TC9, TC12, BE8, INF 8 and CLW2. Uncertain effects relate to loss of GI, open green space and potential increases in flood risk.

6.7.3 Negative impacts could be mitigated by avoiding development that would lead to loss of GI assets and green space in the first instance. Where there is no alternative option, green infrastructure of a similar type should be created adjacent to, or linking to the site. Such GI assets should be at least equivalent quality and size as the asset that was lost. Flood risk should be addressed by avoiding development on land most at risk of flooding and providing suitable SUDS infrastructure.

6.8 SEA Objective 7 (Natural resources)

6.8.1 Policy E2 and the corresponding SSB2 were identified as having negative effects with regards to SEA Objective 7 due to loss of best and most versatile agricultural land (Grades 3a and 3b).

6.8.2 Uncertain impacts were identified against the following policies: H3a, INF8, CLW2 and CLW14, as the location of potential development is unknown and may result in loss of best and most versatile agricultural land.

6.8.3 The environmental credentials of the plan would be maximised by requiring development to prioritise use of brownfield or Grades 3b and 4 agricultural land, as these are not considered to be best and most versatile. And unavoidable loss of best and most versatile agricultural land would be permanent but may be acceptable if it can be demonstrated that sufficient best and most versatile agricultural land exists elsewhere in the plan area.

6.9 SEA Objective 9 (Waste)

6.9.1 No negative effects were identified against SEA Objective 9.

6.9.2 Uncertain effects were identified against policies TC9, TC10 and CLW2, as these developments have potential to generate more waste than the current uses on the sites. Where development potentially involves demolition of existing buildings, this may lead to waste materials going to landfill.

6.9.3 Increased waste production may be mitigated by including a requirement for developers to demonstrate how waste will be managed, including minimisation and sustainable disposal (reuse, recycling or composting). Planning permission could be restricted to developments that will not lead to a net increase in waste production and encourages waste minimisation and recycling. Existing materials and buildings should be re-used where possible and recycled if reuse is not possible. Sending waste to landfill should be considered a last resort.

6.10 SEA Objective 10 (Transport)

6.10.1 Policy H3a was identified as having negative effects with regards to SEA Objective 10 due to poor public transport connections across most of Alveston.

6.10.2 Uncertain effects were identified against policy CLW2, as it is uncertain whether bus services would stop running before visitors to leisure attractions would want to catch a bus.

6.10.3 As with SEA Objective 5, these negative effects could be mitigated if sustainable transport modes were an accessible and convenient alternative to car travel. This could include improving and extending bus services to serve new developments and to run later, as well as ensuring safe and connected rights of way for pedestrians and cyclists.

6.11 SEA Objective 11 (Rural barriers)

6.11.1 Negative effects were identified against policy H3a for SEA Objective 11, as residents of Alveston are likely to rely on private car, due to the lack of sustainable transport options in the village.

6.11.2 Increasing connectivity of the settlement and accessibility to key services and amenities is likely to reduce car use. This could include development of services within Alveston, such as a new doctor's surgery or school, or by providing sustainable transport links to these, such as improving bus routes and cycle and footpath networks.

6.11.3 No uncertain effects were identified against SEA Objective 11.

6.12 SEA Objective 12 (Countryside)

6.12.1 No negative effects were identified against SEA Objective 12.

6.12.2 Uncertain effects were recorded against policies H3a, E2 and the associated SSB2 and INF8. Uncertain effects related to potential loss of best and most versatile agricultural land. This could be mitigated by taking a sequential approach to developing on lower grade agricultural land first, as described in **Section 6.8**.

6.13 SEA Objective 13 (Housing)

6.13.1 No uncertain effects were identified against SEA Objective 13.

6.13.2 Policies TC9 and TC10 were assessed as having negative effects against SEA Objective 13 as they are likely to lead to loss of existing housing stock.

6.13.3 Loss of existing housing stock could be mitigated by retaining or replacing housing within the new development. Alternatively, loss of these dwellings could be permitted providing appropriate replacement dwellings are provided nearby, or it can be proven that a sufficient number of appropriate, alternative homes exist nearby, to which current residents are willing to relocate.

6.14 SEA Objective 14 (Health)

6.14.1 Policy H3a was identified as having negative effects against SEA Objective 14 due to the relative inaccessibility of health services from Alveston.

6.14.2 Uncertain effects were identified against policies TC9 and CLW2 with regards to SEA Objective 14 as both may lead to loss of recreational space.

6.14.3 Issues regarding inaccessibility of health services could be mitigated by provision of new, accessible services or by improving sustainable transport links to existing services that have capacity for new patients.

6.14.4 Green space and recreational space should be retained if possible and enhancing its role for both people and nature. If loss of recreational space is inevitable, alternative recreational space and facilities could be provided nearby, of at least an equal size and quality. Loss of recreational space could be permitted if it can be demonstrated that the new development would improve health and wellbeing of residents in other ways or if sufficient recreational opportunities are available nearby.

7 Recommendations to enhance environmental performance

7.1 Introduction

7.1.1 This chapter provides recommendations for maximising the environmental opportunities presented in the NDP.

7.2 Recommendations for enhancement

7.2.1 The SEA has suggested measures to prevent, reduce or offset significant adverse effects of implementing Stratford-upon-Avon NDP throughout **Chapter 6**. These measures are collectively referred to as 'mitigation measures'.

7.2.2 Whilst the NDP as it stands brings a range of positive environmental effects, **Chapter 6** has addressed where the effects are adverse or uncertain. A number of strategic proposals have been suggested to help the NDP further improve its environmental performance throughout its implementation. These recommendations for enhancement are summarised below:

7.2.3 The policies should aim to improve access by a range of sustainable transportation modes, including bus travel. This includes improved provision, capacity and connectivity of sustainable transport.

7.2.4 Areas of green space should be created, retained and improved where possible.

7.2.5 Sustainable corporate waste management should be encouraged with incentives or local programmes to reduce the amount of waste sent to landfill.

7.2.6 Development will need to ensure that services, facilities and suitable employment opportunities are accessible for new residents and have capacity to meet the needs of all residents.

7.2.7 The effect of development on historic features can be mitigated up to a point through careful design and siting, with development being located in such a way as to avoid impacts on the most sensitive features.

7.2.8 Proposals in proximity to listed buildings and other historic features should consider how to mitigate effects on the settings of these features.

7.2.9 The best and most sensitive areas of development sites should be maintained with strong landscape infrastructure. All important landscape and townscape features should be retained and be enhanced where possible. Considerate design and landscaping should be carried out to integrate the development into the area.

7.2.10 Any development that takes place should take into account the size, scale, shape and character of the area. All development should be designed sympathetically and not harm the character of the area or detract from its surroundings, particularly in conservation areas.

7.2.11 The larger developments should aim to conform to BREEAM 'good' standards to help protect natural resources and ensure sustainable development. Housing development should aim to meet additional Buildings Regulations standards and contribute towards achieving Zero Carbon Homes.

7.2.12 Those effects identified as uncertain should be monitored in order to establish early on in the process whether they will become negative, as well as provide time to compensate for and mitigate these potential negative effects. Together they represent opportunities to help address any potential adverse effects and simultaneously serve to maximise environment performance of the policy. Details on monitoring are discussed further in **Chapter 8**.

8 Monitoring

8.1 Monitoring proposals

8.1.1 The SEA Directive states that 'member states shall monitor the significant environmental effects of the implementation of plans and programmes… in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action' (Article 10.1). In addition, the Environmental Report should provide information on a 'description of the measures envisaged concerning monitoring' (Annex I (i)). This represents Stage E of SA, according to the DCLG (2015) Guidance on SEA for NDPs.

8.1.2 The monitoring requirements typically associated with the SEA process are recognised as placing heavy demands on authorities with SEA responsibilities. For this reason, the proposed monitoring framework should focus on those aspects of the environment that are likely to be negatively impacted upon, where the impact is uncertain or where particular opportunities for improvement might arise.

8.1.3 The SEA process has identified some areas that would benefit from being monitored due to their uncertain effects. The areas specified for monitoring include:

- Capacity of services and facilities;
- Accessibility of services and facilities;
- Ecological value of greenfield sites;
- Number of developments in Flood Zones 2 or 3;
- Green space to resident ratio;
- Rate of loss of and demand for best and most versatile agricultural land;
- Waste generation; and
- Alignment of bus services with demand.

8.1.4 Monitoring is particularly useful in answering the following questions:

- Were the assessment's predictions of environmental effects accurate?
- Does the NDP contribute to the achievement of desired SEA objectives?
- Are mitigation measures performing as well as expected?
- Are there any unforeseen adverse effects? Are these within acceptable limits, or is remedial action required?

8.1.5 The purpose of monitoring is to measure the environmental effects of a plan, as well as to measure success against the plan's objectives. It is therefore beneficial if the monitoring strategy builds on monitoring systems that are already in place. It should also be noted that monitoring could provide useful information for future plans and programmes.

Table 8.1: Discussion of effects to be monitored

Potential adverse effect, or area to be monitored	Indicator	Frequency of monitoring and scale	Trigger
Capacity of services and facilities	Number of services and facilities (e.g. schools, GP surgeries) that are oversubscribed	Annually, all essential services and facilities	No change or year on year increase
Accessibility of services and facilities	Proportion of residents with key services and facilities within walking distance or on a bus route that stops within 400m of their house	Annually, entire plan area	No change or decrease year on year
Ecological value of greenfield sites	Condition of designated sites	Annually, designated wildlife sites (LNR, SSSI, LWS')	Decline year on year
	Area of land managed for nature conservation	Annually, entire plan area	Year on year decrease
Loss of green space	Green space to resident ratio	Annually, entire plan area	No change or year on year decrease
Loss of best and most versatile agricultural land	Rate of loss of best and most versatile agricultural land	Annually, entire plan area	Year on year increase
	Demand for best and most versatile agricultural land	Annually, entire plan area	Year on year increase
Waste generation	Weight of landfill waste collected per resident	Annually, entire plan area	No change or year on year increase
Suitability of bus services	Proportion of residents who travel by bus	Annually, entire plan area	No change or year on year decrease

8.2 Links with the Annual Monitoring Report

8.2.1 SEA monitoring and reporting activities can be integrated into the regular planning cycle. As part of the monitoring process, Stratford-on-Avon District Council currently prepare an annual Authorities Monitoring Report. It is anticipated that the NDP Steering Group could work with Stratford-on-Avon District Council to incorporate elements of the SEA monitoring programme for the NDP into this process.

8.2.2 Details of any monitoring programme are, at this stage, preliminary and may evolve over time based on the results of consultation and the identification of additional data sources (as in some cases information will be provided by outside bodies). The monitoring of individual schemes/proposals should also be addressed at project level.

9 Next Steps

9.1.1 This SEA Report has been published alongside the Stratford-upon-Avon Pre-Submission Neighbourhood Development Plan. A period of consultation will provide an opportunity for individuals, businesses and other organisations to submit representations regarding the Pre-Submission NDP. These comments will be taken into account in the preparation of a Submission version NDP and an accompanying SEA Report.

9.1.2 The Submission NDP will be submitted to the local planning authority, Stratford-on-Avon District Council. Once the District Council are satisfied that the NDP complies with all statutory requirements, it will be published for consultation for a minimum of six weeks, in particular inviting representations from any consultation body referred to in the consultation statement. The Neighbourhood Plan will also be sent to an independent examiner who will test whether or not the plan meets the basic conditions[49].

9.1.3 Formal representations made through the consultation process will be submitted to the Planning Inspector for Independent Examination alongside the draft NDP and this SEA Report. This represents Stage D of the SEA, according to the DCLG (2015) guidance. If the inspector is satisfied that the basic conditions have been met, the NDP will be subject to local referendum. If over 50% of votes at the referendum are in favour of the NDP, the NDP will become adopted as part of the statutory local development framework.

9.1.4 SEA Regulations 16.3c)(iii) and 16.4 require that a 'statement' be made available to accompany the plan, as soon as possible after the adoption of the plan or programme, known as a post-adoption statement. The purpose of the SEA Statement is to outline how the SEA process has influenced and informed the NDP development process and demonstrate how consultation on the SEA has been taken into account.

9.1.5 As the regulations outline, the statement should contain the following information:

- The reasons for choosing the preferred policies for the NDP as adopted in the light of other reasonable alternatives dealt with;
- How environmental considerations have been integrated into the NDP;
- How consultation responses have been taken into account; and
- Measures that are to be taken to monitor the significant environmental effects of the NDP.
- To meet these requirements, following any further changes before adoption, a Post Adoption Statement will be published with the adopted version of the NDP.

[49] Town and Country Planning Act as amended, Schedule 4B

9.2 Commenting on the Environmental Report

9.2.1 Any comments on this SEA Report should be directed through Stratford-on-Avon District Council or the Stratford-upon-Avon Neighbourhood Plan Steering Group.

10 References

AOC on behalf of Stratford-on-Avon District Council (2012) Historic Environment Assessment of Local Service Villages, Stratford-on-Avon District, County of Warwickshire

Barton, H., Grant, M. and Guide, R. (2010) Shaping Neighbourhoods for local health and global sustainability

Buglife (2009) Planning for Brownfield Biodiversity: A best practice guide

Department for Communities and Local Government (2012) National Planning Policy Framework. Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

DEFRA (2009) Climate Change Projections. Available at: http://ukclimateprojections.defra.gov.uk/

Department for Communities and Local Government (DCLG; 2013) National Planning Practice Guidance - Strategic environmental assessment and sustainability appraisal; web based guidance to accompany the National Planning Policy Framework. Available at: http://planningguidance.planningportal.gov.uk/blog/guidance/

Ian Douglas for UK MAB Urban Forum (2004) Urban Greenspace and mental health

English Heritage (2012) National Heritage List for England. Available at: http://list.english-heritage.org.uk/mapsearch.aspx

Environment Agency (2014) What's in your backyard? (Map): Flood Map for Planning, Available at: http://maps.environment-agency.gov.uk/wiyby/wiybyController?topic=floodmap&layerGroups=default&lang=_e&ep=map&scale=9&x=326995.30208333355&y=125994.2500000007#x=114331&y=125523&lg=1,&scale=11

Forest Research (2010) Benefits of Green Infrastructure. Available at: http://www.forestry.gov.uk/pdf/urgp_benefits_of_green_infrastructure.pdf/$file/urgp_benefits_of_green_infrastructure.pdf

Gaston, K. J., Warren, P. H., Thompson, K. and Smith, R. (2004) Urban domestic gardens (IV): the extent of the resource and its associated features

Lepus Consulting (2013) Strategic Environmental Assessment of the Stratford-upon-Avon Neighbourhood Plan: Screening Document

Lepus Consulting (2014) Strategic Environmental Assessment of the Stratford-upon-Avon Neighbourhood Plan: Final Scoping Report

Lepus Consulting (2014) Sustainability Appraisal of the Stratford-on-Avon Core Strategy

Natural England (2013) Nature on the Map. Available at: http://www.natureonthemap.naturalengland.org.uk/map.aspx?m=bap

Natural England (2007) Wildlife on allotments

NHS (2015) NHS Choices Website, 'Services near you', available at: http://www.nhs.uk/Service-Search/GP/BB4/Results/4/-2.29234647750854/53.7102699279785/4/0?distance=10

PAS (2015) Changes to government policy (incorporating Nov 14 and Mar 15 changes)

RIBA (2013) City health check: How design save lives and money

Save Historic Newmarket v. Secretary of State and Forest Heath District Council. Case Number: co/6882/2010

Smith et al (2005) Urban domestic gardens (IX): Composition and richness of the vascular plant flora, and implications for native biodiversity

Stratford-on-Avon (2014) Core Strategy: Proposed Submission Version

Stratford-on-Avon District Council (2015) Core Strategy as submitted September 2014 showing subsequent proposed modifications

Stratford-on-Avon District Council (2014) PSCS Appendix 1: Schedule of Infrastructure Projects

Stratford-on-Avon District Council (2013) Draft Infrastructure Delivery Plan

SQW (2013) Coventry and Warwickshire Economic Review – Strand 2: Productivity Analysis

UE Associates (2011) Stratford-on-Avon Green Infrastructure Study

Warwickshire County Council (2008) Historic Environment Assessment of Proposed Strategic Sites

White Consultants (2012) Stratford-on-Avon District: Landscape Sensitivity Study for Local Service Villages

Appendix A: SEA Framework

Stratford-upon-Avon Neighbourhood Development Plan SEA Framework

	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	Q1a	Will it preserve buildings of architectural or historic interest and, where necessary, encourage their conservation	Number of Grade I and Grade II* buildings at risk.	None (English Heritage)
				Number of Grade II and locally listed buildings at risk.	None (English Heritage)
		Q1b	Will it preserve or enhance archaeological sites/remains?	Proportion of scheduled monuments at risk from damage, decayor loss	None (English Heritage)
				Number/proportion of development proposals informed by archaeological provisions, including surveys	All (English Heritage)
		Q1c	Will it improve and broaden access to, understanding, and enjoyment of the historic environment?	Annual number of visitors to historic attractions	
		Q1d	Will it preserve or enhance the setting of cultural heritage assets?	Proportion of conservation areas covered by up-to-date appraisals (less than five years old) and published management plans.	
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	Q2a	Will it safeguard and enhance the character of the landscape and local distinctiveness and identity?	Application of detailed characterisation studies to new development avoid development in the Green Belt (as suggested in the NPPF)	
		Q2b	Will it preserve or enhance the setting of cultural heritage assets?	Proportion of conservation areas covered by up-to-date appraisals (less than five years old) and published management plans.	
		Q2c	Will it help limit noise pollution?	Tranquillity assessments	
		Q2d	Will it help limit light pollution?	Tranquillity assessments	
		Q2e	Will it encourage well-designed, high quality developments that enhance the built and natural environment?	% development meeting Building for Life standards.	
3	Protect, enhance and manage biodiversity and geodiversity.	Q3a	Will it lead to a loss of or damage to biodiversity interest?	Extent (and condition) of priority habitats	there should be 20 standard plots of 250 square metres per 1,000 households (NSALG)
				Extent of priority species	
				Area and condition of nationally designated sites in appropriate management	By 2010, to ensure that 95% of SSSIs are in favourable or recovering condition (target to directly reflect the national PSA target)
		Q3b	Will it lead to habitat creation, matching BAP priorities?	Area of Nature Conservation designation per 1,000 population (ha).	At least 1ha of Local Nature Reserve per 1,000 population (Natural England)
				Area of new habitat creation reflecting Warwickshire, Coventry and Solihull BAP priorities	

	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
				Extent and condition of key habitats for which Biodiversity Action Plans (BAPs) have been established	
		Q3c	Will it maintain and enhance sites nationally designated for their biodiversity interest and increase their area?	Number, area and condition of nationally designated sites in appropriate management	
		Q3d	Will it increase the area of sites designated for their geodiversity interest?	Area designated for geological interest	
		Q3e	Will it maintain and enhance sites designated for their geodiversity interest?	Condition of geological SSSIs	By 2010, to ensure that 95% of SSSIs are in favourable or recovering condition (target to directly reflect the national PSA target)
		Q3f	Will it link up areas of fragmented habitat?	Extent (and condition) of priority habitats	
		Q3g	Will it increase awareness of biodiversity and geodiversity assets?	Number of school trips to Stratford-on-Avon's Nature Reserves	
				Number of accessibility improvements to nature reserves and local sites (including geodiversity sites)	suggested distances from residential areas to assets shown in Shaping Neighbourhoods (Barton et al 2010): 300m to a local park/green space 1km to playing fields 2km major natural green space
				Number of interpretation improvements (including information boards etc) in nature reserves and local sites	
4	Reduce the risk of flooding.	Q4a	Will it help prevent flood risk present in the district from fluvial flooding?	Amount of new development (ha) situated within a 1:100 flood risk area (Flood Zone 3), including an allowance for climate change	Zero (Environment agency)
		Q4b	Will it help prevent flood risk present in the district from surface water flooding?	Number of properties at risk of flooding	
		Q4c	Will it help limit potential increases in flood risk likely to take place in the district as a result of climate change?	Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence grounds	Zero (Environment agency)
5	Minimise the district's contribution to climate change.	Q5a	Will it help reduce Stratford-on-Avon's carbon footprint?	Proportion of electricity produced from renewable resources	UK Government renewable energy target: 15% of electricity to be produced from renewable sources by 2020.
				Proportion of new homes achieving a four star or above sustainability rating for the "Energy/CO_2" category as stipulated by the Code for Sustainable Homes	All new homes to be carbon neutral by 2016 (DCLG target)
				Per capita greenhouse gas emissions	
				Emission by source	

	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
				Percentage of people aged 16-74 who usually travel to work by driving a car or van	
				CO_2, methane and nitrous oxide emissions per sector	UK Government targets: 80% reduction of carbon dioxide emission by 2050 and a 26% to 32% reduction by 2020
		Q5b	Will it help raise awareness of climate change mitigation?	Number of initiatives to increase awareness of energy efficiency	
6	Plan for the anticipated levels of climate change.	Q6a	Will it help limit potential increases in flood risk likely to take place in the district as a result of climate change?	Amount of new development (ha) situated within a 1:100 flood risk area, including an allowance for climate change	Zero (Environment agency)
				Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence grounds	Zero (Environment agency)
				Number of properties at risk of flooding.	
		Q6b	Will it encourage the development of buildings prepared for the impacts of climate change?	% of developments meeting the minimum standards for the "Surface Water Run-Off" and "Surface Water Management" categories in the Code for Sustainable Homes	
				Thermal efficiency of new and retro fitted development; % planning permissions for projects designed with passive solar design, building orientation, natural ventilation	
				No. of planning permissions incorporating SUDS	
		Q6c	Will it retain existing green infrastructure and promote the expansion of green infrastructure to help facilitate climate change adaptation?	Amount of new greenspace created per capita	
7	Protect and conserve natural resources.	Q7a	Will it include measures to limit water consumption?	Average domestic water consumption (l/head/day)	
		Q7b	Will it safeguard the district's minerals resources for future use?	Area of land with potential for minerals use sterilised	
		Q7c	Will it utilise derelict, degraded and under-used land?	% of dwellings built on previously developed land	
				Previously developed land that has been vacant or derelict for more than five years	

	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
		Q7d	Will it lead to the more efficient use of land?	Housing density in new development: average number of dwellings per hectare	
		Q7e	Will it lead to reduced consumption of materials and resources?	Percentage of commercial buildings meeting BREEAM Very Good Standard or above or equivalent	
				Percentage of housing developments achieving a four star or above sustainability rating as stipulated by the Code for Sustainable Homes	
		Q7f	Will it lead to the loss of the best and most versatile agricultural land?	Area of Grades 1, 2 and 3a agricultural land lost to new development	planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality (NPPF)
8	Reduce air, soil and water pollution.	Q8a	Will it lead to improved water quality of both surface water groundwater features?	% of watercourses classified as good or very good biological and chemical quality	All inland water bodies to reach at least "good status" by 2015 (Water Framework Directive)
				% change in pollution incidents	
		Q8b	Will it lead to improved air quality?	Number and area of Air Quality Management Areas	To meet national Air Quality Standards
				No. of days when air pollution is moderate or high for NO_2, SO_2, O_3, CO or PM.	To meet national Air Quality Standards
		Q8c	Will it maintain and enhance soil quality?	Area of contaminated land (ha)	
				% of projects (by number and value) involving remediation of any kind	
		Q8d	Will it reduce the overall amount of diffuse pollution to air, water and soil?	% change in pollution incidents	
9	Reduce waste generation and disposal, and achieve the sustainable management of waste.	Q9a	Will it provide facilities for the seperation and recycling of waste?	Type and capacity of waste management facilities	
				Household waste (a) arisings and (b) recycled or composted	
		Q9b	Will it encourage the use of recycled materials in construction?	Reuse of recycled materials from former building stock and other sources	
10	Improve the efficiency of transport networks by increasing the proportion of	Q10a	Will it reduce the need to travel?	Percentage of completed significant local service developments located within a defined centre	

	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
	travel by sustainable modes and by promoting policies which reduce the need to travel.			Average distance (km) travelled to fixed place of work	suggested distances from residential areas to assets shown in Shaping Neighbourhoods (Barton et al 2010): 600m to the local centre 2km to industrial estate 5km to a major employment centre
				Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and major health centre.	
				Percentage of residents surveyed finding it easy to access key local services.	
		Q10b	Will it encourage walking and cycling?	Percentage of people aged 16-74 who usually travel to work by bicycle or on foot	Shaping Neighbourhoods suggests that the average cycling journey is 3km, with normal use in the 1-5km range. The normal maximum is 8km. People should not be expected to cycle further than this
				Proportion of new development providing cycle parking.	Shaping Neighbourhoods suggests that 75% of people will walk if the jouney is 600m or less, 50% of people will walk if the journey is between 600m and 1km, and only 25% of people will walk if the journey is over 1km. These distances should be considered if intending to increase walking rates.
		Q10c	Will it reduce car use?	Percentage of people aged 16-74 who usually travel to work by driving a car or van	PPS 1 on ecotowns states travel plans should enable at least 50% of trips to be made by non-car means
		Q10d	Will it encourage use of public transport?	Percentage of people aged 16-74 who usually travel to work by bus or train	
				Number of journeys made by bus per annum	
				Percentage of development in urban/rural areas within 400m or 5 minutes walk of half hourly bus service	All (Shaping Neighourhoods)
				Number of journeys made by train per annum	
		Q10e	Will it provide adequate means of access by a range of sustainable transport modes?	Distance of new development to existing or proposed public transport routes.	a complient transport node must be via a safe and convenient pedestrian route of between 350m to 650m in an urban environment (BREEAM communities)
				Provision of new walking and cycling links to accompany new development	
		Q10f	Will it help limit HGV traffic flows?	HGV traffic flows	
11	Reduce barriers for those living in rural areas	Q11a	Will it increase provision of local services and facilities and reduce centralisation?	Percentage of residents surveyed finding it easy to access key local services	

	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
		Q11a	Will it improve accessibility by a range of transport modes to services and facilities from rural areas?	Percentage of rural households within 800m of an hourly or better bus service	
		Q11a	Will it support the provision of affordable housing in rural areas?	Affordable housing completions in rural areas	
12	Protect the integrity of the district's countryside.	Q12a	Will it prevent the degradation of land on the urban fringe?	Area of derelict or underutilised land on the urban fringe	
		Q12b	Will it lead to a loss of agricultural land?	Area of agricultural land not in use or under active management.	planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality (NPPF)
		Q12c	Will it safeguard local distinctiveness and identity?	Application of detailed characterisation studies to new development	
13	Provide affordable, environmentally sound and good quality housing for all.	Q13a	Will it ensure all groups have access to decent, appropriate and affordable housing?	Affordable housing completions	
		Q13b	Will it identify an appropriate supply of land for new housing?	Net additional dwellings for the current year.	
		Q13c	Will it ensure that all new development contributes to local distinctiveness and improve the local environment?	Number of major housing applications refused on design grounds.	
				Accessible Natural Greenspace	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home (Natural England) SDC targets for open space are currently being developed.
		Q13d	Will it meet the building specification guidance in the Code for Sustainable Homes? (DCLG)	Percentage of housing developments achieving a four star or above sustainability rating as stipulated by the Code for Sustainable Homes	All new homes to be carbon neutral by 2016 (UK Government target)
		Q13e	Will it reduce the number of households on the Housing Register?	Number of households on the Housing Register	To reduce the numbers of homeless households in priority need and the number of households in housing need on the housing register
14	Safeguard and improve community health, safety and well being.	Q14a	Will it improve access for all to health, leisure and recreational facilities?	Travel time by public transport to nearest health centre and sports facility.	
		Q14b	Will it improve and enhance the district's green infrastructure network?	Area of parks and green spaces per 1,000 head of population	SDC open space standards are currently being developed.
				Accessible Natural Greenspace	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home (Natural England) SDC standards are currently being developed.
				Area of playing fields and sports pitches.	2.83 hectares per 1,000 population for playing field provision (National Playing Fields Association Standard) SDC open space standards are currently being developed.

	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
				Amount of land needed to rectify deficiencies in Open Space Standards	
				Percentage of eligible open spaces managed to green flag award standard	
				Percentage of residents that are satisfied with the quantity/quality of open space	
		Q14c	Will it improve long term health?	Life expectancy at birth	
				Standardised mortality rates	
		Q14d	Will it ensure that risks to human health and the environment from contamination are identified and removed?	Area of contaminated land (ha)	
		Q14e	Will it encourage healthy and active lifestyles?	% of adults (16+) participating in at least 30 minutes of moderate intensity sport and active recreation (including recreational walking) on three or more days of the week	To increase participation by 1% year-on-year until 2020 to achieve target of 50% of population participants in 30 mins activity, three times a week by 2020 (The Framework for Sport in England)
				The number of sports pitches available to the public per 1,000 population	
		Q14f	Will it reduce obesity?	Percentage of adult population classified as obese	By 2010, stabilise incidences of obesity in children by 2010 (DoH)
		Q14g	Does it consider the needs of the district's growing elderly population?	Percentage of older people being supported intensively to live at home	Increasing the proportion of older people being supported to live in their own home by 1% annually (DoH PSA)
		Q14h	Will it enable communities to influence the decisions that affect their neighbourhoods and quality of life?	Percentage of adults surveyed who feel they can influence decisions affecting their own local area	
		Q14i	Will it improve the satisfaction of people with their neighbourhoods as a place to live?	% respondents very or fairly satisfied with their neighbourhood	
		Q14j	Will it reduce crime and the fear of crime?	Indices of Multiple Deprivation: Crime domain	
		Q14k	Will it reduce deprivation in the district?	Indices of Multiple Deprivation	
		Q14l	Will it improve road safety?	Number of people killed or seriously injured on the roads per year	

	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
15	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Q15a	Will it ensure that new employment, office, retail and leisure developments are in locations that are accessible to those who will use them by a choice of transport modes?	Proportion of residential development within 30 minutes public transport time of key services	
		Q15b	Will it help ensure an adequate supply of employment land?	Ha of new employment land provision	
		Q15c	Will it support or encourage new business sectors?	No. of start-up businesses in the environmental and social enterprise sector	
				Expenditure on R&D as the proportion of GVA	
		Q15d	Will it support the visitor economy?	Visitor numbers	

Appendix B: Assessment Protocol

SA Objectives with assessment protocol criteria	
1. Historic and cultural features: Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	
++	Conservation and renewal of buildings or features of architectural or historic interest OR Protection or enhancement of listed buildings and/or scheduled monuments OR Protection of archaeological sites/remains
+	Potential to protect and enhance the setting of heritage assets and/or historic townscapes OR Broadens access to and understanding of the historic environment
-	Potential negative impact on the setting of heritage assets and/or historic townscapes OR Reduces access to and understanding of the historic environment
--	Loss of or damage to a listed building and/or scheduled monument, in whole or in part OR Damage to buildings or features of architectural or historic interest OR Damage to archaeological sites/remains
2. Landscape and townscape: Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	
++	Potential to re-use degraded landscape/townscape OR Development enhances landscape character of landscape and local distinctiveness
+	Development will maintain landscape character and local distinctiveness OR Development will meet Building for Life Standards OR Development will not exacerbate noise and/or light pollution
-	Development is not in keeping with local development style OR Development will exacerbate noise and/or light pollution

--	Potential negative impact in an area of high landscape value or distinctiveness OR Development is at odds with existing townscape, particularly if the area has a distinctive style or many listed and historic buildings
3. Biodiversity and geodiversity: Protect, enhance and manage biodiversity and geodiversity	
++	Potential for a significant net increase in biodiversity by an increase in the population size, extent, quality and connectivity of: • UK BAP priority species • UK BAP priority habitats • European Protected Species OR Potential for an increase in the number, extent and/or quality of SSSIs OR Habitat creation or designation of a new wildlife site
+	Development will maintain and increase in biodiversity by increasing the size, extent quality and connectivity of: • SINCs • SLINCs • LNRs • Habitats identified in the Stratford-upon-Avon HBA OR Development will protect existing areas of high biodiversity value
-	Development may decrease biodiversity by fragmenting or reducing: • SINCs • SLINCs • LNRs • Habitats identified in the Stratford-upon-Avon HBA OR Development will degrade existing areas of high biodiversity value
--	Development may decrease biodiversity by fragmenting or reducing: • UK BAP priority species • UK BAP priority habitats • European Protected Species OR Potential for an decrease in the number, extent and/or quality of SSSIs
4. Flooding: Reduce the risk of flooding	

++	Development in flood zone 1 AND Will incorporate flood reduction measures, such as Sustainable Urban Drainage Systems (SUDS) OR development is not at known risk of surface water flooding
+	Development in flood zone 1 OR Development will incorporate flood reduction measures, such as Sustainable Urban Drainage Systems (SUDS) OR Development is not at known risk of surface water flooding
-	Development in flood zone 2 OR Development is expected to exacerbate existing flood risk
--	Development in flood zone 3a or 3b
5. Minimise Climate Change: Minimise the plan area's contribution to climate change	
++	Development will reduce Stratford-upon-Avon's carbon footprint (including energy and gas consumption) AND Will increase energy efficiency OR Will provide renewable energy generation
+	Development will reduce Stratford-upon-Avon's carbon footprint (including non-renewable energy consumption and greenhouse gas generation) OR Development will increase energy efficiency
-	Development has poor potential for renewable energy provision OR Development is likely to increase the carbon footprint of Stratford-upon-Avon OR Development is likely to decrease energy efficiency
--	Development is likely to increase the carbon footprint per resident of Rossendale AND has poor potential for renewable energy provision
6. Plan for Climate Change: Plan for the anticipated levels of climate change	
++	More than one of the following will apply to development: • Development provides green infrastructure • Development will prevent potential increases in flood risk

	• Homes will exceeds Level 4 standards for Code for Sustainable Homes
+	Development protects existing green infrastructure OR Development will help limit potential increases in flood risk
-	Development has poor access to existing green infrastructure OR Development will not meet minimum standards for Code for Sustainable homes
--	Development removes or fragments existing green infrastructure OR Development may increase flood risk
7. Natural Resources: Protect and conserve natural resources	
++	Development is on previously developed land or non-agricultural land OR Development will re-use derelict, degraded and under-used land
+	Development is on Grade 4 or 3b agricultural land OR Protection of mineral deposits OR Development will lead to more efficient use of land OR Development will lead to reduced consumption of water, materials and resources
-	Development is on Grade 3a agricultural land OR Development will lead to less efficient use of land OR Development will increase consumption of water, materials and resources
--	Development is on Grade 1 or 2 agricultural land OR Development will sterilise known mineral deposits
8. Pollution: Reduce air, soil and water pollution	
++	Development will improve air, water and soil quality OR Development will actively remediate or prevent environmental pollution

+	Development will improve one or more of air, water or soil quality OR Development will maintain air, water and soil quality where this is already good OR Development will reduce congestion and associated pollutants
-	Development will reduce one or more of air, water or soil quality OR Development will increase congestion and associated pollutants
--	Development will reduce air, water and soil quality OR Development is likely to lead to environmental pollution
9. Waste: Reduce waste generation and disposal, and achieve the sustainable management of waste	
++	Development encourages recycling AND waste minimisation
+	Development encourages recycling OR Development encourages waste minimisation OR Development encourages use of recycled materials
-	Development will lead to a decrease in recycling rates OR Development is likely to use materials that cannot be recycled
--	Development will lead to an increase in waste production per capita Or Development is likely to use materials that cannot be recycled AND come from unsustainable sources
10. Transport: Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	
++	Development will include provision of key services that would not otherwise be available to residents OR Development is within 400m of a high frequency (More than 2 buses per hour) bus route OR Development will incorporate new pedestrian, cycling and bus routes

	OR Development is within 600m of a local centre
+	Development will increase accessibility to local services and amenities OR Development within 400m of a moderate frequency bus service (1 or 2 buses per hour) OR Development is accessible by existing pedestrian and cycling routes OR Development is within 800m of a local centre
-	Development is within 400m of a low frequency bus service (fewer than 1 bus per hour) OR Development site is not currently accessible by pedestrian and cycling routes OR Development is further than 800m from a local centre, but facilities are accessible by bus
--	Development with a very poor level of accessibility to basic facilities and amenities that is likely to rely on journeys by car OR Development is further than 400m from a bus stop OR Key services and facilities are not accessible by walking, cycling or public transport OR Development is likely to increase congestion
11. Rural barriers: Reduce barriers for those living in rural areas	
++	Development will provide essential services and facilities in rural areas OR Development is within 400m of a high frequency (More than 2 buses per hour) bus route that serves key services (e.g. local shops, medical centres)
+	Development within 400m of a moderate frequency bus service (1 or 2 buses per hour) OR Development will provide affordable housing in rural areas OR Development within 800m of the local centre
-	Development is within 400m of a low frequency bus service (fewer than 1 bus

	per hour) OR Development will remove affordable housing in rural areas OR Development is further than 800m from the local centre
--	Development will lead to a loss of essential services and facilities in rural areas OR Development is further than 400m from a bus stop
12. Countryside: Protect the integrity of the countryside	
++	New uses for derelict / underused land on the urban fringe OR Bringing agricultural land that is not in use into active management OR Development will enhance local distinctiveness and identity
+	Prevent land on the urban edge from becoming derelict or underused OR Development protects best and most versatile agricultural land OR Development on the urban fringe or in the countryside will safeguard local distinctiveness and identity
-	Loss of best and most versatile agricultural land OR Development on the urban fringe or in the countryside will not safeguard local distinctiveness and identity
--	Increase in the area of derelict / underused land on the urban fringe OR Increase in the area of agricultural land not in use or under active land management
13. Housing: Provide affordable, environmentally sound and good quality housing for all	
++	Development will contribute to local housing demand, including affordable housing AND Reduction in the number of households on the housing register
+	Development will contribute to local distinctiveness and improve the local environment OR Development will contribute to delivering an appropriate mix of housing for

	the plan area OR Development will contribute to local housing demand
-	Development will reduce local distinctiveness OR Development will reduce the mix of housing in the plan area OR Development will lead to a loss of current housing stock
--	Development will reduce the availability of affordable housing OR Increase in the number of households on the housing register
14. Health: Safeguard and improve community health, safety and well being	
++	Provision of the new and accessible facilities that will help meet the needs of the immediate and wider community, such as: • Doctor's surgery or hospital • Sports and recreation facilities • Amenity green space • Allotments and community gardens Other Green Infrastructure
+	Existing health AND community facilities, with capacity, are accessible by public transport or within close proximity of the site i.e.: • Hospital within 8km • Leisure centre within 2km • GP within 1km • Local green space within 600m • Allotments within 300m (Distances taken from Barton, 2010) OR Development will reduce crime and the fear of crime and road safety OR Provision for an ageing population
-	The site is located further than the distances stated above, but facilities have capacity OR Existing facilities are within the above distances but do not have capacity (where new facilities are not proposed) OR Development will increase crime and decrease road safety

--	The site is located further than the distances stated above AND these facilities do not have capacity. OR Development is likely to decrease the average level of physical activity for residents
15. Economy: Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	
++	Increase in employment, office, retail and leisure developments AND These new developments are accessible by a range of transport modes
+	Development supports new business sectors OR Development supports the visitor economy OR Provision of new employment land
-	Barriers to new business sectors OR Barriers to growth of the visitor economy
--	Loss of existing employment, office, retail and leisure floorspace

Appendix C: Alternatives Assessment

1.1 Introduction

This appendix presents the results of the reasonable alternatives assessment. All policies were assessed at the reasonable alternatives stage. As reasonable alternatives were only identified against Policy H3, only assessments for H3 are recorded here. All other policies were assessed at the reasonable alternatives stage, but as the policies did not change between reasonable alternatives and preferred options, assessments were the same as those presented in the main body of the report.

Each policy has been individually assessed against each of the 15 SEA Objectives. This chapter contains the results of this appraisal. The results for each policy can be found in a single line matrix, which displays whether the policy has been assessed positively or negatively against each SEA Objective. The matrices are followed by an explanation of the results. Assessment findings have been presented by theme and objective below. Assessment methodology was the same as that described in **Chapter 4** of the report.

Note that references to 'recognised' green infrastructure (GI) assets refers to those identified in the UE Associates (2011) Stratford-on-Avon Green Infrastructure Study.

In order to ensure that all reasonable alternative housing sites have been assessed on an equal basis, site-specific briefs (SSB) have not been taken into consideration when assessing the policies they relate to, i.e. Policies H3d, H3g and E2. The SSBs will be taken into account during assessment of preferred options.

1.2 Reasonable alternatives results for Policy H3

H3a Alveston

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+	+	+/-	+/-	-	+/-	+/-	0	0	-	-	+/-	+	-	0

Depending on the location and design of development, heritage features in Avleston have potential to be affected, including listed buildings and the conservation area, which encompasses almost the entire village. Policies BE11 and BE12 are expected to prevent any negative impacts of development on historic features (SEA Objective 1).

The townscape and character of Alveston is expected to be protected by Policies BE1 and BE2 (SEA Objective 2). Although it cannot be known if development will impact the integrity of the countryside in and around Alveston if development locations and designs depend on the sites that come forward in future (SEA Objective 12).

Depending on the location of the any windfall sites, biodiversity features in the area may be negatively affected. Whilst there are no biodiversity designations in Alveston, there are areas of habitat with potential biodiversity value, which could be affected by development in the village (SEA Objective 3).

Part of Alveston lies within Flood Zones 2 and 3, thus windfall sites in the village could be located on this land (SEA Objective 4). Likewise, it is not known whether

windfall sites would protect or remove green infrastructure assets or build on best and most versatile agricultural land (SEA Objectives 6, 7 and 12).

Alveston is further than 800m from the nearest local centre (in Tiddington) and services in Tiddington and Stratford-upon-Avon are not easily accessible by bus (SEA Objectives 10 and 11). This is likely to lead to dependence on car use to access services and facilities, thus increasing the carbon footprint of Stratford-upon-Avon (SEA Objective 5).

Whilst windfall sites may contribute to local housing demand, it is not known whether these will include affordable housing or not. For this reason, SEA Objective 13 has been assessed as '+', rather than '++'.

Whilst Stratford Hospital is within 8km, Alveston is over 2km from a GP surgery and over 600m from an area of public green space, resulting in negative implications for health (SEA Objective 14).

H3b Tiddington: Home guard club 1a

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+/-	0	0	+	0	+	+	0	0	+	+	+	++	+/-	0

The Historic Environment Assessment (HEA) of Local Service Villages[1] identified records of flint scatters on this site. This may indicate an ancient settlement at this location, although these could also be linked with other evidence of settlements nearby. In addition, the HEA classifies this are as being of high sensitivity in terms of the historic environment. As development on this site is expected to mirror existing linear settlement along Main Street (see **5.2.21**), the historic character of the village is not expected to change, but impacts on archaeology remain uncertain (SEA Objective 1).

This site is in an area of medium landscape sensitivity, as identified in the 2012 Landscape Sensitivity Study[2]. As this site is partially currently developed and runs along Main Street, opposite existing properties, landscape impacts are expected to be negligible, particularly if development mirrors the development on the other side of the road (SEA Objective 2).

The hedgerow along the northern boundary of the site may have potential biodiversity value, particularly as it is linked to allotments to the east, which may provide a corridor for wildlife. Biodiversity is likely to be protected at this site, although not necessarily enhanced, through Policy NE3 (SEA Objective 3).

This site lies within Flood Zone 1, thus is at low risk of flooding (SEA Objective 4). In addition, development is not expected to lead to loss of any green infrastructure (SEA Objective 6).

Bus stops served by a range of services lie within 100m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it

[1] AOC on behalf of Stratford-on-Avon District Council (2012) Historic Environment Assessment of Local Service Villages, Stratford-on-Avon District, County of Warwickshire
[2] White Consultants (2012) Stratford-on-Avon District: Landscape Sensitivity Study for Local Service Villages

is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

This site is within the Stratford-upon-Avon Air Quality Management Area (AQMA). Additional residents in Tiddington are likely to contribute to exacerbation of the AQMA conditions, particularly as residents are expected to rely largely on their cars for travel outside Tiddington, and are likely to travel to Stratford-upon-Avon town centre for shopping and services. It is anticipated that this would be mitigated by provisions in Policy CLW13, thus no residual impacts remain with regards to SEA Objective 8.

Part of this site is already developed and houses the Home Guard Club (HGC) and Tiddington Community Centre (TCC), although these would be moved to an alternative site, which may be greenfield. The other part of the site is Grade 4 agricultural land, which is not considered to be best or most versatile. In addition, this land is not currently used as agricultural land; it is currently in use as playing fields and development would continue to be in a village context (SEA Objectives 7 and 12).

This site generally has good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, adjacent to existing sports facilities of the HGC, most of which will remain, as well as being within easy access of Stratford-upon-Avon Golf Club. Impacts of development at this site on SEA Objective 14 remain uncertain as despite proximity to these facilities, the site would reduce the area of sports pitches at the HGC, thus reducing its capacity.

H3c Tiddington: Home guard club 1b

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
-	+	0	+	0	--	+	0	0	+	+	+	++	+/-	0

The HEA classifies this site as having high archaeological sensitivity as it lies in an area of likely Iron Age, Roman and / or medieval activity. In the absence of more detailed archaeological assessments and site design details, this site is assessed as having likely negative effects on SEA Objective 1.

This site is in an area of medium landscape sensitivity, as identified in the 2012 Landscape Sensitivity Study[3]. Main Street, from HGC eastwards represents a reduction in residential development of Tiddington. There is currently a single row of houses along the northern side of Main Street and development at this site is likely to compliment this layout, as landscape value of the wider countryside and local townscape character are expected to be protected by Policies BE1 and BE2 (SEA Objectives 2 and 12).

Whilst there are no designated wildlife sites in the area, there is a strip of BAP priority habitat along the eastern boundary of the site[4]. This site is largely sports pitches which are not considered to have high value for wildlife but the area of trees in the southeastern corner of the site has potential for protected species, such as bats or reptiles, particularly as it is linked to a wider network of hedgerows. Biodiversity is likely to be protected at this site, although not necessarily enhanced, through Policy NE3 (SEA Objective 3).

[3] White Consultants (2012) Stratford-on-Avon District: Landscape Sensitivity Study for Local Service Villages
[4] UE Associates (2011) Stratford-on-Avon Green Infrastructure Study

This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4), although it would lead to the loss of green infrastructure as playing fields would be replaced with the impermeable surfaces of housing development, thus potentially increasing future flood risk (SEA Objective 6).

Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

Whilst this site is Grade 4 agricultural land, this is not considered best and most versatile and it is currently in use as playing fields. For this reason housing development does not equate to a substantial loss of natural resources (SEA Objective 7).

Although this site is outside the Stratford-upon-Avon AQMA, it is close to the boundary of this. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, adjacent to existing sports facilities of the HGC, some of which will remain, as well as being within easy access of Stratford-upon-Avon Golf Club. Development at this site would remove almost half of the outdoor recreation area of the HGC. Although development would include a replacement scout facility and sports pitches, these cannot be of the same area as is currently provided. If the pitches are of a higher quality, this could encourage more people to utilize them for recreation, but it is not known whether quality will make up for loss of space (SEA Objective 14).

H3d Tiddington: Home guard club 1a and 1b

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
-	+	O	+	O	--	+	O	O	+	+	+	++	--	O

The HEA classifies this site as having high archaeological sensitivity as it lies in an area of likely Iron Age, Roman and / or medieval activity. In the absence of more detailed archaeological assessments and site design details, this site is assessed as having likely negative effects on SEA Objective 1.

This site is in an area of medium landscape sensitivity, as identified in the 2012 Landscape Sensitivity Study[5]. Development at this site is likely to be in keeping with existing development, as landscape value of the wider countryside and local townscape character are expected to be protected by Policies BE1 and BE2 (SEA Objectives 2 and 12).

[5]White Consultants (2012) Stratford-on-Avon District: Landscape Sensitivity Study for Local Service Villages

Whilst there are no designated wildlife sites in the area, there are hedgerows, a BAP priority habitat, along the northern and eastern boundaries of the site[6]. This site consists largely of sports pitches which are not considered to have high value for wildlife but the area of trees in the southeastern corner of the site has potential for protected species, such as bats and reptiles, particularly as it is linked to a wider network of hedgerows. Biodiversity is likely to be protected at this site, although not necessarily enhanced, through Policy NE3 (SEA Objective 3).

This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4), although it would lead to the loss of green infrastructure as playing fields would be replaced with the impermeable surfaces of housing development, thus potentially increasing future flood risk (SEA Objective 6).

Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

Whilst this site is Grade 4 agricultural land, this is not considered best and most versatile and it is currently in use as playing fields. For this reason housing development does not equate to a substantial loss of natural resources (SEA Objectives 7 and 12).

This site lies partially within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, adjacent to existing sports facilities of the HGC, some of which will remain, as well as being within easy access of Stratford-upon-Avon Golf Club. Development at this site would remove almost half of the outdoor recreation area of the HGC, thus reducing access to leisure opportunities for residents (SEA Objective 14).

H3e Tiddington: Tiddington Fields 2a

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Histor	Lands	Biodiv	Flood	Climte contrb	Climte plan	Resrce	Polln	Waste	Transp	Rural Barrier	Countr	House	Health	Econ
-	+	0	+	0	+	+	0	0	+	+	+	++	+	0

The Historic Environment Assessment identified potential presence of Roman features on this site[7]. If this is not investigated prior to development, construction works at this site could damage potential historic and archaeological features, if they are present. The HEA classifies this site as having high archaeological sensitivity as it lies in an area of likely Iron Age, Roman and / or medieval activity. In the absence of more detailed archaeological assessments onsite, the

[6] UE Associates (2011) Stratford-on-Avon Green Infrastructure Study
[7] AOC on behalf of Stratford-on-Avon District Council (2012) Historic Environment Assessment of Local Service Villages, Stratford-on-Avon District, County of Warwickshire

implications of development at this site on SEA Objective 1 as assessed as negative (SEA Objective 1).

This site is in an area of medium landscape sensitivity, as identified in the 2012 Landscape Sensitivity Study[8]. Whilst development would lie alongside existing development and retain the characteristic projection of Tiddington to the south it would represent a large increase in the size of the village, in terms of both area and number of houses. It is expected that, in conjunction with Policy BE1 and Policy BE2, development at this site would maintain landscape character (SEA Objective 2). As this site is on the edge of a settlement, it has potential to negatively impact local distinctiveness and identity if not sensitively designed, although it protects best and most versatile land by developing on lower quality land (SEA Objective 12).

This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4) and does not include any recognized green infrastructure assets (SEA Objective 6).

Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

Whilst this site is Grade 4 agricultural land, this is not considered best and most versatile and it is currently kept as grassland. For this reason housing development at this site is not considered to constitute loss of natural resources (SEA Objective 7).

This site lies within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

This site generally has good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, adjacent to existing sports facilities of the HGC, as well as being within easy access of the Stratford-upon-Avon Golf Club (SEA Objective 14).

H3f Tiddington: Tiddington Fields 2b

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Histor	Lands	Biodiv	Flood	Climte contrb	Climte plan	Resrce	Polln	Waste	Transp	Rural Barrier	Countr	House	Health	Econ
-	+	O	+	O	+	+	O	O	+	+	+	++	+	O

The Historic Environment Assessment identified potential presence of Roman features on this site[9]. If this is not investigated prior to development, construction works at this site could damage potential historic and archaeological features, if they are present. The HEA classifies this site as having high archaeological

[8]White Consultants (2012) Stratford-on-Avon District: Landscape Sensitivity Study for Local Service Villages
[9] AOC on behalf of Stratford-on-Avon District Council (2012) Historic Environment Assessment of Local Service Villages, Stratford-on-Avon District, County of Warwickshire

sensitivity as it lies in an area of likely Iron Age, Roman and / or medieval activity. In the absence of more detailed archaeological assessments onsite H3e is assessed as having likely negative effects on the historic environment (SEA Objective 1).

This site is in an area of medium landscape sensitivity, as identified in the 2012 Landscape Sensitivity Study[10]. Whilst development would lie alongside existing development and retain the characteristic projection of Tiddington to the south it would represent a large increase in the size of the village, in terms of both area and number of houses. If the development was sensitively designed to compliment existing development, landscape impacts would be minimal. It is expected that, in conjunction with Policy BE1 and Policy BE2, development at this site would maintain landscape character (SEA Objective 2). As this site is on the edge of a settlement, it has potential to negatively impact local distinctiveness and identity if not sensitively designed, although it protects best and most versatile land by developing on lower quality land (SEA Objective 12).

This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4) and does not include any recognized green infrastructure assets (SEA Objective 6).

Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

Whilst this site is Grade 4 agricultural land, this is not considered best and most versatile and it is currently kept as grassland. For this reason housing development at this site is not considered to constitute loss of natural resources (SEA Objective 7).

This site lies within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

This site generally has good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, within 2km of existing sports facilities of the HGC, as well as being within easy access of the Stratford-upon-Avon Golf Club (SEA Objective 14).

[10]White Consultants (2012) Stratford-on-Avon District: Landscape Sensitivity Study for Local Service Villages

H3g Tiddington: Tiddington Fields 2a and 2b

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
-	+	0	+	+	+	+	0	0	+	+	+	++	+	0

The Historic Environment Assessment identified potential presence of Roman archaeological features on this site[11]. If this is not investigated prior to development, construction works at this site could potentially damage historic and archaeological features. The HEA classifies this site as having high archaeological sensitivity as it lies in an area of likely Iron Age, Roman and / or medieval activity. In the absence of more detailed archaeological assessments onsite, H3f is assessed as having likely negative effects on the historic environment (SEA Objective 1).

This site is in an area of medium landscape sensitivity, as identified in the 2012 Landscape Sensitivity Study[12]. Whilst development would lie alongside existing development and retain the characteristic projection of Tiddington to the south it would represent a large increase in the size of the village, in terms of both area and number of houses. It is expected that, in conjunction with Policy BE1 and Policy BE2, development at this site would maintain landscape character (SEA Objective 2). This site may protect the integrity of the countryside if sensitively designed and it protects best and most versatile land by developing on lower quality land (SEA Objective 12).

This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4) and does not include any recognized green infrastructure assets (SEA Objective 6).

Bus stops served by a range of services lie within 400m of the site. These services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

Whilst this site is Grade 4 agricultural land, this is not considered best and most versatile and it is currently kept as grassland. For this reason housing development at this site is not considered to constitute loss of natural resources (SEA Objective 7).

This site lies within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

This site generally has good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, within 2km of existing sports facilities of the HGC, as well as being within easy access of the Stratford-upon-Avon Golf Club (SEA Objective 14).

[11] AOC on behalf of Stratford-on-Avon District Council (2012) Historic Environment Assessment of Local Service Villages, Stratford-on-Avon District, County of Warwickshire
[12] White Consultants (2012) Stratford-on-Avon District: Landscape Sensitivity Study for Local Service Villages

H3h Tiddington: Knight's Lane 3a

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+/-	0	+	0	+	--	0	0	-	+	-	++	+	0

The Historic Environmental Assessment identified possible archaeological features on this site, although the nature of this is not specified in the document. As this site is assessed as having low sensitivity to development with regards to the historic environment (with the exception of the southwest corner of the site), impacts of H3f on SEA Objective 1 are considered to be negligible.

This site is not currently bordered by housing, thus giving it a slightly disconnected feel from existing development in Tiddington. Whilst the site is bordered by the NFU Mutual Sports and Social Club on one side and Stratford-upon-Avon Golf Course on another, these are fairly open green spaces. In terms of immediate visual impact, the site is open to the east and south, and would extend a well-defined settlement limit, which currently lies to the northeast. Whilst Policies BE1 and BE2 require development to contribute to sense of place and local character, this site is within the Strategic Gap identified in Policy H2 and could lead to coalescence with other development in Stratford-upon-Avon along Loxley Road, particularly if the proposed Arden Heath Farm Development goes ahead (SEA Objective 2).

The southern and western perimeters of the site are lined with hedgerows and scrub that connect to hedgerows and wooded areas on the adjacent golf course. This is potentially good habitat for protected species, including reptiles, bats and breeding birds. Such hedgerows are expected to be protected through Policy NE3, thus impacts of development at this site on SEA Objective 3 are expected to be negligible.

This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4) and does not include any recognized green infrastructure assets (SEA Objective 6).

Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5 and 11). There is currently no footpath to the site or dedicated cycle routes, thus posing potential access and safety issues. Due to this lack of accessibility by existing pedestrian and cycle routes, SEA Objective 10 has been assessed as negative.

This site consists of Grade 2 agricultural land, which is considered to be best and most versatile. Development at this site would lead to loss of this resource (SEA Objectives 7 and 12).

This site lies within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

This site generally has good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, within 2km of existing sports facilities of the HGC, as well as being near to the Stratford-upon-Avon Golf Club. The site is also adjacent to the NFU Mutual Sports and Social Club, although this is only accessible to NFU Mutual employees and their families (SEA Objective 14).

H3i Tiddington: Knight's Lane 3b

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+/-	0	+	0	+	--	0	0	+	+	-	++	+	0

The HEA does not identify any historic features on this site and classifies the majority of the site as having low sensitivity to development (SEA Objective 1).

This site is currently bordered by housing to the north and, whilst it would be a large extension to Tiddington, it would retain the characteristic projection of Tiddington to the south. Whilst Policies BE1 and BE2 require development to contribute to sense of place and local character, this site is within the Strategic Gap identified in Policy H2 (SEA Objective 2).

This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4) and does not include any recognized green infrastructure assets (SEA Objective 6).

Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 11 and 10).

This site consists of Grade 1 agricultural land, which is considered to be best and most versatile. Development at this site would lead to loss of this resource (SEA Objectives 7 and 12).

Although this site is outside the Stratford-upon-Avon AQMA, it is close to the boundary of this. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

This site generally has good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, within 2km of existing sports facilities of the HGC, as well as having good access to the Stratford-upon-Avon Golf Club (SEA Objective 14).

H3j Tiddington: Knight's Lane 3c

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+/-	0	+	0	+	--	0	0	-	+	-	++	+	0

The HEA does not identify any historic features on this site and classifies the majority of the site as having low sensitivity to development (SEA Objective 1).

This site is not currently bordered by housing and disconnected from existing development in Tiddington. The site is located within an open landscape, with medium landscape sensitivity. Whilst Policies BE1 and BE2 require development to contribute to sense of place and local character, this site is within the Strategic Gap identified in Policy H2 and could lead to coalescence with other development in Stratford-upon-Avon along Loxley Road, particularly if the proposed Arden Heath Farm Development goes ahead (SEA Objective 2).

This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4) and does not include any recognized green infrastructure assets (SEA Objective 6).

Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5 and 11). There is currently no footpath to the site, thus posing potential access and safety issues. The national cycle route 41 runs along the southern boundary of the site on Loxley Road, although this has no dedicated cycle lane. Due to this lack of accessibility by existing pedestrian and cycle routes, SEA Objective 10 has been assessed as negative.

This site consists of Grade 1 agricultural land, which is considered to be best and most versatile. Development at this site would lead to loss of this resource (SEA Objectives 7 and 12).

Although this site is outside the Stratford-upon-Avon AQMA, it is close to the boundary of this. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

This site generally has good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, within 2km of existing sports facilities of the HGC, as well as having good access to the Stratford-upon-Avon Golf Club (SEA Objective 14).

H3k Tiddington: Knight's Lane 3a, b and c

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	-	0	+	0	+	--	0	0	+	+	-	++	+	0

The HEA does not identify any historic features on this site and classifies the majority of the site as having low sensitivity to development (SEA Objective 1).

This site is currently bordered by housing to the north and, whilst it would be a large extension to Tiddington, it would retain the characteristic projection of Tiddington to the south. All sites are within the Strategic Gap identified in Policy 3a, which may compromise this settlement pattern, as it poses a risk of coalescence with development along Loxley Road. The surrounds are open, particularly to the east and south and the area is determined to be of medium sensitivity to housing development (SEA Objective 2).

The perimeters of the site are lined with hedgerows. Of particular importance are the fuller hedgerows and scrub that connect to hedgerows and wooded areas on the adjacent golf course. This is potentially good habitat for protected species, including reptiles, bats and breeding birds. Such features are expected to be protected through Policy NE3, thus impacts of development at this site on SEA Objective 3 are expected to be negligible.

This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4) and does not include any recognized green infrastructure assets (SEA Objective 6).

Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 11 and 10).

This site consists of both Grade 1 and Grade 2 agricultural land, which is considered to be best and most versatile. Development at this site would lead to loss of this resource (SEA Objectives 7 and 12).

This site lies partially within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

This site generally has good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, within 2km of existing sports facilities of the HGC, as well as having good access to the Stratford-upon-Avon Golf Club (SEA Objective 14).

H3l Tiddington: Dispersal 4a

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	0	+	0	+	++	0	0	+	+	+	++	+	0

The HEA does not identify any historic features on this site (SEA Objective 1).

This site consists of previously developed land as it is currently in use as domestic garages (SEA Objectives 7 and 12). It is tucked within existing development, thus likely to have minimal, or positive, landscape impacts (SEA Objective 2).

This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4) and does not include any recognized green infrastructure assets (SEA Objective 6).

Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

This site lies within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

This site generally has good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, within 2km of existing sports facilities of the HGC, as well as being within 2km of Stratford-upon-Avon Golf Club (SEA Objective 14).

H3m Tiddington: Dispersal 4b

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
0	+	+/-	+	0	+	0	0	0	+	+	+	++	+	0

The HEA does not identify any historic features on this site (SEA Objective 1).

This site is surrounded by housing and has poor accessibility from the surrounding roads. It is underused and tucked within existing development, thus likely to have minimal, or positive, landscape impacts (SEA Objective 2). Due to its secluded position within existing development, this site may reduce the need for development on agricultural land, thus protecting the integrity of the countryside (SEA Objective 12).

The site has potential biodiversity value, but it is isolated from the wider countryside by housing. Further ecological surveys would be required to

determine the biodiversity value of this site, thus assessment of SEA Objective 3 remains uncertain.

This site is in Flood Zone 1, thus is at low risk of flooding (SEA Objective 4) and does not include any recognized green infrastructure assets (SEA Objective 6).

Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

This site lies within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

This site generally has good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, within 2km of existing sports facilities of the HGC, as well as being within 2km of Stratford-upon-Avon Golf Club (SEA Objective 14).

H3n Tiddington: Dispersal 4c

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+/-	+	+/-	-	O	-	+	O	O	+	+	+	++	+	O

The Elms is a Grade II listed building that lies to the west of this site. Whilst the building itself would not be affected by development, its setting would change in terms of the western aspect. To the west, the building is enclosed by trees, which are likely to be removed in the development of site 4c. This would alter views to the west for visual receptors at The Elms and bring it into a more urban setting. Policy BE11 gives protection to historic features and their settings, and the extent to which setting is important to the Elms could be discussed with Historic England in order to make a more informed decision regarding impacts of development on SEA Objective 1. The HEA identified potential historic features on the southern part of this site, although the nature of these is not specified. In the absence of further information on the nature of historic and archaeological features of the site, impacts of development on SEA Objective 1 remain uncertain.

Development at this site is not expected to affect the character of the wider settlement of Tiddington, as it is bordered by development to the southwest and close to The Elms and Riverside Park to the east. Development at this site is likely to be in keeping with the current feeling of Tiddington folding out towards the River Avon (SEA Objectives 2 and 12).

Whilst there are no designated sites in or adjacent to site 4c, the site itself and surrounds have potential biodiversity value. The group of trees in the western part of the site could provide habitat for a number of species including bats and breeding birds, particularly as it is linked to surrounding hedgerows and trees along the river. The rough grassland to the north of the site could be suitable for

reptiles, butterflies and ground-nesting birds. Policy NE3 is expected to protect the trees and hedgerows, yet in the absence of ecological surveys, the biodiversity value of these areas and impact of development cannot be known (SEA Objective 3).

The northern part of this site lies in Flood Zone 2, which is at moderate risk of flooding, whilst the southern part lies in Flood Zone 1. Development on this site has potential to exacerbate flood risk as it would replace permeable land with impermeable surfaces, such as houses and roads, which could lead to flooding in the north of the site running to to south of the site and potentially to properties beyond. Whilst there are no recongised green infrastructure assets on this site, removal of the group of trees could exacerbate this as trees help slow surface water runoff and reduce risk of flooding[13] (SEA Objectives 4 and 6).

Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

This site consists of Grade 4 agricultural land, which is not considered to be best and most versatile (SEA Objectives 7 and 12).

This site lies within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

This site generally has good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, within 2km of existing sports facilities of the HGC, as well as being within 2km of Stratford-upon-Avon Golf Club (SEA Objective 14).

H3o Tiddington: Dispersal 4a, 4b and 4c

1 Histor	2 Lands	3 Biodiv	4 Flood	5 Climte contrb	6 Climte plan	7 Resrce	8 Polln	9 Waste	10 Transp	11 Rural Barrier	12 Countr	13 House	14 Health	15 Econ
+/-	+	+/-	-	0	-	+	0	0	+	+	+	++	+	0

The Elms is a Grade II listed building that lies to the west of 4c. Whilst the building itself would not be affected by development, its setting would change in terms of the western aspect. To the west, the building is enclosed by trees, which are likely to be removed in the development of site 4c. This would alter views to the west for visual receptors at The Elms and bring it into a more urban setting. The impact of this remains uncertain as The Elms is adjacent to Riverside Park Caravan site on one side, which does not represent a rural, enclosed context. The HEA identified potential historic features on the southern part of this site, although the nature of these is not specified. The HEA classified most of the built up area of Tiddington, including these sites to be of medium sensitivity to development. Implications of

[13] Forest Research (2010) Benefits of Green Infrastructure. Available at: http://www.forestry.gov.uk/pdf/urgp_benefits_of_green_infrastructure.pdf/$file/urgp_benefits_of_green_infrastructure.pdf

development remain uncertain, as the nature and importance of historic features on the site remains unknown (SEA Objective 1).

Development at these sites is not expected to affect the character of the wider settlement of Tiddington, as the sites are enclosed by, or bordered by, existing development. Development is likely to be in keeping with the current feeling of Tiddington, as 4c folds out towards the River Avon and sites 4a and 4b are currently underused (SEA Objectives 2 and 12).

Sites 4a and 4b have potential biodiversity value, as described in their individual assessments above. Whilst trees and hedgerows are expected to be protected through Policy NE3, development at these sites would lead to loss and disturbance of other potentially valuable habitat. In the absence of ecological surveys, the biodiversity value of these areas and impact of development cannot be known (SEA Objective 3).

The majority of these sites lie in Flood Zone 1. The northern part of 4c site lies in Flood Zone 2, which is at moderate risk of flooding, whilst the remainder of all sites lies within Flood Zone 1. Development at 4c has potential to exacerbate flood risk as it would replace permeable land with impermeable surfaces, such as houses and roads, which could lead to flooding in the north of the site running to the south of the site and potentially to properties beyond. Whilst there are no recongised green infrastructure assets on this site, removal of the group of trees could exacerbate this as trees help slow surface water runoff and reduce risk of flooding[14] (SEA Objectives 4 and 6).

Bus stops served by a range of services lie within 400m of the site, although these services are low to moderate frequency at approximately 2 buses (from all services) per hour. Whilst development at this location is not anticipated to increase carbon emissions per resident, it is unlikely to reduce this as residents are expected to rely largely on car use due to the low frequency of bus services. The roads in the area have pedestrian footpaths but there are few traffic-free routes or dedicated cycle routes. The site is within 600m of local shops in Tiddington but it is expected that residents will travel further afield for additional services, such as doctor's surgeries and larger retail centres (SEA Objectives 5, 10 and 11).

These sites consist of Grade 4 agricultural land, or previously developed land, which is not considered to be best and most versatile (SEA Objectives 7 and 12).

These sites lie within the Stratford-upon-Avon AQMA. Residents of any new development are expected to own cars and consequently lead to an increased volume of traffic in the AQMA. Policy CLW13 states that developments expected to degrade air quality will not be permitted, thus no residual impacts remain with regards to SEA Objective 8.

These sites generally have good access to health and leisure facilities. Whilst the nearest GP is over 2.5km away in Stratford-upon-Avon town, the site is within 8km of Stratford Hospital, within 2km of existing sports facilities of the HGC, as well as being within 2km of Stratford-upon-Avon Golf Club (SEA Objective 14).

[14] Forest Research (2010) Benefits of Green Infrastructure. Available at: http://www.forestry.gov.uk/pdf/urgp_benefits_of_green_infrastructure.pdf/$file/urgp_benefits_of_green_infrastructure.pdf

Appendix D: Detailed Assessment Matrices

Stratford-upon-Avon NDP policy: H1

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	Features protected via Policy BE11	+	+	+	Ongoing	Reversible (safeguards could be removed)	National	High	High	+	No		+
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Prtoected by BE1 and BE2	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	Protection of biodiversity	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local to international	medium to high depending on specific habitats/ species	Medium	+	No		+
4	**Flooding:** Reduce the risk of flooding	Potential development in Flood Zones 2 and 3	+/-	+/-	+/-	Ongoing	Permanent	Local	High	Low	+/-	Yes	Restricting development to the built up area boundaries will have no adverse impacts on SEA Objective 4 if it is restricted to Flood Zone 1. If there is no alternative to development in Flood Zone 2, drainage measures should be implemented to reduce flood risk, such as incorporation of stainable urban drainage systems (SUDS) into development design.	+
5	**Minimise climate change:** Miniminse the plan area's contribution to climate change	Development close to existing services and public transport routes	0	+	+	Ongoing	Reversible (transport links could change)	Local	Low	Medium	+	No		+
6	**Plan for climate change:** Plan for the anticipated levels of climate change	None	0	0	0						0	No		0
7	**Natural resources:** Protect and conserve natural resources	Protection of agricultural land	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	High	High	++	No		++
8	**Pollution:** Reduce air, soil and water pollution	None	0	0	0						0	No		0
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	None	0	0	0						0	No		0
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Development close to existing services and public transport routes	+	+	+	Ongoing	Reversible (transport links could change)	Local	Low	High	+	No		+
11	**Rural barriers:** Reduce barriers for those living in rural areas	Development close to existing services and public transport routes	+	+	+	Ongoing	Reversible (transport links could change)	Local	Low	High	+	No		+
12	**Countryside:** Protect the integrity of the countryside	Protection of the countryside	+	+	+	Ongoing	Reversible	Local	Medium	High	++	No		++
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	None	0	0	0						0	No		0
14	**Health:** Safeguard and improve community health, safety and wellbeing	Development close to existing services	+	+	+	Ongoing	Reversible (transport links could change)	Local	Moderate	High	+	No		+
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	None	0	0	0						0	No		0
Overall Effect		This policy is expected to have positive implications for sustainability overall, as restricting development to the urban area boundary is likely to protect the countryside and ensure that development is close to existing services. There is a possibility that development in the urban area may be at risk of flooding, but this can be avoided through careful placement of new development and use of SUDS.												
Proposed Mitigation		Locate development in Flood Zone 1 where possible and incorporate drainsge solutions such as SUDS.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: H3a

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	Features protected via Policies BE11 and BE12	+	+	+	Ongoing	Permanent	National	High	High	+	No		+
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Features protected by Policies BE1 and BE2	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	Potential damage to habitats of high biodiversity value	+/-	+/-	+/-	Infrequent	Permanent	Local to international	Medium to high depending on specific habitats/ species	Medium	+/-	Yes	Development should avoid sites with high biodiversity potential. If this is uncertain, commissioning professional ecological surveys will enable any important habitat features to be identified and will give recommendations to conserve these.	+
4	**Flooding:** Reduce the risk of flooding	Potential development in Flood Zones 2 and 3	+/-	+/-	+/-	Ongoing	Permanent	Local	High	Low	+/-	Yes	Potential negative implications could be avoided by ensuring that development takes place on land located in Flood Zone 1.	+
5	**Minimise climate change:** Miniminse the plan area's contribution to climate change	Residents likely to depend on car transport, leading to an increase in greenhouse gases	0	-	-	Ongoing	Reversible (transport links could change)	Regional	Medium	High	-	Yes	Increasing connectivity of the settlement and accessibility to key services and amenities is likely to reduce car use. This could include development of services within Alveston, such as a new doctor's surgery or school, or by providing sustainable transport links to these, such as improving bus routes and cycle and footpath networks.	++
6	**Plan for climate change:** Plan for the anticipated levels of climate change	Potential loss of green infrastrucutre	+/-	+/-	+/-	One event	Permanent	Local	Medium	Low	+/-	Yes	Loss of green infrastructure assets shoud be avoided if possible. Where loss is unavoidable, green infrastructure of the same or similar type and area should be planted as near to the site as possible and in a way that links this new GI to the wider green infrastructure network. Development should also incorporate GI where possible.	++
7	**Natural resources:** Protect and conserve natural resources	Potential loss of best and most versatile agricultural land	+/-	+/-	+/-	One event	Permanent	Regional	Medium	Low	+/-	Yes	Sustainability of this policy would be maximised by requiring development to prioritise use of brownfield or Grades 3b and 4 agricultural land, as these are not considered to be best and most versatile.	++
8	**Pollution:** Reduce air, soil and water pollution	None	0	0	0						0	No		0
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	None	0	0	0						0	No		0
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Residents likely to depend on car transport	-	-	-	Ongoing	Reversible (transport links could change)	Local	Low	High	-	Yes	Increasing connectivity of the settlement and accessibility to key services and amenities is likely to reduce car use. This could include development of services within Alveston, such as a new doctor's surgery or school, or by providing sustainable transport links to these, such as improving bus routes and cycle and footpath networks.	++
11	**Rural barriers:** Reduce barriers for those living in rural areas	Residents likely to depend on car transport	-	-	-	Ongoing	Reversible (transport links could change)	Local	Low	High	-	Yes	Increasing connectivity of the settlement and accessibility to key services and amenities is likely to reduce car use. This could include development of services within Alveston, such as a new doctor's surgery or school, or by providing sustainable transport links to these, such as improving bus routes and cycle and footpath networks.	++
12	**Countryside:** Protect the integrity of the countryside	Potential loss of best and most versatile agricultural land	+/-	+/-	+/-	One event	Permanent	Local	Medium	Low	+/-	Yes	Sustainability of this policy would be maximised by requiring development to prioritise use of brownfield or Grades 3b and 4 agricultural land, as these are not considered to be best and most versatile.	++
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	Likely to contribute to local housing demand	0	+	+	Ongoing	Permanent	Local	Medium	Medium	+	No		+
14	**Health:** Safeguard and improve community health, safety and wellbeing	Health services and recreation opportunities are further from the site than recommended distances in Barton *et al* (2010).	-	-	-	Ongoing	Reversible (new faciities could be built)	Local	Medium	High	-	Yes	Increasing accessibility to key services and amenities is likely to result in a positive contribution to this SEA Objective.. This could include development of services within Alveston, such as a new doctor's surgery or recreation centre. Where this is not possible, sustainable transport links to these should be improved, such as improving bus routes and cycle and footpath networks.	++
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	None	0	0	0						0	No		0
Overall Effect		Whilst the historic environment and landscape are likely to be conserved via other plan objectives, this policy has potential to lead to development on best and most versatile agricultural land (Grades 1, 2 and 3a) and / or in Flood Zones 2 or 3. In addition, the lack of services and public transport in Alveston is likely to lead to a high reliance on car journeys to access key services and facilities.												
Proposed Mitigation		Avoiding development that would damage or remove sensitive receptors, such as areas of high biodiversity, high quality agricultural land or land at high risk of flooding would increase the sustainability of this policy. Provision of new services and amenities within Alveston is likely to reduce the need to travel. Where this is not possible or not practical, sustainable transport links to larger centres would help improve the sustainability of this policy by reducing car use and associated greenhouse gas emissions.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: H3d

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	Potential damage to archaeological features	-	-	-	One event	Permanent	Local	Low	Medium	-	Yes	Geographic significance and magnitude of archaeological finds at this site are expected to be local and low due to the nature of finds redocrded in the HEA, although there is a small possibility, as there is at any location, of nationally significant finds. Carrying out further studies of this site will help determine its importance in terms of arcaheology. An Archaeological Clerk of Works could be present during construction to ensure that any archaeological finds are identified and protected.	++
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Prtoected by BE1 and BE2	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	Protection of hedgerows by Policy NE3	+	+	+	Ongoing	Reversible (safeguards could be removed)	Regional	Medium	High	+	No		0
4	**Flooding:** Reduce the risk of flooding	Development in Flood Zone 1	+	+	+	Ongoing	Permanent	Local	Medium	High	+	No		+
5	**Minimise climate change:** Miniminse the plan area's contribution to climate change	None	0	0	0						0	No		0
6	**Plan for climate change:** Plan for the anticipated levels of climate change	None	0	0	0						0	No		0
7	**Natural resources:** Protect and conserve natural resources	Development on Grade 4 agricultural land (not best and most versatile)	+	+	+	One event	Permanent	Regional	Medium	High	+	No		+
8	**Pollution:** Reduce air, soil and water pollution	None	0	0	0						0	No		0
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	None	0	0	0						0	No		0
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Development close to existing public transport routes	+	+	+	Ongoing	Reversible (transport links could change)	Local	Low	High	+	No		+
11	**Rural barriers:** Reduce barriers for those living in rural areas	Development close to existing public transport routes	+	+	+	Ongoing	Reversible (transport links could change)	Local	Low	High	+	No		+
12	**Countryside:** Protect the integrity of the countryside	Landscape and best and most versatile agricultural land will be protected	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Low	High	+	No		+
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	Will provide housing, including affordable housing	+	++	++	Ongoing	Permanent	Local	Medium	High	++	No		++
14	**Health:** Safeguard and improve community health, safety and wellbeing	It is uncertain whether replacement open space will be sufficient given that this development leads to loss of playing fields	+/-	+/-	+/-	Ongoing	Reversible (new provision could be made	Local	Low	Low	+	No		+
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	None	0	0	0						0	No		0
Overall Effect		This policy is expected to provide housing, including affordable housing, which is in close proximity to existing transport routes. There are potential negative effects in terms of damage of archaeological finds. This policy will lead to loss of green infrastructre and recreational space, although this could be replaced nearby, thus still be accessible to residents.												
Proposed Mitigation		Further archaeological studies of the site before development would confirm the importance of this site for history and arcaheology and allow any finds to be protected. The playing fields that will be lost by development could be replaced with high quality, accessible services adjacent to the development, which adequately replace the services that have been lost. The requirements of SSB3 are considered sufficient for this.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: H3g

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	Potential damage to Roman arcaheological features	-	-	-	One event	Permanent	Local	Low	High	-	Yes	Geographic significance and magnitude of archaeological finds at this site are expected to be local and low due to the nature of finds redocrded in the HEA, although there is a small possibility, as there is at any location, of nationally significant finds. Carrying out further studies of this site will help determine its importance in terms of arcaheology. An Archaeological Clerk of Works could be present during construction to ensure that any archaeological finds are identified and protected.	++
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Features protected by Policies BE1 and BE2	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	None	0	0	0						0			0
4	**Flooding:** Reduce the risk of flooding	Development in Flood Zone 1, thus at low risk of flooding	+	+	+	Ongoing	Permanent	Local	Medium	High	+	No		+
5	**Minimise climate change:** Miniminse the plan area's contribution to climate change	Residents have access to moderate frequency bus serviices and local shops	+	+	+	Ongoing	Reversible (transport links could change)	Regional	Medium	High	+	No		+
6	**Plan for climate change:** Plan for the anticipated levels of climate change	Protects green infrastructure assets	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	Low	+	No		+
7	**Natural resources:** Protect and conserve natural resources	No loss of best and most versatile agricultural land	+	+	+	Ongoing	Permanent	Regional	Medium	Low	+	No		+
8	**Pollution:** Reduce air, soil and water pollution	None	0	0	0						0	No		0
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	None	0	0	0						0	No		0
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Residents have access to moderate frequency bus serviices and local shops	+	+	+	Ongoing	Reversible (transport links could change)	Local	Low	High	+	No		+
11	**Rural barriers:** Reduce barriers for those living in rural areas	Residents have access to moderate frequency bus serviices and local shops	+	+	+	Ongoing	Reversible (transport links could change)	Local	Low	High	+	No		+
12	**Countryside:** Protect the integrity of the countryside	Protects local landscape and avoids development on best and most versatile agricultural land	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	Low	+	No		+
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	Contribution to local housing deman, including affordable housing	+	++	++	Ongoing	Permanent	Local	Medium	High	++	No		++
14	**Health:** Safeguard and improve community health, safety and wellbeing	Hospital within 8km and good access to leisure and recreation facilities, therefore likely to encourage residents to partake in exercise	+	+	+	Ongoing	Reversible (availability of services could change)	Local	Medium	High	+	No		+
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	None	0	0	0						0	No		0
Overall Effect		This policy is expected to have largely positive implications, as the site is well-located in terms of access to services and avoids development in areas at high risk of flooding or on best and most versatile agricultural land. Potential negative effects relate to the identified archaeological features of the site, including evidence of a deserted settlement.												
Proposed Mitigation		Further investigation of archaeological potential of the site would allow a better understanding of the importance of this site in terms of archaeology. Seeking advice from a professional archaeologist before development, or employment of an archaeological clerk of works during development is likely to ensure that any archaeological finds are protected.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: H4

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	None	0	0	0						0	No		0
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Enhancement of character and appearance of the site	++	++	++	Ongoing	Reversible	Local	Low	Medium	++	No		++
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	Biodiversity value is unknown as this is site-dependent	+/-	+/-	+/-	Ongoing	Permanent	Local to international	Medium to high depending on specific habitats/ species	Low	+/-	Yes	An ecological appraisal of brownfield sites will allow a more informed decision to be made regarding planning permission. Sites with low ecological value should be favoured for development. Where potential damage to biodiversity is unavoidable, such damage should be minimised and compensatory habitat of at least the same size and standard should be provided elsewhere	+
4	**Flooding:** Reduce the risk of flooding	Potential development in Flood Zones 2 and 3	+/-	+/-	+/-	Ongoing	Permanent	Local	High	Low	+/-	Yes	Potential negative implications could be avoided by ensuring that development takes place on land located in Flood Zone 1.	+
5	**Minimise climate change:** Miniminse the plan area's contribution to climate change	None	0	0	0						0	No		0
6	**Plan for climate change:** Plan for the anticipated levels of climate change	Green infrastructure is likely to be protected	+	+	+	Ongoing	Reversible	Local	Medium	High	+	No		+
7	**Natural resources:** Protect and conserve natural resources	Conservation of agricultural land by building on previously developed land	++	++	++	Ongoing	Permanent	Regional	Medium	High	++	No		++
8	**Pollution:** Reduce air, soil and water pollution	Remediation of contaminated land	+	+	+	One event	Reversible	Local	Medium	Medium	+	No		+
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	None	0	0	0						0	No		0
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	None	0	0	0						0	No		0
11	**Rural barriers:** Reduce barriers for those living in rural areas	None	0	0	0						0	No		0
12	**Countryside:** Protect the integrity of the countryside	Conservation of agricultural land by building on previously developed land	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	High	+	No		+
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	None	0	0	0						0	No		0
14	**Health:** Safeguard and improve community health, safety and wellbeing	None	0	0	0						0	No		0
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	None	0	0	0						0	No		0
Overall Effect		This policy is likely to contribute positively to conserving natural resources and green infrastructure by promoting development of previously developed, rather than greenfield, land. It is also expected to enhance landscape character and potentially remediate contaminated land. Potential negative effects relate to loss of biodiversity and potential development in Flood Zones 2 and 3.												
Proposed Mitigation		Prioritising development on sites of low biological value and at low risk of flooding is likely to result in positive sustainability impacts. Incorporation of features to increase biodiverstiy, including habitat creation, and incorporation of SUDS, would maximise the sustainability of this policy.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: H5

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	None	0	0	0						0	No		0
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Development is expected to maintain and possibly enhance landscape character	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Low	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	None	0	0	0						0	No		0
4	**Flooding:** Reduce the risk of flooding	Potential development in Flood Zones 2 and 3	+/-	+/-	+/-	Ongoing	Permanent	Local	High	Low	+/-	Yes	Potential negative implications could be avoided by ensuring that development takes place on land located in Flood Zone 1.	+
5	**Minimise climate change:** Miniminse the plan area's contribution to climate change	None	0	0	0						0	No		0
6	**Plan for climate change:** Plan for the anticipated levels of climate change	Protection of green infrastructure assets	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	Medium	+	No		+
7	**Natural resources:** Protect and conserve natural resources	No loss of best and most versatile agricultural land	+	+	+	Ongoing	Permanent	Regional	Medium	High	+	No		+
8	**Pollution:** Reduce air, soil and water pollution	None	0	0	0						0	No		0
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	None	0	0	0						0	No		0
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	None	0	0	0						0	No		0
11	**Rural barriers:** Reduce barriers for those living in rural areas	None	0	0	0						0	No		0
12	**Countryside:** Protect the integrity of the countryside	No loss of best and most versatile agricultural land	+	+	+	Ongoing	Permanent	Local	Medium	High	+	No		+
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	None	0	0	0						0	No		0
14	**Health:** Safeguard and improve community health, safety and wellbeing	None	0	0	0						0	No		0
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	None	0	0	0						0	No		0
Overall Effect		Garden land generally lies within predominantly urban areas, thus this policy may contribute to avoiding development on agrigultural land. This is also likely to maintian and enhance local landscape and avoid loss of those green infrastructure assets identified in the 2011 Green Infrastrucutre Study, although gardens have some value as green space, including potential habitat for wildlife and some drainage capacity, although these factors vary greatly from garden to garden. Potential negative effects relate to the possibility of this policy resulting in development in areas of high flood risk, i.e. Flood Zones 2 and 3.												
Proposed Mitigation		Development in Flood Zone 1 should be prioritised. If development on land at risk of flooding is unavoidable, sufficient drainage systems should be incorporated into the development, such as SUDS.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: E2

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	Loss of ridge and furrow	-	-	-	One event	Permanent	Regional	Medium	High	-	Yes	The loss of ridge and furrow constitutes an adverse effect on the local area. Its loss is permanent and cannot be restored. The loss of ridge and furrow cannot be mitigated. Only avoidance will remove this identified impact. Regarding the archaeology, the site should be investigated to rule out any features.	-
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Prtoected by BE1 and BE2	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	None	0	0	0						0	No		0
4	**Flooding:** Reduce the risk of flooding	Development is likely to be at low risk of flooding (Flood Zone 1)	+	+	+	Ongoing	Permanent	Local	Medium	High	+	No		+
5	**Minimise climate change:** Minimise the plan area's contribution to climate change	Provision of sustainable transport routes to the site will reduce car use and associated carbon emissions	0	+	+	Ongoing	Reversible (transport links could change)	Local	Medium	Medium	+	No		+
6	**Plan for climate change:** Plan for the anticipated levels of climate change	Protection of recognised green infrastructure assets	+	+	+	Ongoing	Reversible	Local	Medium	High	+	No		+
7	**Natural resources:** Protect and conserve natural resources	Loss of Grade 3a and 3b agricultural land	-	-	-	One event	Permanent	Regional	Medium	High	-	Yes	Grade 3a land only constitutes a small area of the site, thus negative effects could be avoided by removing this part of the site from the development proposal. Alternatively, the area of Grade 3a land could be reserved for landscaping, thus it could be returned to agricultural use in future.	+
8	**Pollution:** Reduce air, soil and water pollution	Reduce HGVs driving through town centre, thus decreasing congestion and associated air poolution	+	+	+	Ongoing	Reversible (transport links could change)	Local	Medium	Medium	+	No		+
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	None	0	0	0						0	No		0
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Development provides improved public transport links to the site	++	++	++	Ongoing	Reversible (transport links could change)	Local	Medium	High	++	No		++
11	**Rural barriers:** Reduce barriers for those living in rural areas	Development provides improved public transport links to the site	+	+	+	Ongoing	Reversible (transport links could change)	Local	Low	High	+	No		+
12	**Countryside:** Protect the integrity of the countryside	Potential loss of some Grade 3a agricultural land	+/-	+/-	+/-	Ongoing	Permanent	Local	Medium	Medium	+/-	Yes	Grade 3a land only constitutes a small area of the site, thus negative effects could be avoided by removing this part of the site from the development proposal. Alternatively, the area of Grade 3a land could be reserved for landscaping, thus it could be returned to agricultural use in future.	+
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	None	0	0	0						0	No		0
14	**Health:** Safeguard and improve community health, safety and wellbeing	None	0	0	0						0	No		0
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	Increase in employment land, accessible by sustainable modes of trasnport	++	++	++	Ongoing	Reversible	Local	Medium	High	++	No		++
Overall Effect		When considering probability, its assumed that Land South of Alcester Road is most likely to be allocated and developed via the Stratford Core Strategy, although there is a small possibility that an alternative site may be developed for employment use. Development at this site would lead to a permanent loss of ridge and furrow, which cannot be mitigated. This site includes a small area of Grade 3a agricultural land, which is considered to be best and most versatile, thus development may lead to loss of this.												
Proposed Mitigation		Negative implications of loss of best and most versatile agricultural land could be avoided by removing this land from the development, or retaining it for landscaping in a way that it could be returned to agricultural use in future.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: TC7

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	Protection of listed buildings and conservation area through Policies BE11 and BE12	+	+	+	Ongoing	Reversible (safeguards could be removed)	National	High	High	+	No		+
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Protection of landscape through Policies BE1 and BE2	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	Potential loss of biodiversity, depending on sites developed	+/-	+/-	+/-	One event	Permanent	Local to international depending on species/ habitats	Medium to high depending on specific habitats/ species	Low	+/-	Yes	The town centre as a whole is likely to have lower biodiversity than the surrounding countryside, but certain areas in the town may act as important wildlife refuges, such as parks, allotments and even brownfield land. An ecological appraisal of sites with potential biodiversity value will allow a more informed decision to be made regarding planning permission. Sites with low ecological value should be favoured for development and ecological damage should be avoided where possible.	+
4	**Flooding:** Reduce the risk of flooding	Potential development in Flood Zones 2 and 3, depending on sites developed	+/-	+/-	+/-	Ongoing	Permanent	Local	High	Low	+/-	Yes	Potential negative implications could be avoided by ensuring that development takes place on land located in Flood Zone 1.	+
5	**Minimise climate change:** Minimise the plan area's contribution to climate change	Development within walking distance of key services and amenities, thus reducing the need to travel by car	+	+	+	Ongoing	Reversible (transport links could change)	Local	Low	Medium	+	No		+
6	**Plan for climate change:** Plan for the anticipated levels of climate change	Potential loss of green infrastructure, depending on sites	+	+	+	One event	Permanent	Local	Medium	Medium	+	No		+
7	**Natural resources:** Protect and conserve natural resources	None	0	0	0						0	No		0
8	**Pollution:** Reduce air, soil and water pollution	Development within walking distance of key services and amenities, thus reducing the need to travel by car and reducing associated pollutants	+	+	+	Ongoing	Reversible	Local	Medium	Medium	+	No		+
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	None	0	0	0						0	No		0
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Development within walking distance of key services and amenities, thus reducing the need to travel by car. Development in the town centre is likely to have better transport links in terms of walking, buses and trains	+	+	+	Ongoing	Reversible (transport links could change)	Local	Medium	Medium	+	No		+
11	**Rural barriers:** Reduce barriers for those living in rural areas	None	0	0	0						0	No		0
12	**Countryside:** Protect the integrity of the countryside	None	0	0	0						0	No		0
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	Provision of housing	+	+	+	Ongoing	Permanent	Local	Medium	High	+	No		+
14	**Health:** Safeguard and improve community health, safety and wellbeing	Development in close proximity to existing health services	+	+	+	Ongoing	Reversible	Local	Medium	Medium	+	No		+
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	None	0	0	0						0	No		0
Overall Effect		Sustainability implications of this policy are largely positive, as development in the town centre is likely to be close to existing services and local amenities. The historic environment and landscape are expected to be afforded protection by other policies in the NDP. Uncertain impacts relate to the fact that specifc town centre development sites are not identified in this policy, thus development sites could have an impact on biodiversity or be within Flood Zones 2 or 3.												
Proposed Mitigation		Development should be prioritised on sites that have low biodiversity value and are at low risk of flooding (Flood Zone 1). If biodiversity value of a site is unknown, it is recommended that an ecological appraisal is commissioned in order to give further details of important species or habitats that may be present.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: TC9

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	Protection of listed buildings and conservation area through Policies BE11 and BE12	+	+	+	Ongoing	Reversible (safeguards could be removed)	National	High	High	+	No		+
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Protection of landscape through Policies BE1 and BE2	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	Potential loss of public green space and associated species	+/-	+/-	+/-	One event	Permanent	Local to international depending on species/ habitats	Medium to high depending on specific habitats/ species	Low	+/-	Yes	The town centre as a whole is likely to have lower biodiversity than the surrounding countryside, but certain areas in the town, such as the park at Rother Street, may act as important wildlife refuges. Negative impacts could be avoided by retaining this part of the site as public green space and sustainability could be further enhanced by provision of additional wildlife habitat, such as introducing bird and bat boxes and 'bug hotels'. If there is no alternative to developing this part of the site, an ecological survey can be used to gather more information regarding the species present. Loss of habitat could be mitigated by creating alternative suitable habitat nearby.	+
4	**Flooding:** Reduce the risk of flooding	Development in Flood Zone 1	+	+	+	Ongoing	Permanent	Local	Medium	High	+	No		+
5	**Minimise climate change:** Minimise the plan area's contribution to climate change	None	0	0	0						0	No		0
6	**Plan for climate change:** Plan for the anticipated levels of climate change	Potential loss of public green space	+/-	+/-	+/-	One event	Permanent	Local	Medium	Low	+/-	Yes	Negative impacts could be avoided by retaining this green space and enhancing its role for both people and nature, by linking it to the development and other green space. If there is no alternative to developing this site, alternative green space should be provided to at least an equal area and quality.	+
7	**Natural resources:** Protect and conserve natural resources	Protection of natural resources by developing on previously developed land	++	++	++	Ongoing	Permanent	Regional	Medium	High	++	No		++
8	**Pollution:** Reduce air, soil and water pollution	None	0	0	0						0	No		0
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	Potential increase in waste production during construction	--	0	0	One event	Permanent	Local	Medium	Medium	-	Yes	Resue existing buildings where possible. Where new construction material is required, this should be from sustainable sources and using recyclable materials will increase the sustainability of this policy.	+
		Potential increase in waste production during operation	+/-	+/-	+/-	Ongoing	Reversible	Local	Medium	Low	+/-	Yes	The policy could require development proposals to demonstrate how they will minimise waste. Developments should include recycling facilities and other initiatives to encourage recycling and waste minimisation, in order to increase the sustainability of this policy.	+
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Development is likely to have good accessibility by bus, and will provide additional local services, including education facilities	++	++	++	Ongoing	Reversible (transport links / land use could change)	Local	Medium	High	++	No		++
11	**Rural barriers:** Reduce barriers for those living in rural areas	None	0	0	0						0	No		0
12	**Countryside:** Protect the integrity of the countryside	Protection of countryside by developing on previously developed land	+	+	+	Ongoing	Permanent	Local	Medium	High	+	No		+
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	Potential loss of existing housing	-	-	-	Ongoing	Permanent	Local	Medium	Medium	-	Yes	Negative implications of development could be avoided in a number of ways. Firstly, existing housing on the site could be retained or replaced within the new development. Alternatively, loss of these dwellings could be permitted providing appropriate replacement dwellings are provided nearby, or it can be proven that a sufficient number of appropriate, alternative homes exist nearby, to which current residents are willing to relocate.	0
14	**Health:** Safeguard and improve community health, safety and wellbeing	Potential loss of public green space	+/-	+/-	+/-	One event	Permanent	Local	Medium	Low	+/-	Yes	Negative impacts could be avoided by retaining this green space and enhancing its role for both people and nature, by linking it to the development and other green space. If there is no alternative to developing this site, alternative green space should be provided to at least an equal area and quality.	+
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	Development is likely to encourage new employment, retail and leisure provision that is accessible by sustainable modes of transport	++	++	++	Ongoing	Permanent	Local	Medium	High	++	No		++
Overall Effect		Positive effects of this policy include provision of new services and employment opportunities, that are accessible by public transport. Potential negative effects relate to potential loss of the park area at the western tip of the Rother Triangle and associated implications for biodiversity, GI and health. This policy may also lead to an increase in waste production and loss of existing housing stock.												
Proposed Mitigation		It is recommended that the policy requires retention of the park at the tip of the Rother Triangle, or requires replacement green space of at least equivalent size and quality, within the redevelopment area. Proposals should be required to demonstrate how they will minimise waste production and increase recycling, as well as reusing existing buildings where possible. Negative impacts associated with loss of housing could be avoided by retaining existing housing on the site, or by ensuring suitable housing is available nearby, that residents are willing to relocate to.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: TC10

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	Protection of listed buildings and conservation area through Policies BE11 and BE12	+	+	+	Ongoing	Reversible (safeguards could be removed)	National	High	High	+	No		+
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Protection of landscape through Policies BE1 and BE2	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	None	0	0	0						0	No		0
4	**Flooding:** Reduce the risk of flooding	Development will be at low risk of flooding (Flood Zone 1)	+	+	+	Ongoing	Permanent	Local	Medium	High	+	No		+
5	**Minimise climate change:** Miniminse the plan area's contribution to climate change	None	0	0	0						0	No		0
6	**Plan for climate change:** Plan for the anticipated levels of climate change	Development at low risk of flooding and will not lead to loss of green infrastrucure	+	+	+	Ongoing	Reversible	Local	Medium	High	+	No		+
7	**Natural resources:** Protect and conserve natural resources	Protection of agricultural land by developing on previously developed land	++	++	++	Ongoing	Permanent	Regional	Medium	High	++	No		++
8	**Pollution:** Reduce air, soil and water pollution	None	0	0	0						0	No		0
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	Potential increase in waste production during construction	--	0	0	One event	Permanent	Local	Medium	Medium	-	Yes	Resue existing buildings where possible. Where new construction material is required, this should be from sustainable sources and using recyclable materials will increase the sustainability of this policy.	+
		Potential increase in waste production during operation	+/-	+/-	+/-	Ongoing	Reversible	Local	Medium	Low	+/-	Yes	The policy could require development proposals to demonstrate how they will minimise waste. Developments should include recycling facilities and other initiatives to encourage recycling and waste minimisation, in order to increase the sustainability of this policy.	+
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Development likely to have a high level of multimodal accessibility, including proximity to frequent bus services	++	++	++	Ongoing	Reversible (transport links could change)	Local	Medium	High	++	No		++
11	**Rural barriers:** Reduce barriers for those living in rural areas	None	0	0	0						0	No		0
12	**Countryside:** Protect the integrity of the countryside	Protection of agricultural land by developing on previously developed land	+	+	+	Ongoing	Permanent	Local	Medium	High	+	No		+
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	Potential loss of existing housing	-	-	-	Ongoing	Permanent	Local	Medium	Medium	-	Yes	Negative implications of development could be avoided in a number of ways. Firstly, existing housing on the site could be retained or replaced within the new development. Alternatively, loss of these dwellings could be permitted providing appropriate replacement dwellings are provided nearby, or it can be proven that a sufficient number of appropriate, alternative homes exist nearby, to which current residents are willing to relocate.	0
14	**Health:** Safeguard and improve community health, safety and wellbeing	Development is likely to have good access to health and leisure facilities	+	+	+	Ongoing	Reversible	Local	Medium	High	+	No		+
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	Development is likely to encourage new employment, retail and leisure provision that is accessible by sustainable modes of transport	++	++	++	Ongoing	Permanent	Local	Medium	High	++	No		++
Overall Effect		Policy TC10 is expected to have positive implications for protection of natural resources and the countryside, by promoting development on previously developed land. The development also has good access to health and leisure facilities and is accessible by public transport. Negative impacts may arise from increased waste production, both during construction and during operation and loss of existing housing stock.												
Proposed Mitigation		Waste production could be minimised by utilising existing buildings where possible, as well as introducing incentives for waste minimisation and recycling schemes. Loss of housing should be avoided, unless it can be demonstrated that sufficient and appropriate provision exists elsewhere, or the dwellings are replaced either onsite or nearby.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: TC12

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	Protection of listed buildings and conservation area through Policies BE11 and BE12	+	+	+	Ongoing	Reversible (safeguards could be removed)	National	High	High	+	No		+
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Protection of landscape through Policies BE1 and BE2	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	Potential loss of biodiversity.	+/-	+/-	+/-	Ongoing	Permanent	Local to international	Medium to high depending on specific habitats/ species	Low	+/-	Yes	Undertaking ecological surveys of the site would allow a more informed decision to be made regarding the biodiversity value of the site and the wildlife that the development is likely to impact. Loss of biodiversity should be avoided where possible, which could be acheived through avoiding development on the most biodiverse, or biologically sensitive, land. Any mitigation measures suggested by the ecology survey, including habitat creation nearby, enhancement of surrounding habitats or relocation of key species, should be implemented before development begins.	+
4	**Flooding:** Reduce the risk of flooding	Potential development in Flood Zones 2 and 3	+/-	+/-	+/-	Ongoing	Permanent	Local	High	Low	+/-	Yes	Potential negative implications could be avoided by ensuring that development takes place on land located in Flood Zone 1. If it is necessary to develop on land outside Flood Zone 1, development on Flood Zone 2 should be prioritised over Flood Zone 3. The policy could require developers to demonstrate that drainage measures will be implemented so as to reduce the likelihood of flooding to an equivalent level as Flood Zone 1.	+
5	**Minimise climate change:** Minimise the plan area's contribution to climate change	None	0	0	0						0	No		0
6	**Plan for climate change:** Plan for the anticipated levels of climate change	Potential development in Flood Zones 2 and 3	+/-	+/-	+/-	Ongoing	Permanent	Local	High	Low	+/-	Yes	Potential negative implications could be avoided by ensuring that development takes place on land located in Flood Zone 1. If it is necessary to develop on land outside Flood Zone 1, development on Flood Zone 2 should be prioritised over Flood Zone 3. The policy could require developers to demonstrate that drainage measures will be implemented so as to reduce the likelihood of flooding to an equivalent level as Flood Zone 1.	+
7	**Natural resources:** Protect and conserve natural resources	Development on Grade 4 agricultural land (not best and most versatile)	+	+	+	Ongoing	Permanent	Regional	Low	High	+	No		+
8	**Pollution:** Reduce air, soil and water pollution	None	0	0	0						0	No		0
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	None	0	0	0						0	No		0
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Bus stops served by a range of services are accessible from the site, resulting in moderate accessibility of the site	+	+	+	Ongoing	Reversible (transport links may change)	Local	Medium	High	+	No		+
11	**Rural barriers:** Reduce barriers for those living in rural areas	None	0	0	0						0	No		0
12	**Countryside:** Protect the integrity of the countryside	Development on Grade 4 agricultural land (not best and most versatile)	+	+	+	Ongoing	Permanent	Local	Medium	High	+	No		+
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	None	0	0	0						0	No		0
14	**Health:** Safeguard and improve community health, safety and wellbeing	Development is likely to have good access to health and leisure facilities	+	+	+	Ongoing	Reversible	Local	Medium	High	+	No		+
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	Conference centre may encourage businesses in the area and will provide some employment opportunities	+	+	+	Ongoing	Permanent	Local	Low	Medium	+	No		+
Overall Effect		Anticipated sustainability impacts of this policy are largely positive, as it is accessible by sustainable transport routes and near to a range of leisure and heathcare facilities. Development has potential to be located in Flood Zone 2 or 3 and may be susceptible to increased risk of flooding associated with climate change. In addition, biodiversity value of the potential development site is unknown.												
Proposed Mitigation		It is recommended that new development is located in Flood Zone 1, where possible. Where this is not possible, sufficient drainage infrstructure should be put in place to lower overall flood risk at the site. Development should be prioritised on land of low ecological value; ecological surveys may be required to determine the biodiversity value of the site. Where loss of biodiversity is unavoidable, mitigation recommendations from an ecologist shoul be implemented, which may involve habitat creation nearby or translocation of sensitive species.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: TC13

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	Protection of listed buildings and conservation area through Policies BE11 and BE12	+	+	+	Ongoing	Reversible (safeguards could be removed)	National	High	High	+	No		+
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Policy is likely to lead to an improved public realm, partially through landscaping schemes	+	+	+	Ongoing	Reversible	Local	Medium	High	++	No		++
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	None	0	0	0						0	No		0
4	**Flooding:** Reduce the risk of flooding	Potential development in Flood Zones 2 and 3, reducing the suitability and accessibility of this route	+/-	+/-	+/-	Ongoing	Permanent	Local	High	Low	+/-	Yes	The policy could require developers to demonstrate that drainage measures will be implemented so as to reduce the likelihood of flooding to an equivalent level as Flood Zone 1.	+
5	**Minimise climate change:** Miniminse the plan area's contribution to climate change	A greater number of journeys in Stratford-upon-Avon will be taken by foot or by biike, thus reducing greenhouse gas emissions associated with cars	+	+	+	Ongoing	Reversible	Local	Medium	High	+	No		+
6	**Plan for climate change:** Plan for the anticipated levels of climate change	None	0	0	0						0	No		0
7	**Natural resources:** Protect and conserve natural resources	None	0	0	0						0	No		0
8	**Pollution:** Reduce air, soil and water pollution	A greater number of journeys in Stratford-upon-Avon AQMA will be taken by foot or by biike, thus reducing air pollutant emissions associated with cars	+	+	+	Ongoing	Reversible	Local	Medium	High	+	No		+
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	None	0	0	0						0	No		0
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Improved accessibility of the town by foot and bike, leading to a reduction in car use	++	++	++	Ongoing	Reversible	Local	Medium	High	++	No		++
11	**Rural barriers:** Reduce barriers for those living in rural areas	None	0	0	0						0	No		0
12	**Countryside:** Protect the integrity of the countryside	None	0	0	0						0	No		0
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	None	0	0	0						0	No		0
14	**Health:** Safeguard and improve community health, safety and wellbeing	Residents are likely to make more journeys by foot and bike, leading to a greater average level of physical activity	+	+	+	Ongoing	Reversible	Local	Medium	High	+	No		+
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	None	0	0	0						0	No		0
Overall Effect		Impacts of this policy on sustainability are largely positive, as it is expected to encourage travel by foot and bike, which willl positively impact carbon emissions, pollutant emissions, accessibility and health. Townscape is likely to be protected and enhanced. As part of Bridge Street lies in Flood Zones 2 and 3, these improved sustainable transport links may be hindered by flooding.												
Proposed Mitigation		Improving drainage at Bridge Street could improve the suitabiliy of this route, by reducing the likelihood of parts of the walking and cycle network from flooding.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: BE8

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	None	0	0	0						0	No		0
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Development will enhance the character and visual quality of the local area	+	+	+	Ongoing	Permanent	Local	Low	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	None	0	0	0						0	No		0
4	**Flooding:** Reduce the risk of flooding	Potential development in Flood Zones 2 and 3	+/-	+/-	+/-	Ongoing	Permanent	Local	High	Low	+/-	Yes	Potential negative implications could be avoided by ensuring that development takes place on land located in Flood Zone 1. If it is necessary to develop on land outside Flood Zone 1, development on Flood Zone 2 should be prioritised over Flood Zone 3. The policy could require developers to demonstrate that drainage measures will be implemented so as to reduce the likelihood of flooding to an equivalent level as Flood Zone 1.	+
5	**Minimise climate change:** Miniminse the plan area's contribution to climate change	Residents are likely to be within walking distance of key services and amenities, reducing the need to travel by car	+	+	+	Ongoing	Reversible (services could relocate)	Local	Medium	Medium	+	No		+
6	**Plan for climate change:** Plan for the anticipated levels of climate change	Potential development in Flood Zones 2 and 3	+/-	+/-	+/-	Ongoing	Permanent	Local	High	Low	+/-	Yes	Potential negative implications could be avoided by ensuring that development takes place on land located in Flood Zone 1. If it is necessary to develop on land outside Flood Zone 1, development on Flood Zone 2 should be prioritised over Flood Zone 3. The policy could require developers to demonstrate that drainage measures will be implemented so as to reduce the likelihood of flooding to an equivalent level as Flood Zone 1.	+
7	**Natural resources:** Protect and conserve natural resources	Demand for development on agricultural land will be minimised by developing brownfield land	+	+	+	Ongoing	Permanent	Regional	Medium	High	++	No		++
8	**Pollution:** Reduce air, soil and water pollution	Residents are likely to be within walking distance of key services and amenities, reducing the need to travel by car in the AQMA	+	+	+	Ongoing	Reversible (services could relocate)	Local	Medium	Medium	+	No		+
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	None	0	0	0						0	No		0
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Residents are likely to be within walking distance of key services and amenities, reducing the need to travel by car in the AQMA	+	+	+	Ongoing	Reversible (services could relocate)	Local	Medium	Medium	+	No		+
11	**Rural barriers:** Reduce barriers for those living in rural areas	None	0	0	0						0	No		0
12	**Countryside:** Protect the integrity of the countryside	Demand for development on agricultural land will be minimised by developing brownfield land	+	+	+	Ongoing	Permanent	Local	Medium	High	+	No		+
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	None	0	0	0						0	No		0
14	**Health:** Safeguard and improve community health, safety and wellbeing	None	0	0	0						0	No		0
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	None	0	0	0						0	No		0
Overall Effect		Positive implications of this policy include protection of best and most versatile agricultural land by promoting development on brownfield sites and reducing the need to travel by locating development in areas already well served by local amenities and public transport. This policy is also expected to maintain and enhance local townscape character. Development in Flood Zones 2 and 3 would have negative implications for sustainability, if not mitigated.												
Proposed Mitigation		Development should be prioritised in Flood Zone 1, where possible. If development in Flood Zones 2 or 3 is necessary, SUDS should be incorporated to reduce the risk of flooding as far as possible.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: INF8

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	Increased access to and understanding of, Stratford-upon-Avon's unique history	+	+	+	Ongoing	Reversible	Regional	Medium	High	+	No		+
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Protection of landscape through Policies BE1 and BE2	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	Potential loss of biodiversity, depending on sites developed	+/-	+/-	+/-	One event	Permanent	Local to international depending on species/ habitats	Medium to high depending on specific habitats/ species	Low	+/-	Yes	Undertaking ecological surveys of the site would allow a more informed decision to be made regarding the biodiversity value of the site and the wildlife that the development is likely to impact. Loss of biodiversity should be avoided where possible, which could be acheived through avoiding development on the most biodiverse, or biologically sensitive, land. Any mitigation measures suggested by the ecology survey, including habitat creation nearby, enhancement of surrounding habitats or relocation of key species, should be implemented before development begins.	+
4	**Flooding:** Reduce the risk of flooding	Potential development in Flood Zones 2 and 3, depending on sites developed	+/-	+/-	+/-	Ongoing	Permanent	Local	High	Low	+/-	Yes	Potential negative implications could be avoided by ensuring that development takes place on land located in Flood Zone 1. Where this is not possible, as no alternative sites are available, SUDS should be incorporated into development and it should be demonstrated that these are sufficient to mitigate potential flood risk.	+
5	**Minimise climate change:** Minimimse the plan area's contribution to climate change	Development is likely to be accessible by sustainable modes of transport, thus reducing car use and associated carbon emissions	+	+	+	Ongoing	Reversible (transport links could change)	Local	Medium	Medium	+	No		+
6	**Plan for climate change:** Plan for the anticipated levels of climate change	Potential loss of green infrastrucutre	+/-	+/-	+/-	Ongoing	Permanent	Local	Medium	Low	+/-	Yes	Negative impacts could be mitigated by avoiding development that would lead to loss of GI assets. Where there is no alternative option, green infrastructure of a similar type should be created adjacent to, or linking to the site. Such GI assets should be at least equivalent quality and size as the asset that was lost.	+
7	**Natural resources:** Protect and conserve natural resources	Potential loss of best and most versatile agricultural land (Grades 1, 2 and 3a)	+/-	+/-	+/-	Ongoing	Permanent	Regional	Medium	Low	+/-	Yes	Development on lower quality agricultural land should be prioritised (i.e. Grades 4 or 3b). Where this is not possible, loss of best and most versatile land cannot be mitigated, but may be permitted if it can be demonstrated that no alternative exists, or that sufficient provision exists nearby.	+
8	**Pollution:** Reduce air, soil and water pollution	Development is likely to be accessible by sustainable modes of transport, thus reducing car use and associated emissions of pollutants	+	+	+	Ongoing	Reversible (transport links could change)	Local	Medium	Medium	+	No		+
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	None	0	0	0						0	No		0
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Development is likely to be accessible by sustainable modes of transport	+	+	+	Ongoing	Reversible (transport links could change)	Local	Medium	Medium	+	No		+
11	**Rural barriers:** Reduce barriers for those living in rural areas	Provision of additional education facilities, particularly in a location further from existing facilities and acessible by public transport is expected to make access to education easier for pupils in the plan area	++	++	++	Ongoing	Permanent	Local	High	High	++	No		++
12	**Countryside:** Protect the integrity of the countryside	Potential loss of best and most versatile agricultural land (Grades 1, 2 and 3a)	+/-	+/-	+/-	Ongoing	Permanent	Local	Medium	Low	+/-	Yes	Development on lower quality agricultural land should be prioritised (i.e. Grades 4 or 3b). Where this is not possible, loss of best and most versatile land cannot be mitigated, but may be permitted if it can be demonstrated that no alternative exists, or that sufficient provision exists nearby	+
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	None	0	0	0						0	No		0
14	**Health:** Safeguard and improve community health, safety and wellbeing	None	0	0	0						0	No		0
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	None	0	0	0						0	No		0
Overall Effect		This policy is expected to have positivie sustainability implications, due to the proposal to create strong links with education and the historic heritage of the area, as well as providing additional educational facilities that are accessible by public transport. Uncertain impacts have been identified as there is no exact site identified for an educational facility, thus impact of development on biodiversity, flooding, green infrastrucutre and agricultural land cannot be known.												
Proposed Mitigation		Development of new educational facilities should be located in Flood Zone 1 and on Grade 4 or 3b agricultural land, where possible. Biodiversity impacts could be reduced by locating development on land of low ecological value and that does not lead to loss of green infrastrucutre. Where these impacts cannot be avoided, mitigation measures, including SUDS and habitat recreation, should be implemented.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: CLW2

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	Protection of listed buildings and conservation area through Policies BE11 and BE12	+	+	+	Ongoing	Reversible (safeguards could be removed)	National	High	High	+	No		+
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Protection of landscape through Policies BE1 and BE2	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	Potential loss of biodiversity.	+/-	+/-	+/-	Ongoing	Permanent	Local to international	Medium to high depending on specific habitats/ species	Low	+/-	Yes	Undertaking ecological surveys of the site would allow a more informed decision to be made regarding the biodiversity value of the site and the wildlife that the development is likely to impact. Loss of biodiversity should be avoided where possible, which could be acheived through avoiding development on the most biodiverse, or biologically sensitive, land. Any mitigation measures suggested by the ecology survey, including habitat creation nearby, enhancement of surrounding habitats or relocation of key species, should be implemented before development begins.	+
4	**Flooding:** Reduce the risk of flooding	Potential development in Flood Zones 2 and 3	+/-	+/-	+/-	Ongoing	Permanent	Local	High	Low	+/-	Yes	Potential negative implications could be avoided by ensuring that development takes place on land located in Flood Zone 1. If it is necessary to develop on land outside Flood Zone 1, development on Flood Zone 2 should be prioritised over Flood Zone 3. The policy could require developers to demonstrate that drainage measures, including SUDS, will be implemented so as to reduce the likelihood of flooding to an equivalent level as Flood Zone 1.	+
5	**Minimise climate change:** Miniminse the plan area's contribution to climate change	Potential to increase in car use as people may travel by car to access leisure and entertainment provision in the town	-	-	-	Ongoing	Reversible	Local	Medium	Medium	-	Yes	Increase in car use may be avoided by ensuring that leisure and entertainment facilities are located within easy access of existing sustainable trasnport routes. These transport routes may need to be improved to adequately serve new facilities, particularly if these are likely to be used mostly in the evening, such as theatres and bars. Alternatively, dedicated bus routes could be introduced specifically for transporting people to and from these facilities, including both in the town and to and from the train station.	+
6	**Plan for climate change:** Plan for the anticipated levels of climate change	Potential loss of green infrastructure	+/-	+/-	+/-	One event	Permanent	Local	Medium	Low	+/-	Yes	Loss of GI should be avoided and improved and extended where possible. Where loss of GI is unavoidable, GI of a similar type, and at least equivalent quality and size, should be provided nearby. Ensuring connection of new GI to the existing GI network will enhance its function as a corridor for wildlife and people.	++
7	**Natural resources:** Protect and conserve natural resources	Potential loss of best and most versatile agricultural land	+/-	+/-	+/-	One event	Permanent	Regional	Medium	Low	+/-	Yes	Sustainability of this policy would be maximised by requiring development to prioritise use of brownfield or Grades 3b and 4 agricultural land, as these are not considered to be best and most versatile.	++
8	**Pollution:** Reduce air, soil and water pollution	None	0	0	0						0	No		0
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	Potential increase in waste production	+/-	+/-	+/-	Ongoing	Reversible	Local	Medium	Low	+/-	Yes	Policy CLW2 could be amended to include a requirement for developers to demonstrate how waste will be managed, including minimisation and sustainable disposal (reuse, recycling or composting). Planning permission could be restricted to developments that will not lead to a net increase in waste production and encourages waste minimisation and recycling.	++
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Development is likely to be accessible by public transport, current bus services may not be suitable for accessing development as they stop early in the evening	+/-	+/-	+/-	Ongoing	Reversible	Local	Medium	Low	+/-	Yes	Existing public transport routes may need to be improved to adequately serve new facilities, particularly if these are likely to be used mostly in the evening, such as theatres and bars. Alternatively, dedicated bus routes could be introduced specifically for transporting people to and from these facilities, including both in the town and to and from the train station.	++
11	**Rural barriers:** Reduce barriers for those living in rural areas	None	0	0	0						0	No		0
12	**Countryside:** Protect the integrity of the countryside	None	0	0	0						0	No		0
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	None	0	0	0						0	No		0
14	**Health:** Safeguard and improve community health, safety and wellbeing	Potential loss of recreational land, but increased opportunities for socialising and recreation in the evening	+/-	+/-	+/-	Ongoing	Permanent	Local	Medium	Low	+/-	Yes	Development of new facilities on existing recreational land should only be permitted where it can be demonstrated that overall health and wellbeing of residents is likely to improved. In addition, loss of recreational land could be compensated for by providing suitable alternative outdoor recreation nearby.	+
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	New employment opportunities and increased spending in Stratford-upon-Avon	+	+	+	Ongoing	Permanent	Local	Medium	High	+	No		+
Overall Effect		Heritage and landscape features are protected by other policies in this plan. Positive implications of this policy include increased opportunities for socialising and increased spending and an improved evening economy in Stratford-upon-Avon. There is uncertainty regarding potential loss of biodiversity, green infrastructure and outdoor recreational land as sites put forward in the explanatory text of Policy CLW2 are desingated as Local Nature Reserves and Local Green Space in Policies NE1 and CLW4 respectively. Other potential negative effects relate to loss of best and most versatile agricultural land and the likely need to extend the operating hours of local bus services, in order to provide sustainable transport in the evening as well as the daytime. Depending on the locations selected for development of new entertainment and leisure facilities, development could be at risk of flooding and may lead to loss of best and most versatile agricultural land.												
Proposed Mitigation		Loss of biodiversity and GI assets should be avoided where possible, Where this is not possible, suitable alternatvie provision should be provided nearby. Developmebt of new entertainment and leisure facilities should be prioritised on brownfield land or Grade 4 or 3b agricultural land, in order to protect best and most versatile agricultrual land. It is also recommended that development in Flood Zone 1 is prioritised and development in Flood Zone 3 is avoided. Bus services could be improved to ensure that travel by public transport is an attratcive option for accessing evening leisure and entertainment in Stratford-upon-Avon and proposals could be required to demonstrate how they will sustainably manage waste generated from the development. In order to maximise the sustainability of this policy, it should be demonstrated that any development on land currently used for recreation purposes, will provide higher quality recreation opportunities and better opportunities for socialising.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

Stratford-upon-Avon NDP policy: CLW14

No.	SA Objective	Description of predicted effect	Duration			Frequency	Reversibility	Geographic significance	Magnitude	Level of certainty (probability)	Overall Effect	Mitigation or other action required?	Supporting comments / Proposed mitigation	Best Case Scenario Effect
			Short term	Medium term	Long term									
1	**Historic and cultural features**: Protect, enhance and manage site, features and areas of archaeological, historic and cultural heritage importance	Features protected via Policies BE11 and BE12	+	+	+	Ongoing	Permanent	National	High	High	+	No		+
2	**Landscape and townscape:** Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	Features protected by Policies BE1 and BE2	+	+	+	Ongoing	Reversible (safeguards could be removed)	Local	Medium	High	+	No		+
3	**Biodiversity and geodiversity:** Protect, enhance and manage biodiversity and geodiversity	Potential loss of biodiversity.	+/-	+/-	+/-	Ongoing	Permanent	Local to international	Medium to high depending on specific habitats/ species	Low	+/-	Yes	Undertaking ecological surveys of the site would allow a more informed decision to be made regarding the biodiversity value of the site and the wildlife that the development is likely to impact. Loss of biodiversity should be avoided where possible, which could be acheived through avoiding development on the most biodiverse, or biologically sensitive, land. Any mitigation measures suggested by the ecology survey, including habitat creation nearby, enhancement of surrounding habitats or relocation of key species, should be implemented before development begins.	+
4	**Flooding:** Reduce the risk of flooding	Potential development in Flood Zones 2 and 3	+/-	+/-	+/-	Ongoing	Permanent	Local	High	Low	+/-	Yes	Potential negative implications could be avoided by ensuring that development takes place on land located in Flood Zone 1. If it is necessary to develop on land outside Flood Zone 1, development on Flood Zone 2 should be prioritised over Flood Zone 3. The policy could require developers to demonstrate that drainage measures will be implemented so as to reduce the likelihood of flooding to an equivalent level as Flood Zone 1.	+
5	**Minimise climate change:** Minimise the plan area's contribution to climate change	Reduction in carbon footprint of Stratford-upon-Avon	+	++	++	Ongoing	Reversible	Local	Medium	High	++	No		++
6	**Plan for climate change:** Plan for the anticipated levels of climate change	0	0	0							0	No		0
7	**Natural resources:** Protect and conserve natural resources	Potential loss of best and most versatile agricultural land	+/-	+/-	+/-	One event	Reversible	Regional	Medium	Low	+/-	Yes	Sustainability of this policy would be maximised by requiring development to prioritise use of brownfield or Grades 3b and 4 agricultural land, as these are not considered to be best and most versatile. Most renewable energy installations either allow farmland to continue to be used once built, or can be returned to agricultural use after decommissioning of the installation.	++
8	**Pollution:** Reduce air, soil and water pollution	0	0	0							0	No		0
9	**Waste:** Reduce waste generation and disposal, and achieve the sustainable management of waste	0	0	0							0	No		0
10	**Transport:** Improve the efficiency of transport networks by increaseing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	0	0	0							0	No		0
11	**Rural barriers:** Reduce barriers for those living in rural areas	0	0	0							0	No		0
12	**Countryside:** Protect the integrity of the countryside	0	0	0							0	No		0
13	**Housing:** Provide affordable, environmentally sound and good quality housing for all	0	0	0							0	No		0
14	**Health:** Safeguard and improve community health, safety and wellbeing	0	0	0							0	No		0
15	**Economy:** Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impacts activities	0	0	0							0	No		0
Overall Effect		The historic environment and landscape are likely to be protected by other policies in this plan. This policy is expected to have strong positive effects with regards to minimising the plan area's contribution to climate change, as renewable energy generation will reduce the demand for energy derived from fossil fuels. Potential negative effects relate to loss of biodiversity, development at risk of flooding and loss of best and most versatile agricultural land, all of which depend on the location of any renewable energy installations.												
Proposed Mitigation		Negative impacts of this policy could be avoided by developing renewable energy installations on land in Flood Zone 1 (unless for water-related energy generation) and prioritising development in areas of poor biodiversity value. Development on best and most versatile agricultural land should be avoided in favour of less versatile agricultural land, although land can be returned to agriculture after decommissioning most types of renewable energy istallation.												

Key		
The 'Duration' column is noted as:	Major negative effect	--
	Negative effect	-
	Uncertain effect	+/-
	Positive effect	+
	Major positive effect	++
	Neutral environmental effect	0

This page has deliberately left blank

LEPUS CONSULTING

1 Bath Street Cheltenham GL50 1YE

T: 01242 525222

E: enquiries@lepusconsulting.com

www.lepusconsulting.com

CHELTENHAM ● LONDON

Lepus Consulting
1 Bath Street
Cheltenham
Gloucestershire GL50 1YE

t: 0242 525222
w: www.lepusconsulting.com
e: enquiries@lepusconsulting.com