



LAND AT GAYDON/LIGHTHORNE HEATH

SUPPLEMENTARY
PLANNING
DOCUMENT

JULY 2016



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

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

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

1.0 INTRODUCTION

1.1 BACKGROUND

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

Gaydon/ Lighthorne Heath is a truly unique and exceptional location for sustainable development, anchored on what already is an extremely well established and skilled employment hub. The preparation of a Supplementary Planning Document (SPD) is an essential step to guide future stages of development. The SPD provides guidance and further detail to the development principles set out in the Core Strategy.

The SPD relates to an area of land covering approximately 290 hectares as allocated by Policy GLH, comprising a new settlement of approximately 3,000 dwellings and associated services, facilities and necessary infrastructure.

The settlement will be founded on high quality green infrastructure, which will ensure it becomes a renowned and pleasant place to live and work. Section 4 of the document sets out in more detail the vision and principles informing development at Gaydon/ Lighthorne.

The Strategic Economic Plan for Coventry and Warwickshire identifies a need for strategic sites that will meet the specific requirements of key businesses, especially in the advanced manufacturing and engineering, logistics and research and development sectors. One of the key elements of the masterplan is to provide Jaguar Land Rover (JLR) and Aston Martin Lagonda (AML) with the scope required to expand their well-established operations at the adjacent Gaydon Site. The Core Strategy allocates 100 hectares of land to enable the future strategic growth and expansion of JLR and 4.5 hectares of land to support the growth of AML.

JLR requires sufficient and appropriately located land to support its growth and future business needs in order to maintain its competitiveness and both retain and attract a highly skilled workforce.

FIGURE 1: STRATEGIC LOCATION



I.0 INTRODUCTION

It requires this certainty in order to have confidence in its ability to invest, expand and broaden operations in the future as part of a long term strategy which will benefit the local, sub-regional and national economy. AML is similarly well established at this location, which is the global headquarters of the business. The company invests considerable resources into research, development, testing and manufacturing vehicles. It is important within the local and regional economy, generating skilled and well paid jobs both directly and within the supply chain. It is important to plan positively to enable the future expansion of the business.

I.2 THE PURPOSE OF THE SPD

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

The SPD will provide a guide as to how the policy requirements of the Core Strategy can be incorporated into the new community in order to attain environmental, social, design and economic objectives in relation to the development. In so doing it will help applicants to bring forward appropriate development proposals and clarify expectations concerning the delivery of necessary infrastructure.

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

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

The formal consultation draft of the SPD was accompanied by a Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA). The guidance from both the European Commission and the Government indicates how local authorities can comply with the requirements of Directive 2001/42/EC and the subsequent "Environmental Assessment of Plans and Programmes Regulations 2004" (the SEA Regulations) which amplify its operation within England. Under the SEA Regulations, local authorities must, where appropriate, carry out a SEA of land use and spatial plans. The document details the likely significant effects on the environment of implementing the SPD and the reasonable alternatives considered, taking into account the objectives of the masterplan.

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

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

The key elements of the SPD are:

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

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

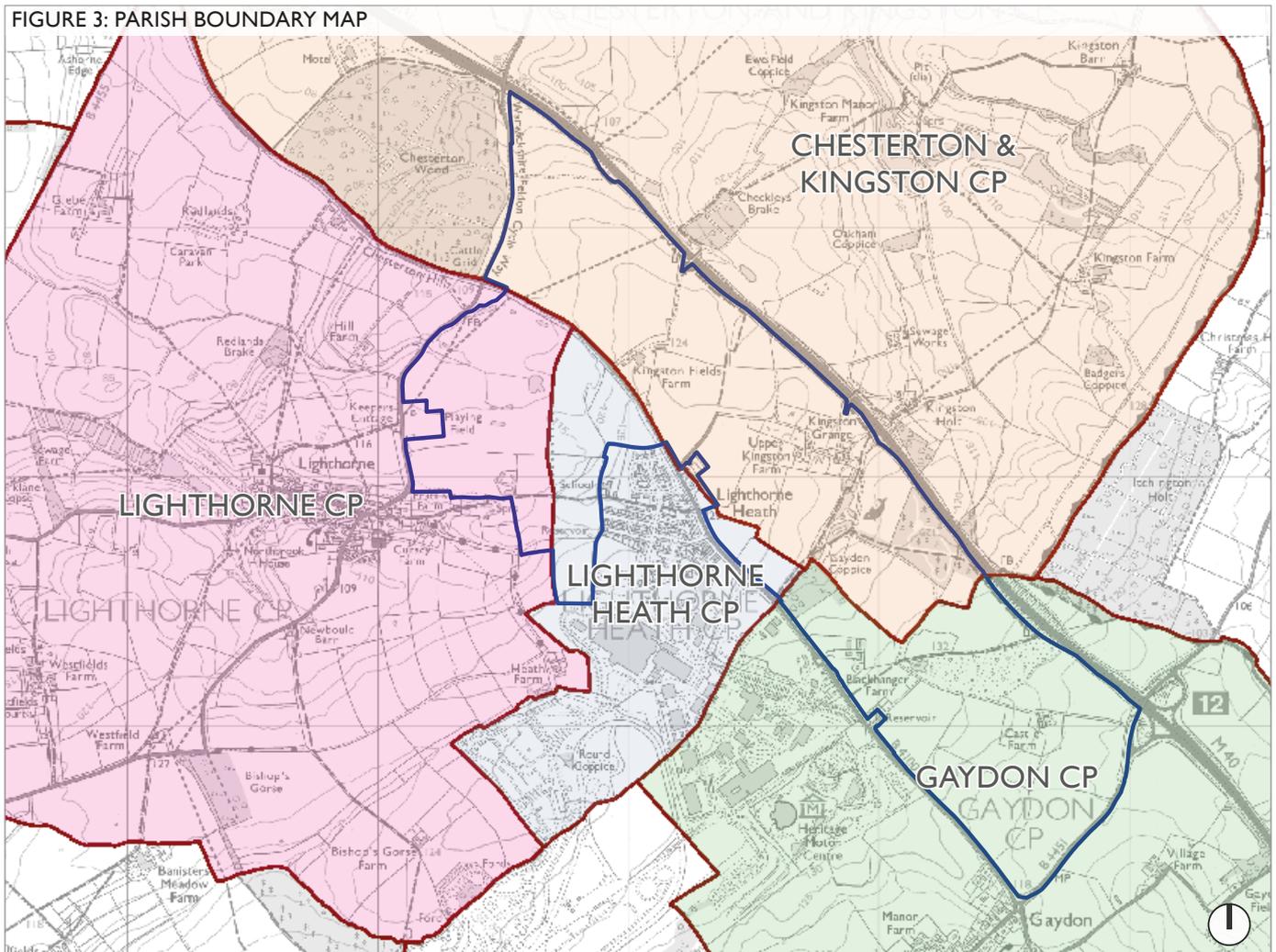
The remainder of this SPD covers the following:

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

FIGURE 2: THE SITE



FIGURE 3: PARISH BOUNDARY MAP



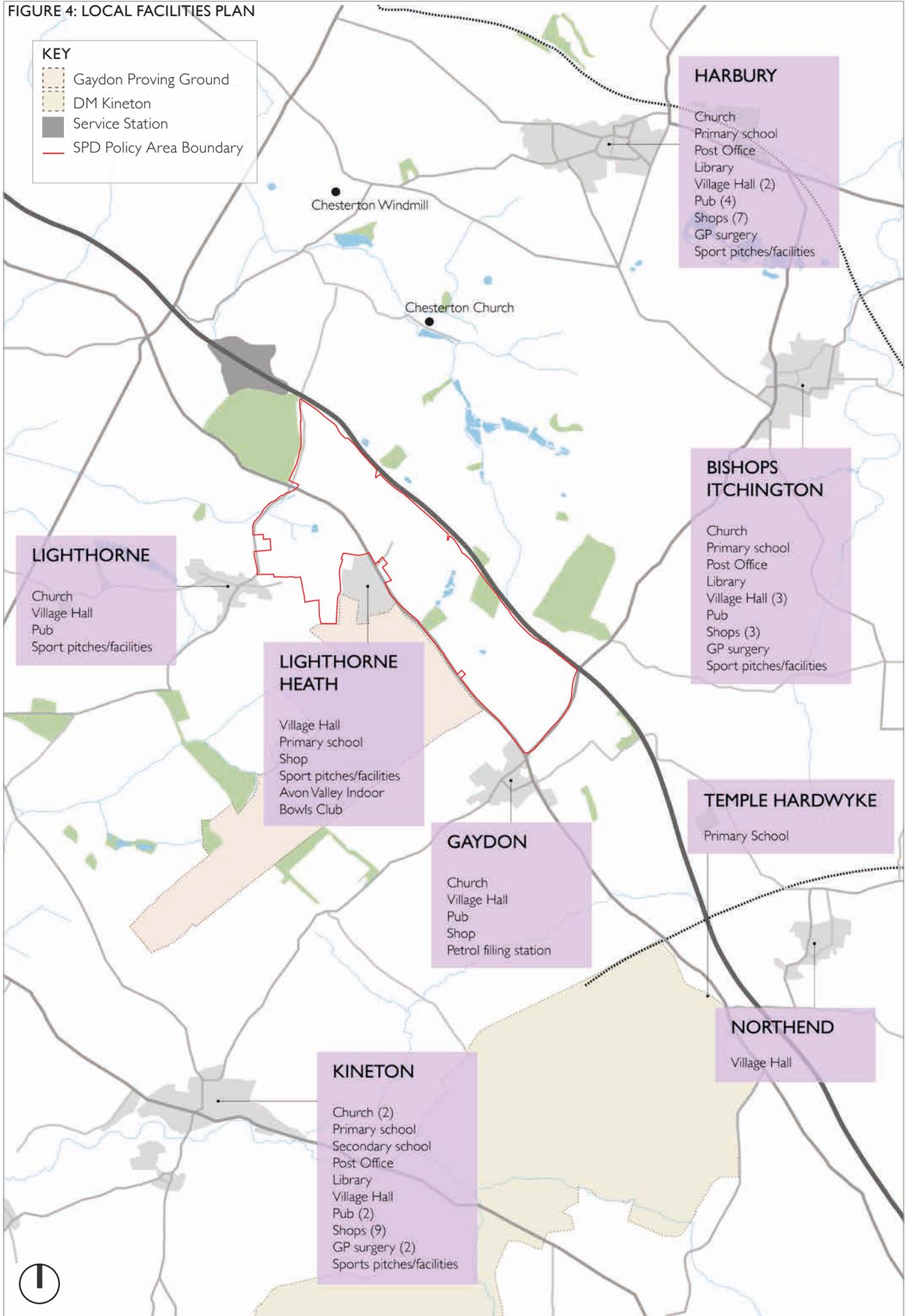
2.1 LOCATION

This strategic location, as shown on Figure 2, is situated about 12 kilometres south of Warwick and Royal Leamington Spa and 15 kilometres north of Banbury, adjacent to Junction 12 on the M40. The site consists mainly of gently sloping, arable farmland with well-defined hedgerows, woodland blocks, scattered trees and isolated farm buildings. Within the site lies Gaydon Coppice, a designated Ancient Woodland.

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

The majority of the proposed site falls within the Parish of Chesterton and Kingston. However, smaller areas of the site are also located within the neighbouring parishes of Lighthorne, Lighthorne Heath and Gaydon as illustrated in Figure 3.

FIGURE 4: LOCAL FACILITIES PLAN



2.0 THE SITE AND ITS CONTEXT

2.2 WIDER CONTEXT

The adjacent community of Lighthorne Heath, the nearby villages of Gaydon and Lighthorne and the small settlement of Chesterton collectively comprise approximately 700 dwellings.

Lighthorne Heath

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

Gaydon

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

Lighthorne

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

Chesterton & Kingston

The majority of the site falls within Chesterton & Kingston Parish, which is the least developed of any of the surrounding parishes, with relatively few dwellings. The Parish of Chesterton and Kingston includes Kingston Grange Farm which is located in the centre of the site. The M40 motorway is a significant visual presence that runs between the site and the wider Chesterton and Kingston Parish.



St Giles Church, Gaydon

2.3 LOCAL FACILITIES

Retail/Convenience

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

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

Health

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

Education

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

Leisure and Recreation

Current provision in the area includes grass playing pitches (Lighthorne and Lighthorne Heath), allotments (Lighthorne) and locally equipped areas of play (Lighthorne Heath). Close to the village of Lighthorne Heath, but situated on land contiguous with the JLR site, the Avon Valley Indoor Bowls Club provides an important facility for local bowlers.

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



Village shop, Lighthorne Heath

2.0 THE SITE AND ITS CONTEXT

2.4 EXISTING GAYDON SITE – CORE STRATEGY POLICY AS II

Current JLR operations at Gaydon

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

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

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

In recent years, Jaguar Land Rover has doubled its number of employees. The provision of manufacturing and technology jobs is a significant step to helping the government achieve its aim of re-balancing the UK economy and meeting the objectives of the Coventry and Warwickshire Local Enterprise Partnership. The company is the UK's largest automotive apprenticeship provider and has an award-winning schools programme, "Inspiring Tomorrow's Engineers", to encourage children to take up engineering careers. As well as direct employment, Jaguar Land Rover's activities sustain an additional 190,000 jobs throughout the UK at dealerships, suppliers and local businesses.

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

2.0 THE SITE AND ITS CONTEXT

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

As far as possible, Jaguar Land Rover is seeking to future-proof its position as a leading global business which is of benefit to the District. It considers that continual advancement is critical to maintaining competitiveness and evolving vehicle design and technology in a sustainable manner. It has been the largest UK investor in research and development within the manufacturing sector in recent years, and is within the 'global top 100 for 'R&D' spend. Expansion at the Gaydon site, which is a key location specialising in the design and development of future vehicles and other automotive technologies, is critical to the future growth and progression of the business, and an integral part of the economic future of Stratford-on-Avon District and West Midlands and UK more generally.

Jaguar Land Rover is a business operating within a highly competitive global economy, and the Council recognises that the business needs to ensure that it can adapt quickly to external forces, such as technological advances and changes in customer demand. Growth of Jaguar Land Rover's operations at Gaydon will support the business through growth of design, engineering, testing as well as publicly accessible marketing and leisure facilities.

Current AML operations at Gaydon

Aston Martin Lagonda's presence at Gaydon makes a further important contribution to the economy of the District. The site comprises the global headquarters of the business and provides its main production facility. As a result of recent development there is now very limited scope for AML to achieve any expansion within its current operational area. Indeed, parking provision has already been permitted on land lying beyond the previously developed site. The Council is aware of the company's ambition to grow and will seek to enable the delivery of sustainable growth in this location.

Avon Valley Indoor Bowls Club

Also within the site covered by Policy AS.11, the bowls club has provided a facility for bowlers for the last 35 years. The facility is leased from JLR and the lease is due to expire in 2021. It is understood that the facility lies on land that will be required for the expansion of the business, and as such the lease may not be renewed. Bowls is an important participation sport within the wider area and the Council is committed to exploring opportunities that, should it prove necessary, could lead to the relocation of the indoor bowls club within the local area.

2.0 THE SITE AND ITS CONTEXT

2.5 PLANNING POLICY CONTEXT

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

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

National Planning Policy Context

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

The Development Plan

The Council's Core Strategy process has confirmed that the allocation of the site is appropriate in the context of enabling a sustainable pattern of development in the District. The Council is also preparing a number of other planning documents which, once adopted, will also form part of the development plan. These include:

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

Supplementary Planning Documents

A number of previously prepared documents are superseded as a result of the preparation of the Core Strategy. Having reviewed the position, the Council is in the process of consolidating and updating any advice that has on-going relevance into a single Development Requirements SPD. That document should be read in conjunction with this SPD.

Core Strategy

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

Policy CS.16 of the Core Strategy DPD identified that provision will need to be made for at least 14,600 additional homes in the District by 2031. A proportion of this need will be met by a number of strategic allocations including 3,000 homes at Gaydon/Lighthorne Heath, of which at least 2,300 will be built within the plan period.

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

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

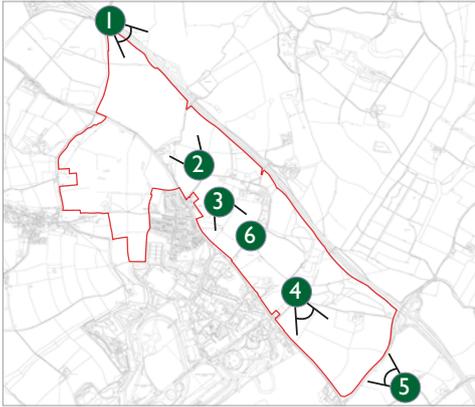
2.0 THE SITE AND ITS CONTEXT

- Land comprising approximately 4.5 hectares to the west of Lighthorne Heath to enable the expansion of Aston Martin Lagonda (AML) to meet the business needs for uses that can include:
 - Research, design, testing and development of motor vehicles and ancillary related activities;
 - Other advanced engineering technologies and products;
 - Low volume manufacturing and assembly operations;
 - Offices;
 - Automotive education, conference and training including ancillary accommodation;
 - Leisure, promotional and marketing uses related to existing uses on the site;
 - Ancillary new and replacement car parking;
 - Complementary and ancillary uses for staff and visitors;
 - Ancillary car storage.
 - Housing - approximately 3,000 dwellings (2,300 dwellings by 2031) to include (alongside private sector housing):
 - extra care for the elderly;
 - private sector rental;
 - opportunities for self-build residential accommodation; and
 - the delivery of 35% affordable housing in accordance with Policy CS.18
 - One main village centre, to be delivered within the defined first phase of development. The main village centre shall be appropriately located to serve both the existing residents of Lighthorne Heath and the existing and proposed workforce communities. The main village centre shall incorporate:
 - a range of shops and services to support the existing and new communities; and
 - a community hub to include meeting space, health, police and leisure facilities; and
 - a three form entry primary school, all as identified within the Infrastructure Delivery Plan.
 - A contribution to support off-site provision for secondary (including sixth form) schooling.
 - A comprehensive green infrastructure strategy incorporating:
 - Structural landscaping and open space, both alongside the M40 and to establish and/or reinforce visual and functional buffers to maintain the separate identity and integrity of the existing villages of Lighthorne and Gaydon.
 - A managed ecological reserve at Lighthorne Quarry, linking to managed networks within and adjacent to the development.
 - A network of open space to include provision for children's play, formal sports, allotments and community woodland. The open space within the site will provide for ecological mitigation as part of the wider biodiversity strategy and the use of Sustainable Urban Drainage Systems (SuDs) and will relate to wider countryside accessibility.
 - A comprehensive pedestrian and cycle network to provide links to the surrounding countryside, villages and employment areas.
 - The phased delivery of utilities infrastructure to include:
 - New primary substation
 - New main gas pipeline
 - Appropriate upgrade work to the foul sewer infrastructure
 - Superfast fibre optic broadband
 - The phased delivery of highway and transport infrastructure as set out in the Infrastructure Delivery Plan, but also to include any further specific schemes that may be identified as necessary to mitigate more local impacts.
 - Frequent, express bus services to Warwick/Leamington and Banbury, including railway stations.
- Other policies of particular relevance to the policy area are listed below:**
- Policy CS.1 "Sustainable Development"
 - Policy CS.2 "Climate Change and Sustainable Construction"
 - Policy CS.3 "Sustainable Energy"
 - Policy CS.4 "Water Environment and Flood Risk"
 - Policy CS.5 "Landscape"
 - Policy CS.6 "Natural Environment"
 - Policy CS.7 "Green Infrastructure"
 - Policy CS.8 "Historic Environment"
 - Policy CS.9 "Design and Distinctiveness"
 - Policy CS.15 "Distribution of Development"
 - Policy CS.16 "Housing Development"
 - Policy CS.18 "Affordable Housing"
 - Policy CS.19 "Housing Mix and Type"
 - Policy CS.22 "Economic Development"
 - Policy CS.23 "Retail Development and Main Centres"
 - Policy CS.24 "Tourism and Leisure Development"
 - Policy CS.25 "Healthy Communities"
 - Policy CS.26 "Transport and Communications"
 - Policy CS.27 "Developer Contributions"

SITE CONSTRAINTS AND OPPORTUNITIES

3.0

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



View south onto M40



View looking north from centre of site



View looking south from centre of site

3.0 SITE CONSTRAINTS AND OPPORTUNITIES



View looking south across southern end of site



View looking north to Jaguar Land Rover site



Fishing ponds

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.1 TOPOGRAPHY AND VIEWS

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

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

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

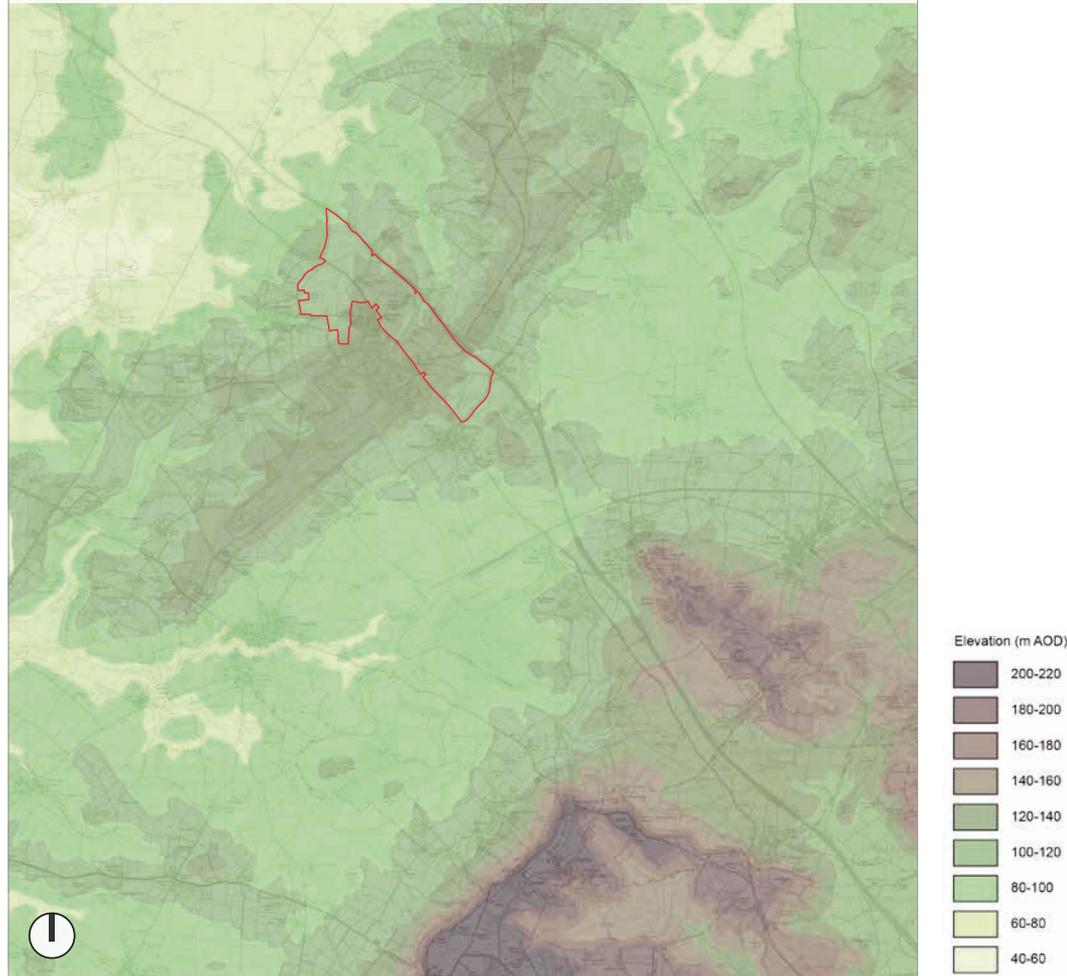
Views towards the site

There are some views of the northern part of the site alongside Chesterton Wood, from more distant, elevated locations to the north-east, including Chesterton Windmill,

although the site is not easy to differentiate at this distance, set within a wide panorama of rolling countryside, the M40 and other existing settlements. The more open southern part of the site is also visible from elevated locations such as Thorn Hill, east of Gaydon. Well known elevated public viewpoints to the south and east such as Burton Dassett Country Park and Edge Hill are too distant for the site to be clearly visible within the wide panorama.

Visually the central part of the site is generally screened from many locations to the north, south-east and east. This is due to the gently undulating topography of the Site; the M40 and its infrastructure planting; large woodlands such as Chesterton Wood; pockets of smaller woodland, mature boundary hedgerows and trees; and isolated buildings within and close to the site, which together screen and filter many views. Lighthorne Heath, and the existing JLR site, screen the site from views further west.

FIGURE 5: WIDER CONTEXT TOPOGRAPHY



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

Views out of the site

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

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

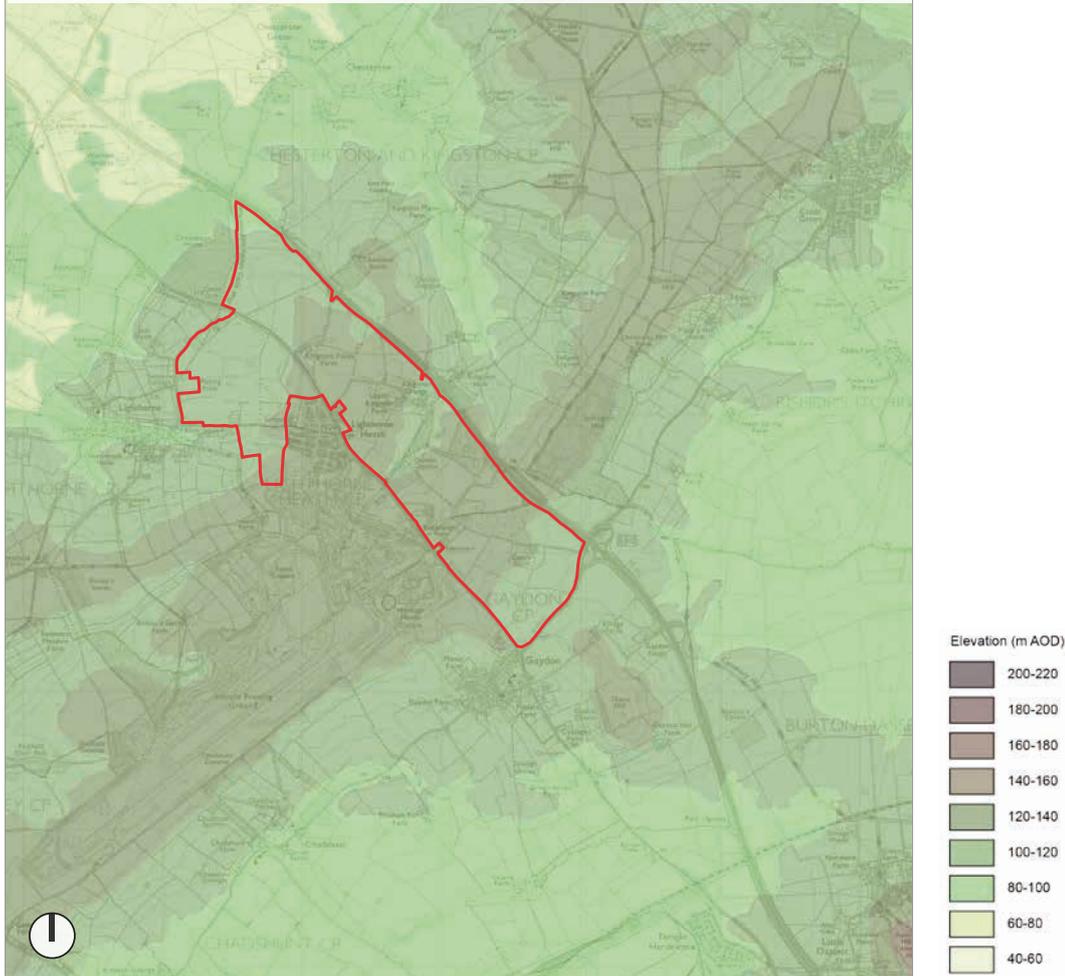
The central area near the fishing ponds and Kingston Grange Farm is enclosed and subdivided by a network of hedgerows and boundary vegetation providing no significant views into the site or out to the wider landscape.

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

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

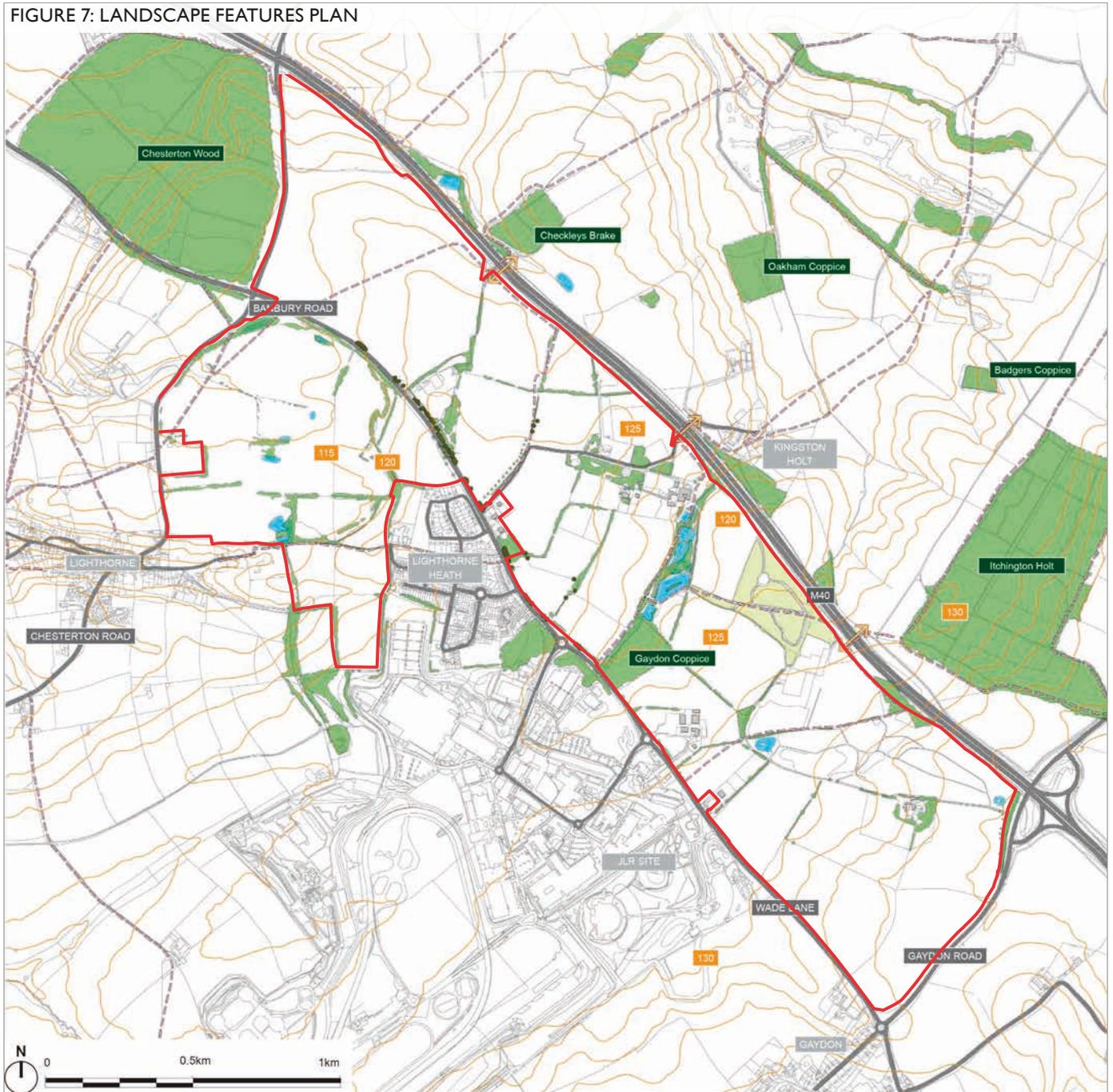
Proposals should seek to maintain the quality of key views both in and out, between the development and the open countryside in accordance with Policy(s) CS.1, CS.5, CS.6, CS.7, CS.8, CS.9, CS.25 and Proposal GLH of the Core Strategy DPD

FIGURE 6: DETAILED SITE TOPOGRAPHY



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

FIGURE 7: LANDSCAPE FEATURES PLAN



- | | | | | | |
|---|--|---|-----------------------|---|----------|
|  | Contours |  | M40 |  | SPD site |
|  | Main existing Trees and Hedgerows |  | Existing Roads | | |
|  | Protected trees (TPOed) |  | Existing Water Bodies | | |
|  | Vegetation on landfill site |  | Potential Links | | |
|  | Public Right of Way (Definitive Route) |  | Existing Buildings | | |

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.2 LANDSCAPE CHARACTER

The District has a varied landscape which is highly valued by residents, local employees and visitors. In broad terms, the District can be divided into a number of landscape character areas including the well wooded Forest of Arden area north of the River Avon and the valleys of the Rivers Avon and Stour which provide an attractive vale landscape comprising open fields and floodplains. A number of studies recording the landscape character of the area have been produced from regional to district scales.

The site lies within National Character Area (NCA) 96: Dunsmore and Feldon, defined by Natural England in 2002. This is divided into sub categories of Dunsmore and Feldon, in which the Site falls into the Feldon area, described as follows:

'The Feldon is predominantly an open landscape..... Medium to large-scale, regular fields result from 18th and 19th parliamentary enclosure or the re-organisation of earlier piecemeal enclosure of the open fields. These are inter-mixed with pockets of surviving piecemeal enclosure dating from the 14th century onwards on the plateaux with smaller, more fragmented, field patterns around parklands and to the fringes where isolated farmsteads and hamlets were established before the 17th century.'

Further information concerning the National Character Areas can be accessed via the Natural England website.

Locally, the Stratford-on-Avon District Design Guide and Character Map (2001) defines the site and surrounding area as lying within the Feldon - Lias uplands character area.

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

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

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

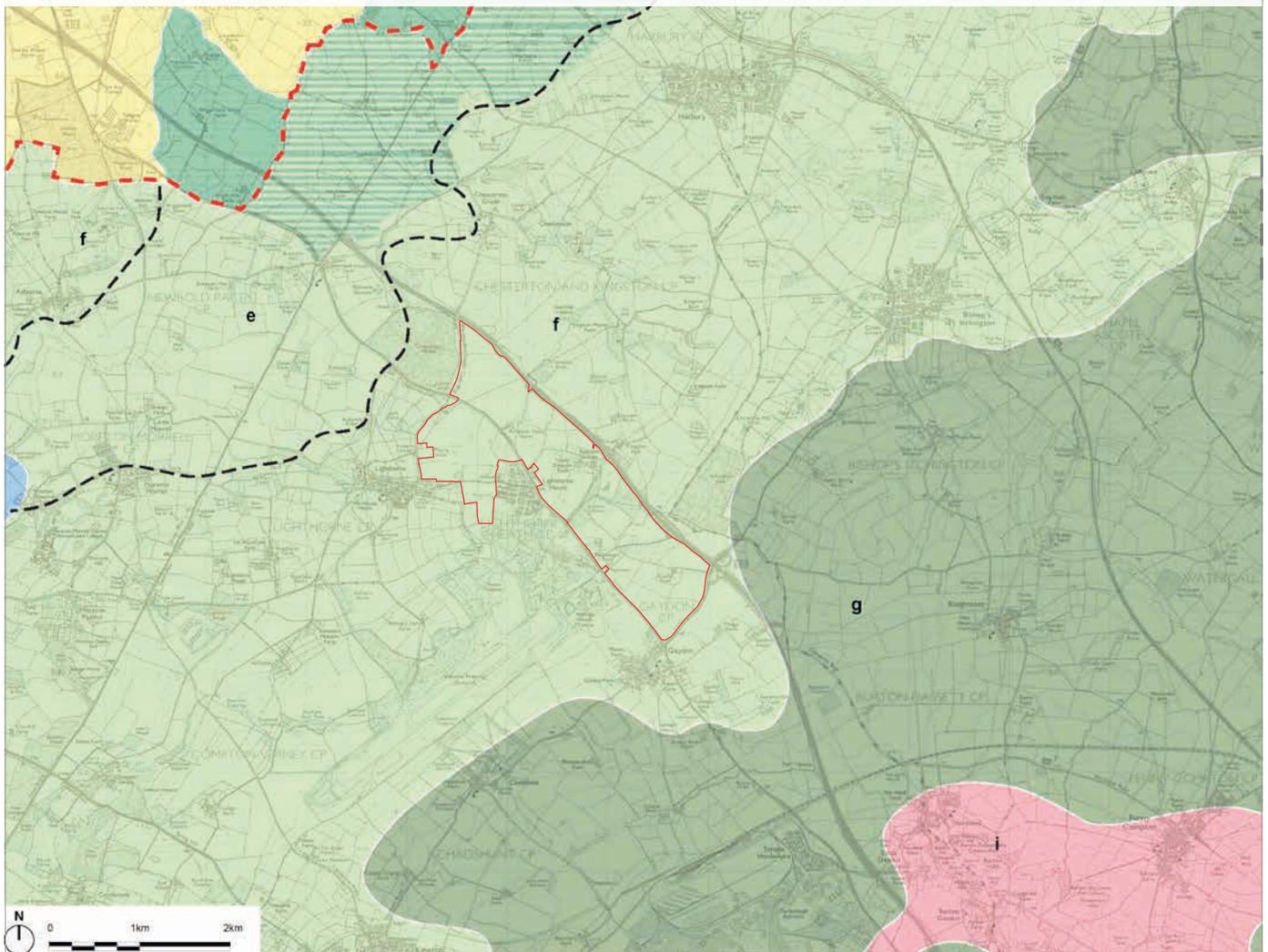
"The landscape character and quality of the District will be maintained by ensuring that development takes place in a manner that minimises and mitigates its impact and, where possible, incorporates measures to enhance the landscape. The cumulative impact of development proposals on the quality of the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

A. Landscape Character and Enhancement

1. Proposals have regard to the local distinctiveness and historic character of the District's diverse landscapes.
2. Proposals protect landscape character and avoid detrimental effects on features which make a significant contribution to the character, history and setting of a settlement or area.
3. Measures are incorporated into development schemes to enhance and restore the landscape character of the locality."

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

FIGURE 8: BROAD LANDSCAPE CHARACTER PLAN



District boundary

Stratford-on-Avon District Character Areas

Feldon - Mudstone Vale (e)
Lias Uplands (f)

Feldon - Clay Vale (g)

Cotswold Fringe - Scarp Foot and Slope (i)

Avon & Stour Valleys - Upper Avon

Source
Character Area information taken from the Warwickshire Landscape Guidelines, 1993 and Stratford-on-Avon District Design Guide, April 2001

Warwickshire and Leamington District Character Areas

Vale Farmlands

Feldon Parklands

Source
Landscape Character Assessment for Land South of Warwick and Leamington February 2009

SPD site

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

Landscape Features

The landscape character of the site is varied and predominantly in agricultural pasture and arable use, with the former quarry area principally rough pasture farmland. Fields are divided by a network of hedgerows which vary in condition, some being managed whilst others either contain significant gaps or are overgrown. A number contain mature trees, some of which are protected.

Given the nature of the allocation and proposed uses, it is recognised that it is unlikely to be feasible to retain all hedgerows within the southern part of the site allocated for the future growth and expansion of Jaguar Land Rover. Where this is the case, development proposals will need to demonstrate appropriate mitigation through a strategy for green infrastructure. There are also small copses and woodland scattered across the area, including Gaydon Coppice (Ancient Woodland).

There are some isolated farm buildings and a number of water bodies of varying sizes within the site, including small ponds and a larger network of fishing ponds near Kingston Grange Farm.

These various landscape features, as well as having aesthetic value, play an important role in relation to site drainage and surface water management that needs to be acknowledged.

Site Constraints and Opportunities

The earlier section sets out the key landscape characteristics of the land within and surrounding the SPD site. The established district scale landscape character assessment set out in the District Design Guide and Character Map covers a broad area and is a relevant starting point. However, in order to better understand the landscape character of the site and to address and support the principles set out in Policy CS.5, a more detailed scale of landscape character assessment is required.

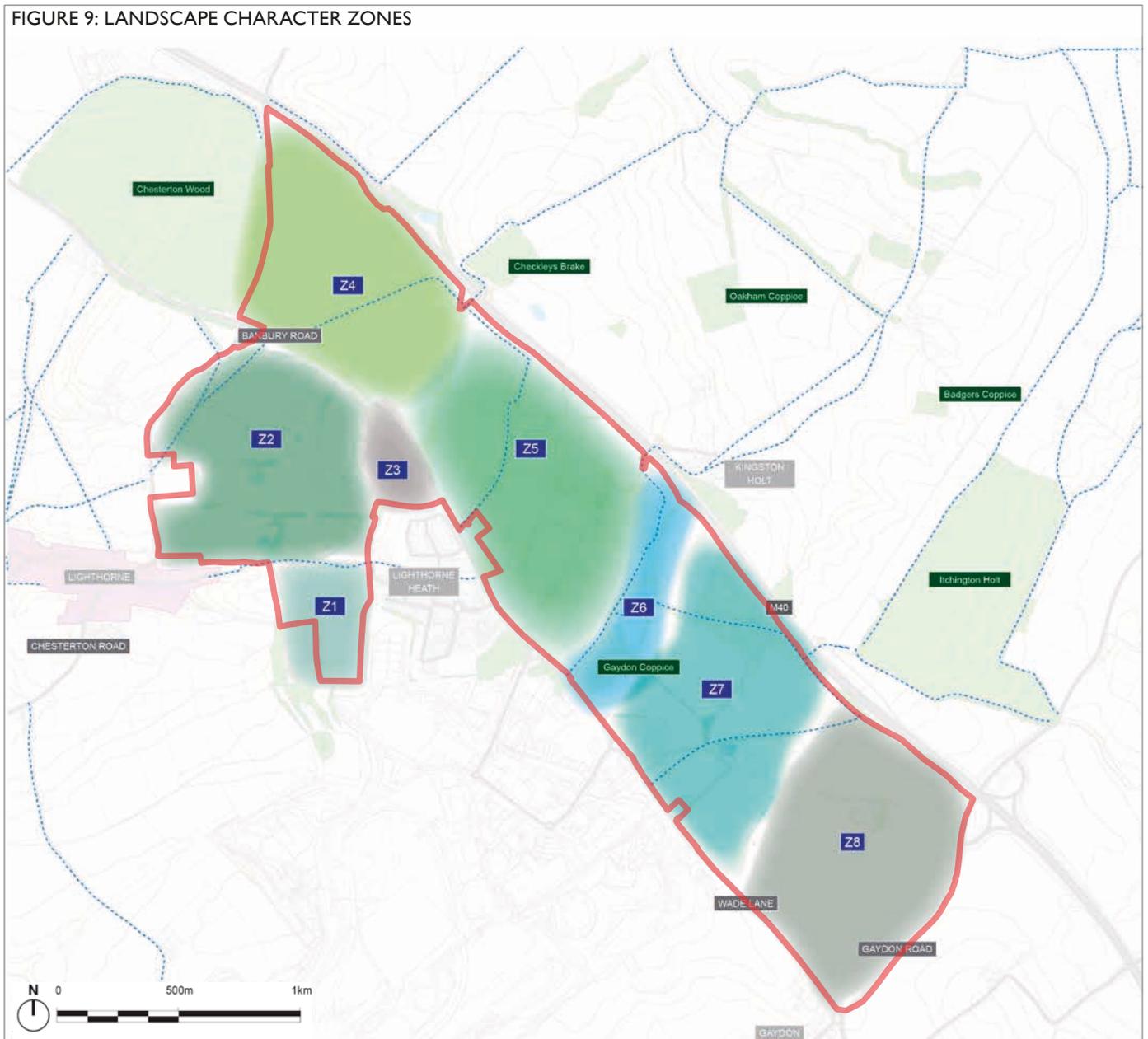
A review of information from the existing landscape character assessment and known environmental baseline information (such as public rights of way, landform, landscape features, townscape information, Tree Preservation Orders (TPOs), Listed Buildings, and designated nature conservation or other heritage sites), combined with field survey work to consider the site's visual sensitivity, has identified more detailed variations in landscape character which inform the design approach to development .

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

The Council will require further detailed work to be completed and presented in the form of a full Landscape and Visual Impact Assessment at the planning application stage.

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

FIGURE 9: LANDSCAPE CHARACTER ZONES



Key

Z1 Landscape Character Zones

□ SPD site

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

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

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

Based on the above characteristics the main area has low capacity to accommodate development due to its open nature and relationship to the wider countryside. The southern field area, adjoining the perimeter planted bund of the Aston Martin site, is more contained by existing planting and is judged to have medium capacity for development.

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

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

LANDSCAPE CHARACTER ZONE 1



LANDSCAPE CHARACTER ZONE 2



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LANDSCAPE CHARACTER ZONE 3



LANDSCAPE CHARACTER ZONE 4



LANDSCAPE CHARACTER ZONE 5



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

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

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

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

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

Based on available information this Zone is judged to have a medium to high capacity to accommodate development due to the characteristics described. Any development will need to take account of a buffer/setback from the ancient woodland. It will also need to consider noise mitigation alongside the M40, the existing public right of way which crosses this area, as well as views from the wider countryside. The views from Chesterton Windmill must be a particular consideration.

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

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

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

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

LANDSCAPE CHARACTER ZONE 6



LANDSCAPE CHARACTER ZONE 7



LANDSCAPE CHARACTER ZONE 8



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

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

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

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

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

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

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

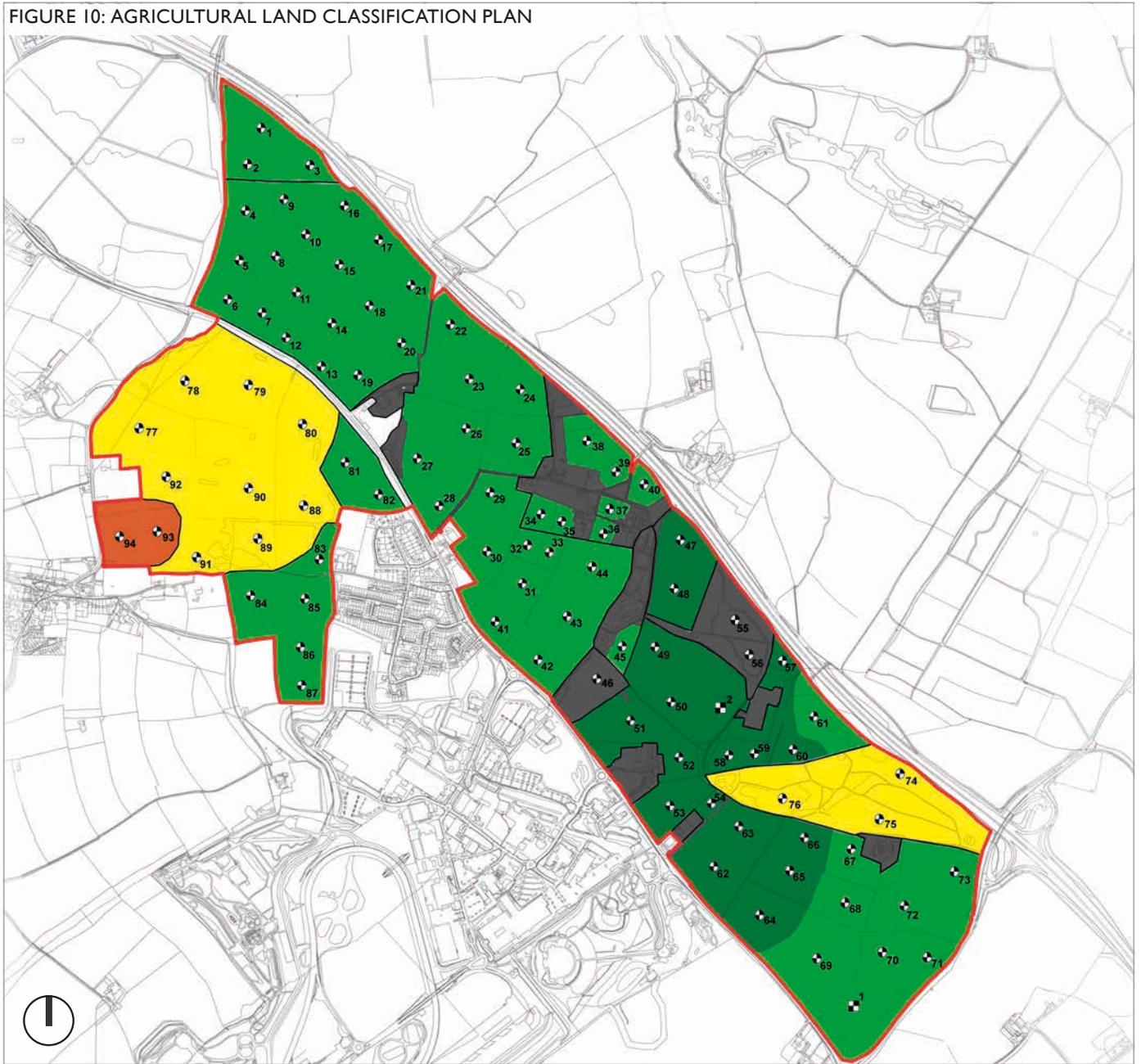
Views from Zone 8 to the south are relatively wide reaching and include in the middle distance - Thorn Hill at approximately 136m (AOD), and beyond Burton Dassett Hills Country Park at approximately 190m (AOD). Over 6km to the south is the ridge line at Edge Hill, where there are glimpsed long distance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

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

The existing landscape character zones across the site and beyond should inform the landscape framework, and in turn the landscape treatment within the new residential neighbourhoods. Through the preparation of a Landscape and Visual Impact Assessment, applicants for planning approval shall set out their analysis of the existing landscape character and clearly explain how this has influenced their proposed masterplan, and how new development will respond to this important context (see also section 5.4 of this document) in accordance with Policy(s) CS.1, CS.5, CS.6, CS.7, CS.8, CS.9, CS.25 and Proposal GLH of the Core Strategy.

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

FIGURE 10: AGRICULTURAL LAND CLASSIFICATION PLAN



- Grade 1
- Grade 2
- Grade 3a
- Grade 3b
- Grade 4
- Grade 5
- Non agricultural land

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.3 SOIL, GROUND CONDITIONS AND CONTAMINATION

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

More recently, the south eastern section of the site has been utilised for landfilling non-hazardous and household wastes as part of the Kingston Grange Landfill (the extent being shown by Figure 18). This landfill has ceased operation, has been capped, and is no longer accepting waste inputs of any kind.

An Agricultural Land Classification assessment was carried out for the site in June 2014. This confirmed that the majority of the site is classed as Grade 3b or lower (almost 230 hectares) with some 50 hectares comprising Grade 3a land. All of the higher quality agricultural land is located within the area proposed for the JLR expansion. Figure 10 shows the extent of the respective agricultural grades and confirms that the residential components within the policy area are located away from the Grade 3a land.

Securing the long term potential of the land and safeguarding soil resources as part of the overall sustainability of the development will require careful soil management. Developers must use an appropriately experienced soil specialist to advise on and supervise soil handling, including identifying when soils are dry enough to be handled and how to make the best use of the different soils on the site. More general guidance is available in the DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites and should be followed.

The site is located on Jurassic Lias Group and Triassic Penarth Group strata variously designated as Secondary (A, B and Undifferentiated) Aquifers by the Environment Agency. Superficial deposits of Glacial Till are present which are designated as Secondary (Undifferentiated) Strata. A tributary of Thelsford Brook is located 250m to the west of the site and Tach Brook is located 500m to the north east. The Environment Agency recommends that developers:

- Follow the risk management framework provided in CRLII, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- Refer to the EA Guiding Principles for land contamination for the type of information required to assess risks to controlled waters from the site.
- Refer to the contaminated land pages on GOV.UK for more information.

Developers should refer to the EA 'Groundwater Protection: Principles and Practice' GP3 document available from GOV.UK which includes information on waste management, discharge of liquid effluents, land contamination, drainage, storage of pollutants and hazardous substances and management of groundwater resources.

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

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.4 ACCESS AND MOVEMENT

Walking and Cycling

Historically there has been no requirement to provide dedicated walking and cycling links into the site. There are intermittent footways within the local road network with no substantial dedicated cycling facilities. The B4100 has footways near the Heritage Motor Centre, on the western side of the carriageway, however they are narrow in nature with no street lighting present. As the B4100 nears its junction for the existing Jaguar Land Rover Gaydon site access, footway provision improves. Footways are provided on both sides of the carriageway and additionally a shared footway/cycleway starts. This provides an off-road route for cyclists and street lighting is also present in this section of the B4100. The various types of Public Rights of Way (PRoW) surrounding the site are indicated on Figure 11.

This indicates there are several footpaths and bridleways that bisect the site, connecting into a wider network of PRoW. The existing network includes the 100 mile Centenary Way, starting at Kingsbury Water Park in the north of Warwickshire with connections with Warwick, Royal Leamington Spa and Nuneaton. In addition, there is the Lighthorne Bridleway Circuit which runs in a 9km circle to the south of the village of Lighthorne and a bridleway running north-east that connects the areas of Lighthorne Heath, Lighthorne and Chesterton Wood.

If it is proposed to divert any public rights of way to enable development then a legal order would be required. This order would be made under the Town and Country Planning Act by the District Council as Planning Authority. The specifications of the proposed diversions, including the route, width and surface type of the new route, would need to be agreed with Warwickshire County Council's Rights of Way team. The surface of any diverted bridleway route would need to be suitable for equestrians.

Accommodating existing public rights of way along estate roads or enclosing them into a narrow alleyway is generally considered undesirable in terms of the impact on the amenity of the route, particularly where the existing public right of way is an open, rural route. It is preferable for existing public rights of way to be accommodated away from estate roads and in open space or along green corridors, wherever possible.

The specifications for resurfacing works on any of the public rights of way would require the approval of the Rights of Way team. It may be appropriate for public rights of way integrated into the development to be included in any Section 38 agreement for the development and constructed to adoptable standard.

If it were proposed that any existing public footpath would be upgraded to a shared footpath and cycleway then this would need to be discussed with Warwickshire County Council's Rights of Way team from an early stage, to ensure that the proposals comply with all relevant legal and policy requirements.

Proposals should seek to appropriately integrate existing PRoW within the development and consider opportunities to create new links. Cycle ways should also comprise an integral feature of development proposals, including links to the primary school, to other community buildings, to the employment areas of Aston Martin Lagonda and Jaguar Land Rover and towards Gaydon, Lighthorne Heath and Lighthorne. Links to the PRoW and cycle networks in the wider area must be considered, with opportunities to enhance these networks for the benefit of existing as well as new users realised whenever possible. Proposals should be prepared in accordance with Policy(s): CS.1, CS .7, CS .9, CS.25, CS.26 and Proposal GLH of the Core Strategy. Pedestrian crossings (either controlled or uncontrolled) complete with tactile paving should be included in the development where an existing footpath crosses a new access road. Where signalled crossings are required to accommodate cyclists, these should be toucan crossings.

Public Transport Networks

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

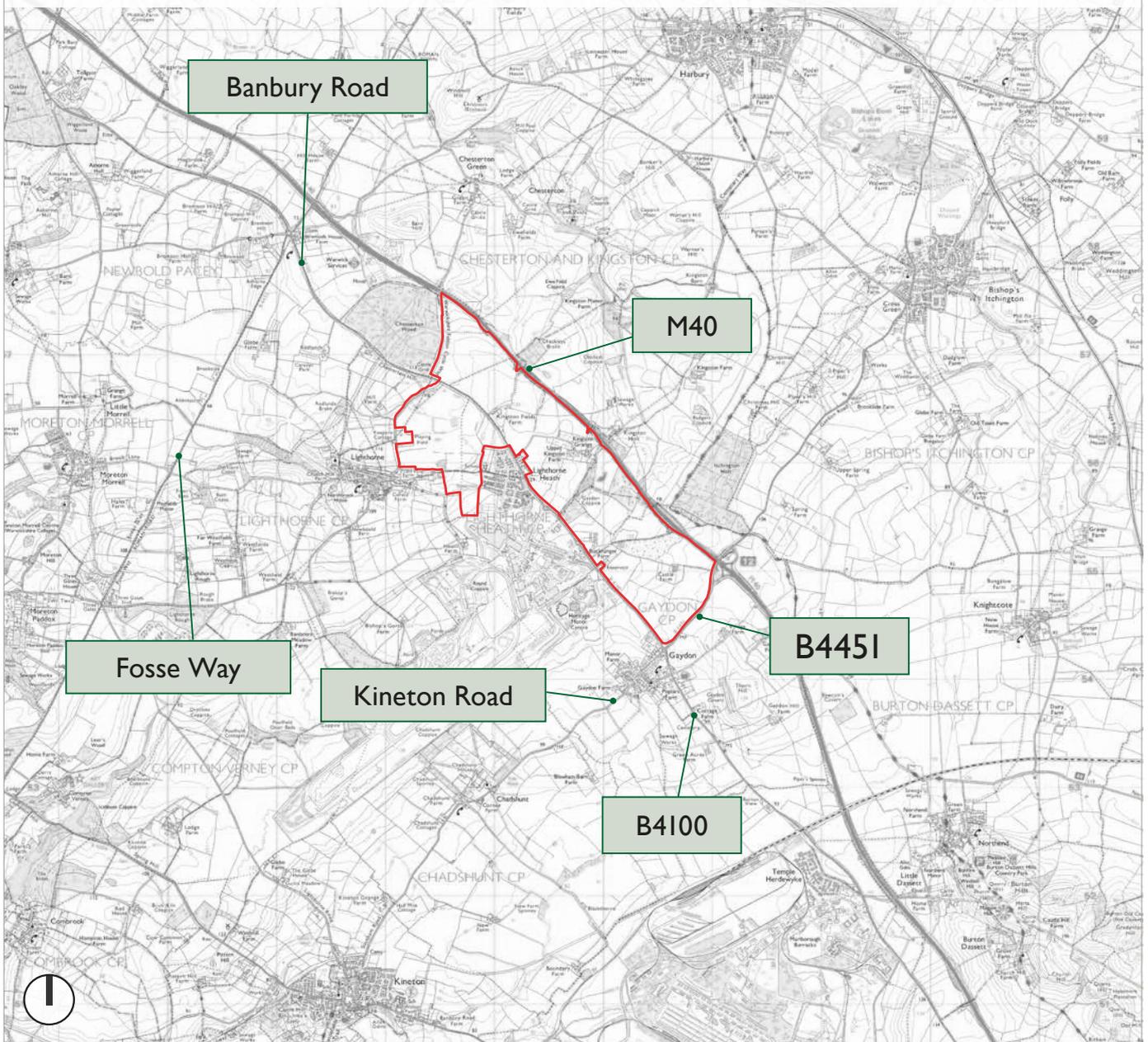
Gaydon is also served by the following bus services:

- Route 67b: Cubbington to Leamington to Gaydon; operated by Stagecoach; Sundays only; Hourly frequency
- Route 77: Leamington to Lighthorne Heath to Avon Dassett; operated by Stagecoach; Monday to Saturday; 120 minute frequency;
- Route 277: Lighthorne Heath to Banbury; operated by Stagecoach; Monday to Saturday; 1 service per day;
- Route 498: Radford Semele to Banbury; operated by A & M Group; Thursdays only; 1 service per day.

The local high school at Kineton runs a school bus service from Monday to Friday during term time to transport pupils to and from Lighthorne. These are operated by Catteralls Coaches and Ridleys coaches.

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

FIGURE 12: LOCAL ROAD NETWORK



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

The development provides a major opportunity for bus services to be further improved, both in terms of routing to enable better access to facilities as well as improving the frequency and days of service. This opportunity must be subject to full discussions with relevant operators.

The closest railway stations are located in Royal Leamington Spa, Warwick and Warwick Parkway to the north. These stations cater for routes to Birmingham (having a journey time of circa 35 minutes from Warwick Parkway) and Coventry (having a journey time of circa 10 minutes from Leamington).

Additionally, Banbury Station to the south provides for journeys to Oxford (having a journey time of circa 20 minutes), London Paddington (having a journey time of circa 80 minutes) and London Marylebone (having a journey time of circa 60 minutes).

The allocation represents an opportunity to significantly enhance public transport connectivity in the area and developers will need to demonstrate improved accessibility to the new and existing communities of Gaydon, Lighthorne and Lighthorne Heath in accordance with Policy(s): CS.1, CS.9, CS.22, CD.25, CS.26, CS.27 and Proposal GLH of the Core Strategy.

Accessibility

Gaydon and Lighthorne Heath are each circa 1.2km distant from the centre of the site, with Lighthorne being some 3km to the west. As detailed earlier, at Gaydon there is a pub/restaurant, church, village hall and shop. Lighthorne Heath provides a local primary school and a village shop with Lighthorne providing a further pub, church and village hall.

The delivery of a successful development should ensure integration of the site with the neighbouring areas. The key areas are identified as Gaydon, Lighthorne, Lighthorne Heath and Kineton, although the smaller community of Chesterton must also be considered. A transport strategy should be developed that will include the delivery of suitable links to each of the identified areas. The aim is to ensure that both walking and cycling trips are encouraged and that no barriers to movement exist.

This is likely to require strong walking and cycling connections to the identified areas, delivering direct access constructed to a high quality. The new access roads should include segregated footways with signalised crossings, particularly across the B4100 Banbury Road. This will ensure that pedestrians and cyclists can access the most immediately adjacent villages of Lighthorne, Lighthorne Heath and Gaydon with ease and that the new development will integrate into the surrounding area.

Journeys of less than 2km should be targeted for the promotion of walking as a suitable and sustainable mode of travel, whilst those of less than 5km should be targeted for cycling.

On this basis the existing local amenities are within walking/cycling range and this should be reflected in the design process.

Road Network

The site is located adjacent to the M40, an established strategic highway route. The local road network includes the B4100 and B4451 as indicated in Figure 11. The local road network is managed by Warwickshire County Council (Highways) and the motorway is managed by the Highways England, and UK Highways (DBFO contractor for this section of the M40 motorway).

The B4100 borders much of the western edge of the site. This road caters for strategic north and south vehicle movements in the direction of Warwick to the north west and Banbury to the south east. The road is typically single carriageway with intermittent footways. To the south of the site, the B4100 forms a four arm roundabout with the B4451 which connects Kineton to the south west and Bishops Itchington to the north east. It intersects with junction 12 of the M40 motorway adjacent to the easternmost corner of the site. Highways England and Warwickshire County Council each have committed improvement/capacity enhancement schemes linked to junction 12 and the B4100, with construction work having commenced in late 2014. The Old Gated Road marks the north western boundary of the site; it is a minor mostly single track road linking to Chesterton Green.

The Fosse Way (B4455) is an important route situated slightly to the west of the site and running south west to north east across Warwickshire. Further to the north of the site, the B4100 connects with the M40 motorway (junction 13).

Preparation of the Core Strategy has been informed by a number of Strategic Transport Assessments (STA) commissioned by Warwickshire County Council and Stratford-on-Avon District Council designed to ensure that allocated sites are deliverable. Most specifically, two reports were published in April 2014, namely the STA Options Analysis and the STA: Cumulative Assessment. The traffic model used to inform these reports reviews the road network over a large geographical area and looks at arterial roads such as the M40.

The Cumulative Assessment specifically looks at the joint impact of planned developments in both Stratford District and the adjoining Warwick District. Future planning applications for development within the policy area covered by this document must be supported by a Transport Assessment that further refines the strategic modelling to look more specifically at the local traffic environment within the surrounding villages. Some background evidence on local impacts is provided by the Strategic Transport Assessment published in October 2012. Any new report must assess the current situation and the impacts of the proposed development, setting out proposals to mitigate any such impact.

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

The conclusions reached via the most up-to-date work identify a number of required interventions. The nature, timing of and triggers for the delivery of these interventions must be identified via the ongoing Transport Assessment process. The following schemes as identified on Figure 13 will be delivered:

1. M40 Northbound J12 Slip Improvements and extended right turn lane
2. B4100 widening (Heritage Motor Centre to M40 J12)
3. B4100 R-Turn Bay into Meadows Close
4. Fosse Way/B4100 Harwoods House roundabout improvements
5. Fosse Way/Chesterton Road/Harbury Improvements
6. Fosse Way/Southam Road Roundabout Improvements
7. Signalisation of M40 J13 northbound off slips
8. M40 capacity enhancements J12 to J13
9. M40 J13 to Greys Mallory Roundabout improvements
10. Greys Mallory Roundabout signalisation
11. Dualling of A452 Europa Way corridor
12. Europa Way/Harbury Lane roundabout improvements
13. Europa Way/Shires Retail Park roundabout improvements
14. Europa Way/Myton Road roundabout improvements
15. Gallows Hill Roundabout (Warwick Technology Park)
16. Myton Road signals

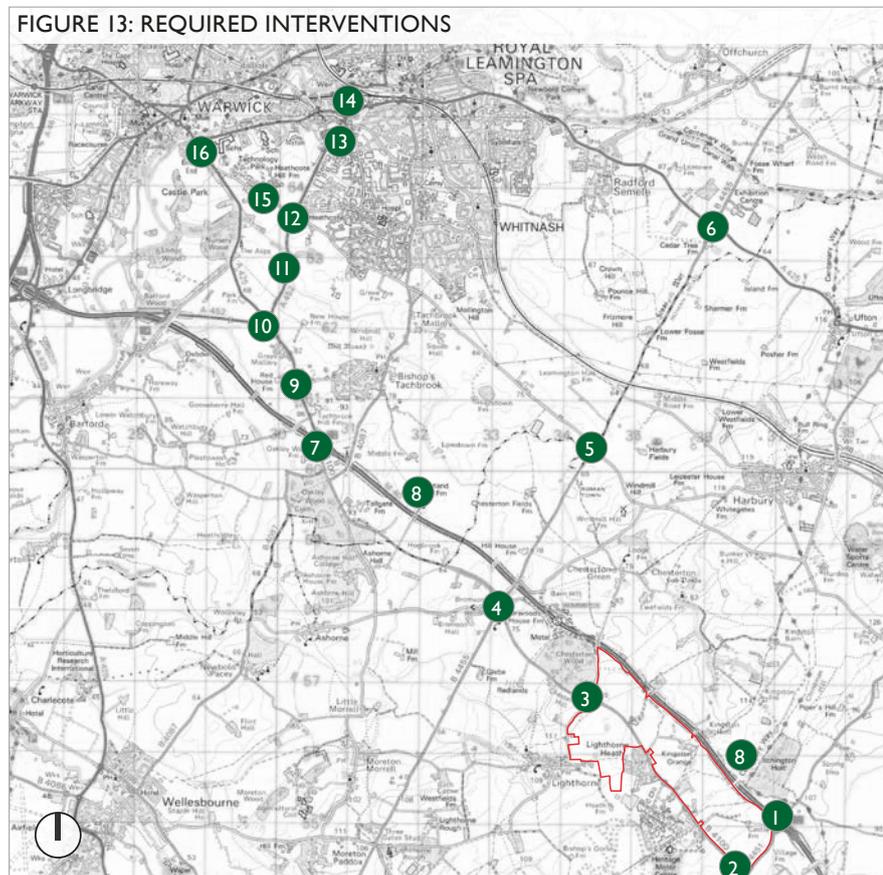
The Transport Assessment that will need to be completed to support any planning application will both clarify any impacts on the strategic road network and review the impacts on the local road network, identifying any further interventions that are required to complement the wider interventions currently identified. This work must have regard to the impacts identified by the October 2012 STA report.

This further stage of assessment as a minimum will review the impact on the public highway at and between the following locations;

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

Developers will be expected to make a proportionate contribution to the improvements needed to mitigate the impact of development in the local area in accordance with Policy(s): CS.1, CS.22, CS.26, CS.27 and Proposal GLH of the Core Strategy. the Core Strategy DPD.

FIGURE 13: REQUIRED INTERVENTIONS



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

Lighting

Light sources would be apparent in local views towards the Site and within the Site as a result of the proposed development and the associated highway junctions in an area of land that is currently unlit. The site does however lie immediately to the east and north of Lighthorne Heath and close to the Jaguar Land Rover (JLR) and Aston Martin Lagonda (AML) sites, which contain light sources. The proposals would result in an extension of light source (aura) in this area and would be seen in the context of Lighthorne Heath and the JLR/AML site. The settlement will be characterised by controlled lighting of a quality typical of a new built-up area whilst having regard to the generally rural character of the location.

The potential receptors are:

- Fauna and flora within and adjacent to the site.
- Nearby residential properties.
- Medium and long range views into the site.

Medium and Long Range Views of the Site

The light aura generated by the proposed development has the potential to impact upon views from adjacent heritage assets, including conservation areas and listed buildings. As stated above, existing built development associated with Lighthorne Heath Village, the Jaguar Land Rover and Aston Martin Lagonda employment areas and associated transport infrastructure along the B4100 and the M40 J13, create an existing background light condition. However, the Landscape and Visual Impact Assessment(s) that will be needed to accompany any planning application must appropriately assess the impact of additional lighting, its impact and any associated mitigation that would need to take place. Specific consideration will need to be made in relation to any impact on Lighthorne Conservation Area, Chesterton Windmill (Grade I Listed building and a scheduled monument) and Beacon Tower (Grade II listed building and a scheduled ancient monument) at Burton Dassett.

Fauna & Flora

Certain fauna and flora are particularly sensitive to the effects of lighting, whose introduction can have an adverse effect on the population. So, for example, whilst certain species of bats, such as the Noctule and Serotine are happy to fly around illuminated street lighting, capitalising on the increased supply of insects that are attracted to the light source, Greater Horseshoe bats will avoid street lighting. Placed inappropriately on an entrance to a roost, commuting corridor or foraging location, luminance can have severe effects.

Nearby Residential Properties

Residential properties situated to the west of the Site boundary will be most sensitive to potential changes in lighting levels resulting from development of the land. At present, these properties are reasonably well shielded from the effects of street lighting along the B4100 road frontage and the existing JLR site to their south. It will therefore be important to recognise the potential sensitivity in the design by carefully designing the lighting in a manner that controls any light spillage and restricts any increase in light to these existing properties. Careful attention is required to avoid undue impact on other isolated properties in the general vicinity.

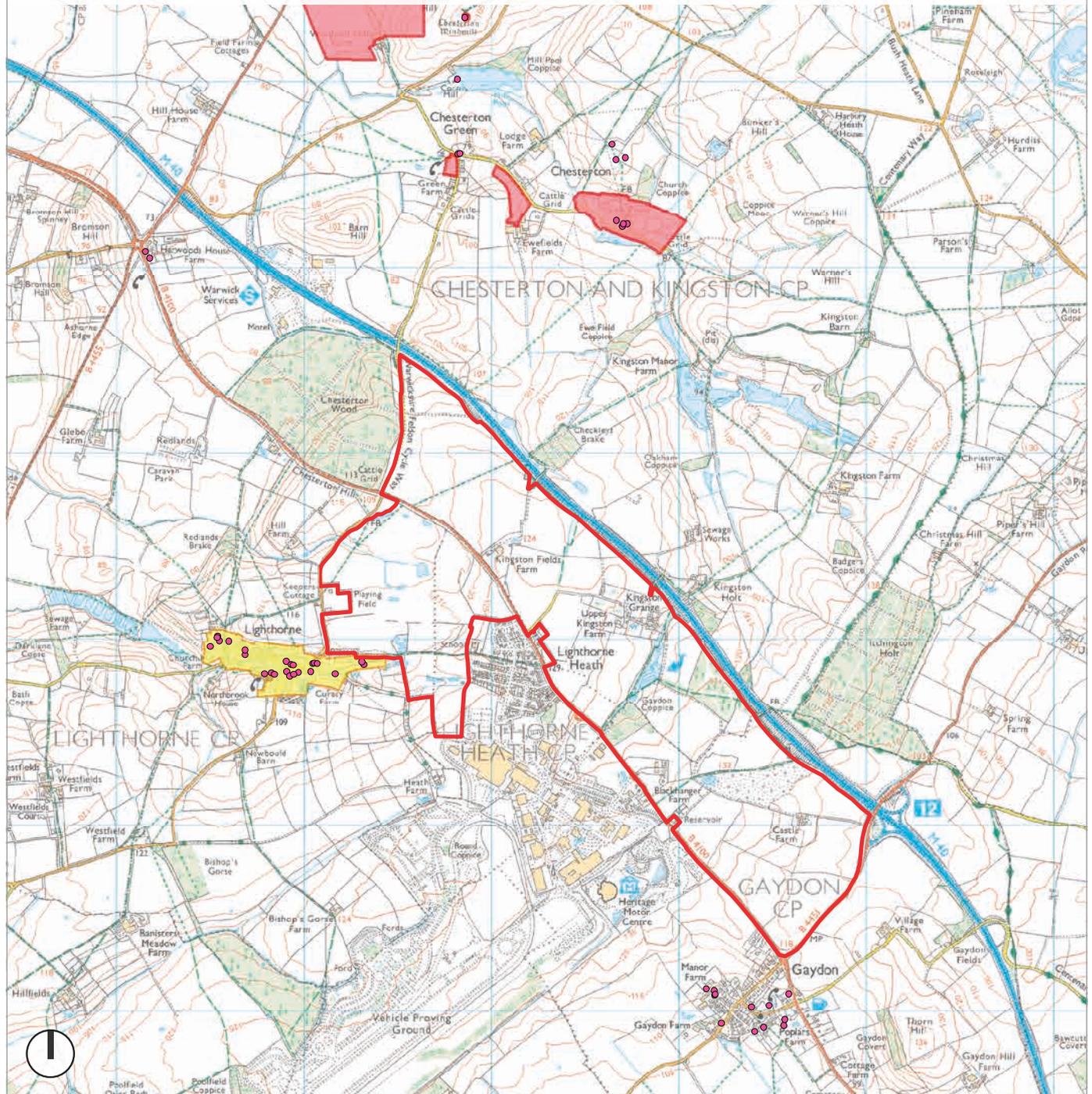
Conclusion

A lighting assessment will be conducted to assess the presence of sensitive light source receptors and to put forward proposals to mitigate any impacts. The objective will be that both site wide ecology and nearby residents should potentially benefit from the development of lighting proposals that are carefully designed to minimise impacts.

Design methods that should be considered include those that ensure light spillage from the development is where possible reduced to the baseline non illuminated conditions, particularly in those areas of the site that lie beyond the illuminated public areas and private gardens of the new homes. Critically, these measures will reduce lighting levels on open space, hedgerows and existing properties to insignificant levels.

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

FIGURE 14: DESIGNATED HERITAGE ASSETS MAP



- ▬ Site Boundary
- ▬ Scheduled Monuments
- Listed Building
- ▬ Conservation Area

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3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.5 HISTORIC ENVIRONMENT

There are no listed buildings or designated heritage assets within the site. There are sixteen listed buildings, all Grade II, located within a 1 km distance of the site's boundary. These are concentrated within the villages of Gaydon to the south and Lighthorne to the west. The historic core of Lighthorne is designated as a Conservation Area. There are five undesignated buildings of local interest that are likely to be either eighteenth or nineteenth-century in date.

Chesterton Windmill is located 1.9km north of the site's northern point by Chesterton Wood. It is a Grade I listed building and is also designated as a scheduled monument. The windmill was built in 1632 by Sir Edward Peyto possibly to a design by Inigo Jones. It was designed and positioned as a landscape feature within the estate of Chesterton House, the home of Sir Edward Peyto, though it was a functional mill. Chesterton House was demolished in 1802 and little of the estate survives in an extant form.

The windmill is positioned on the crown of hill that gives it a wide setting, including the northern field of the site. The significance of Chesterton Windmill predominantly lies in its architectural and historic special interest. The wider setting, including the northern part of the site, does offer some positive contribution to its significance, but this is secondary to the contribution provided by the asset's special architectural and historic interest.

Proposals for development must demonstrate that special regard has been paid to the desirability of preserving the setting of Chesterton Windmill and that great weight has been given to the conservation of this heritage asset. The starting point for the design of the settlement is that harm should be avoided. In the more northern parts of the site housing development will take place at the periphery of the wider setting of the asset and will to some extent erode the rural context of the setting.

The impact of such development must be mitigated through appropriate planting and green infrastructure, with a lower density of housing in this part of the site. With appropriate mitigation the development should cause less than substantial harm to the significance of Chesterton Windmill. The Council will not permit development that is judged to cause substantial harm to the asset and will seek a form of development that minimises the harm to panoramic views from the Windmill.

The Beacon Tower set within the Burton Dassett Hills Country Park lies some 4km to the south of the site. It is a Scheduled Ancient Monument and Grade II listed building thought to date originally from the 15th century. Long distance views towards the site from this elevated location should be taken into account, particularly in bringing forward proposals for that part of the site lying to the south of Gaydon Coppice.

The only buildings of potential heritage interest within the site boundary are Castle Farm, in the south of the site, and Kingston Grange Farm, to the east of Lighthorne Heath; both are currently undesignated. Each is identified on 18th century maps and may be of an earlier date. Kingston Grange Farm in particular is a complex, multi-phased farmstead with numerous ranges of buildings of varying dates.

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

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

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

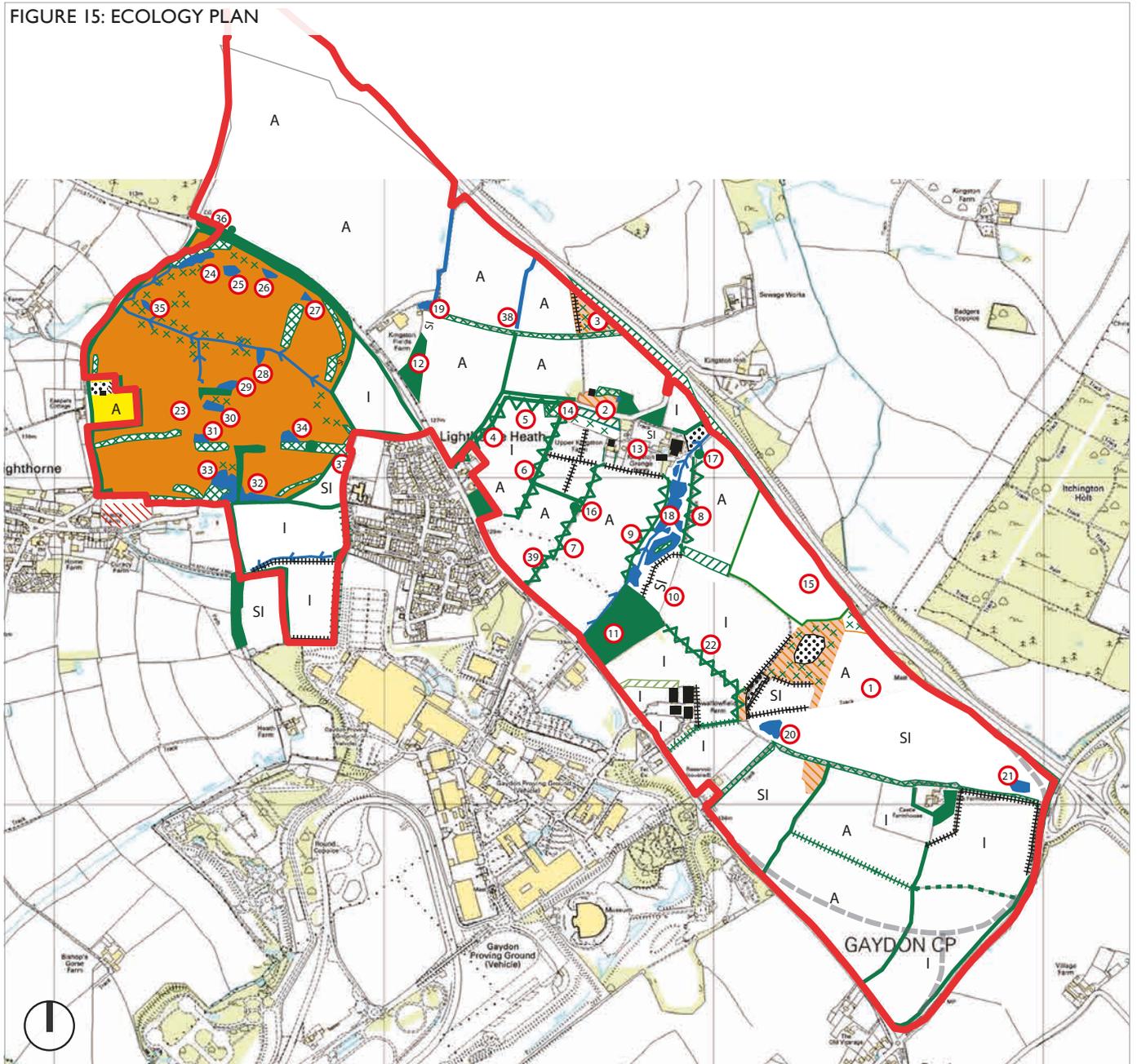
A low potential is identified for buried archaeological deposits of Saxon-Post-Medieval origin to be present within the site and, on current evidence, the potential for Roman and Prehistoric activity within the site is also identified as low, but ultimately remains uncertain due to the lack of previous archaeological investigation within the site. Modern activity is limited to areas of structural debris of World War II outbuildings and camps associated with RAF Gaydon. A former air raid shelter is located to the south of Kingston Fields Farm.

Extensive former quarrying across the north-western part of the site, landfill in the south and areas of modern landscaping in discrete areas throughout the site will have wholly or severely truncated potential archaeological deposits within these areas. Furthermore, historic ploughing and agricultural practices that have taken place throughout the site from the Medieval period onwards will have also truncated earlier archaeological deposits within the area, should they be present.

Further archaeological investigation, in support of any future applications, should be carried out to determine the presence/absence, nature and significance of archaeological deposits within the site in order to help ensure the development of an appropriate strategy to mitigate any impacts upon the historic environment, including the preservation in situ of any archaeological deposits worthy of conservation, in accordance with Policy(s): CS.1, CS.8, CS.9 and Proposal GLH of the Core Strategy.

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

FIGURE 15: ECOLOGY PLAN



A	Arable		Plantation broadleaf woodland		Standing water
SI	Species poor semi-improved grassland		Plantation coniferous woodland		Bare ground
I	Improved grassland		Species-rich hedgerow		Fence
SI	Semi-improved neutral grassland		Species-poor hedgerow		Target note
A	Amenity grassland		Defunct species-poor hedgerow		Site Boundary
	Semi natural broadleaved woodland		Species-poor hedgerow with trees		Proposed dual carriageway and northbound slip road as part of WCC's proposed improvements
	Scattered scrub		Individual trees		
	Dense continuous scrub		Tall ruderal		
			Running water		

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.6 ECOLOGY

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

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

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

Gaydon Coppice and Chesterton Wood will require a buffer in the form of an at least 30m strip of undeveloped land (measured from Tree canopies) reinforced by native shrub and tree planting. Applicants should liaise with the local Wildlife Trust, Natural England and the County Council to agree the detail of an appropriate buffer taking into account the configuration and use of proposed adjacent development. Proposed development should protect the ancient woodlands from adverse changes to: hydrology; recreational pressures; lighting; fly tipping; trespass; vandalism; wood theft; road traffic noise; invasive species and contamination.

Appendix A to this document provides an overview of the ecological designations within a 3 km radius of the site together with a description of the identified habitats. This should be used as a guide for further ecological survey, appraisal and mitigation as part of any planning application.

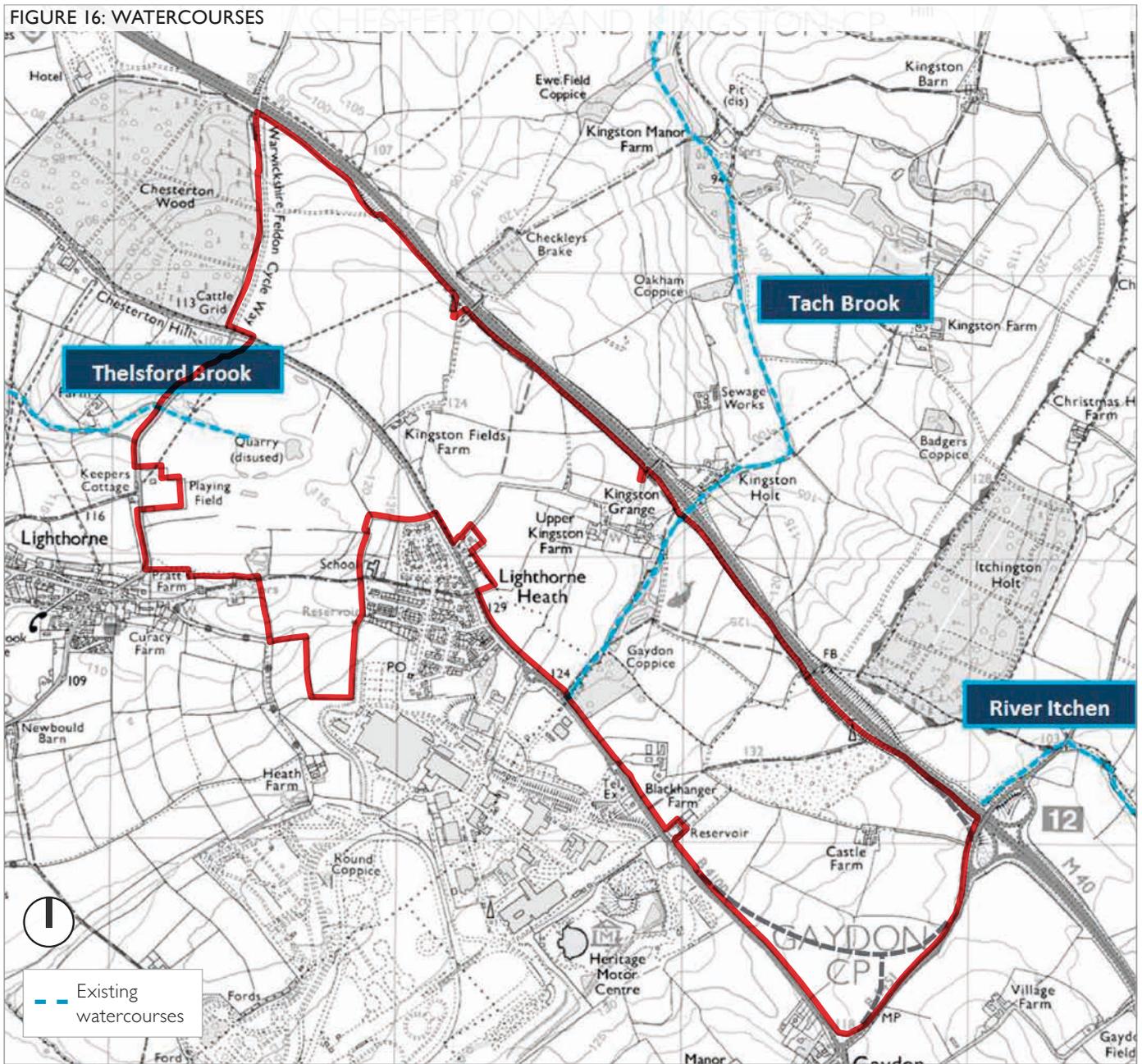
A site wide green infrastructure strategy will need to include enhancement measures which will actively increase the habitat connectivity between Gaydon Coppice and Chesterton Wood, by establishing belts of semi-natural habitat as part of the development. The important hedgerow running parallel to the B4100 will be retained; this is known to act as a corridor for commuting bats. These measures, taken as a whole, will lead to a net benefit to biodiversity as the primary habitat between the two woodlands is a large arable field to the north, offering little in the way of existing habitat connectivity. In order to demonstrate the Core Strategy policy requirement to achieve a net gain in biodiversity, the applicant(s) may consider the preparation of a Biodiversity Impact Assessment.

These measures correspond to the overall ethos of the proposal, in that existing features must be retained and enhanced, bolstered by new planting, in order to maximise benefits to wider habitats and protected species.

A range of further surveys for other ecological receptors, such as hedgerows, birds, bats and other protected species will need to be carried out in advance of planning applications submitted for the site with appropriate mitigation identified, if required. A net gain in biodiversity will also be expected to be secured in accordance with Policy(s): CS.1, CS.4, CS.5, CS.6, CS.7, CS.9 and Proposal GLH of the Core Strategy.

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

FIGURE 16: WATERCOURSES



Examples of Sustainable Urban Drainage System (SuDs) features

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.7 FLOOD RISK AND DRAINAGE

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

Figure 16 opposite highlights the key watercourses.

Flood Risk

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

The site is positioned on the higher levels of the open clay vale of the Feldon area and consists of mainly gently sloping, arable farmland with well-defined hedgerows, woodland blocks and scattered trees. From a low central ridge, the site slopes down towards the north west (Chesterton Wood) and the south east (Gaydon).

Care will therefore need to be taken to mitigate the risk of overland flooding both within the site and from the site to the lower-lying Gaydon and Lighthorne. Regard should be had to the Environment Agency's surface water flooding maps.

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

Drainage

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

Opportunities should be explored to utilise a Sustainable Urban Drainage System (SuDs) strategy with a number of retention basins at the low points of the site, linked by open channels and discharging to the on-site drains. These should attenuate the storm water runoff from the site, thus reducing the risk of flooding both within and outside the site boundary, and should also provide a basis for water quality improvements. There shall be no discharge of drainage arising from the development into the M40 surface water drainage system.

Whilst a full Flood Risk Assessment including a Surface Water Drainage Strategy will need to be prepared in support of subsequent planning applications for the site, the Council will seek the preparation of an overall drainage strategy for the policy area, all in accordance with policy(s): CS.1, CS.4, CS.5, CS.6, CS.7, CS.9 and Proposal GLH of the Core Strategy. An overall strategy is considered appropriate to prevent a fragmented approach and would, for example, allow the establishment of blue/green corridors through the site.

Highways England will need to be involved in the scoping and delivery of this part of the project.

3.8 UTILITIES

Brookbanks Consulting have undertaken a study to demonstrate that the development proposals may adequately be provided with service supplies and to identify the outline requirements for any necessary reinforcements to existing networks.

The following bodies have been consulted while completing the study:

- Severn Trent Water (STW) - Water
- Western Power distribution (WPD) - Electricity
- National Grid - Gas
- BT, Virgin Media, Vodafone - Telecommunications
- GTC - Multi Utility

The study summarises the findings and specifically addresses the following issues:

- Existing network apparatus
- Supply requirements for the new development
- Consultations with the incumbent supply network operators
- Development of outline proposals to supply the proposed development

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

A summary of the findings are indicated below:

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

Highways England will need to be involved in the scoping and delivery of this part of the project.

A new primary sub-station will be required to deal with additional loading created by the new development. Developers will need to work with Western Power Distribution to ensure appropriate electricity provision in accordance with policy(s): CS.26, CS.27 and Proposal GLH of the Core Strategy.

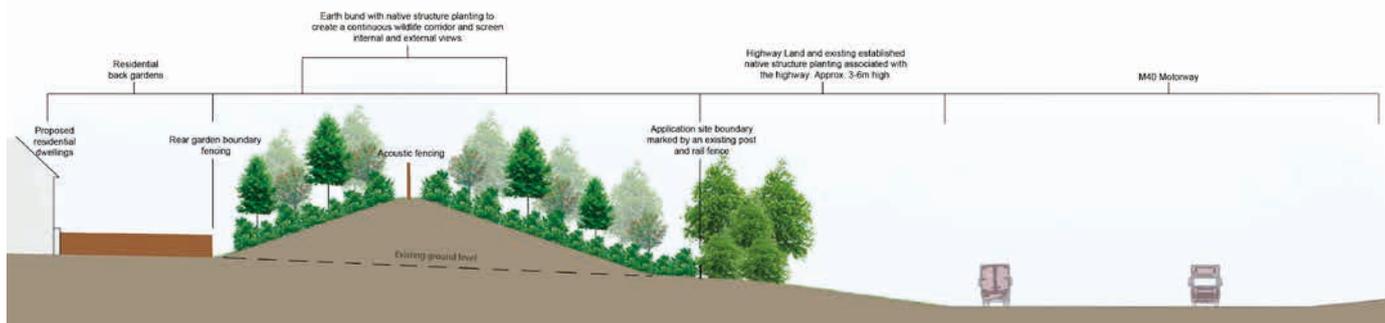
A new main gas pipeline will be required as part of the development, opportunities to provide gas to the existing surrounding villages should be explored. Developers will need to ensure that the new pipeline is brought forward in a timely fashion in accordance with policy(s): CS.26, CS.27 and Proposal GLH of the Core Strategy.

Developers of residential elements will be expected to deliver superfast fibre optic broadband to the new development and opportunities should be explored to extend this to nearby settlements including Lighthorne Heath, Lighthorne, Chesterton and Gaydon in accordance with policy(s): CS.26, CS.27 and Proposal GLH of the Core Strategy.

JLR intends to implement bespoke IT infrastructure for its development.

It has been demonstrated that the proposed development at land at Gaydon/Lighthorne Heath can be supplied with normal network service supplies without prohibitive reinforcements to the existing networks. However, some localised, non-prohibitive reinforcements may be necessary together with protections or diversions where existing plant is affected by the proposals.

FIGURE 17: M40 BUND SECTION



Typical section through landscape bund to M40

3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.9 NOISE

The development must be designed to achieve good internal and external noise climates as detailed in the World Health Organisation (WHO) guidelines. Development proposals should be prepared having regard to the “Noise policy statement for England” and the contents of BS 8233:2014 “Guidance on sound insulation and noise reduction for buildings”, which provides guidance for the control of noise in and around buildings. Given the presence of significant industrial premises in the vicinity and the proposals to add further industrial development as set out in Proposal GLH, reference should also be made to the guidance in BS 4141:2014 “Methods for rating and assessing industrial and commercial sound”.

The planning and design of the development must result from a full evaluation of the impact of existing and potential noise sources. This will include traffic noise (having regard to the likely growth of traffic on adjacent roads) and noise from industrial development (both existing and proposed). The effects of site topography must be taken into account. The design process must have regard to the feasibility of reducing noise levels at source, options for planning the site or building layout, the orientation of buildings, construction types and methods to improve the sound insulation of the building envelope and options to attenuate or obstruct the sound between its source and the receptors.

Environmental noise monitoring has been carried out in the form of a 24-hour baseline noise survey. The monitoring results, combined with detailed modelling, have provided a clear understanding of the current noise environment. The modelling shows that the majority of the site is in principle suitable for development.

In addition to assessing the broad external noise environment it is essential to ensure that appropriate internal noise levels within the proposed dwellings are achieved. The BS 8233:2014 guidance on acceptable noise levels, which is consistent with the approach advocated by WHO, should be followed.

Where the assessment of existing and potential sources of noise shows that noise levels will be higher than those contained in the guidance, suitable mitigation measures will need to be proposed. Initial assessments confirm that this will need to include a landscaped noise bund along the north eastern boundary of the site. A satisfactory residential environment both internally and externally must be secured in accordance with policy(s): CS.1, CS.9, CS.25 and Proposal GLH of the Core Strategy. It will be necessary and important to phase the delivery of the noise bund in parallel with the delivery of residential development. The early establishment of this mitigation measure is encouraged, taking advantage of any opportunities to make use of material from excavations on site rather than elsewhere.

As indicated above, in addition to attenuating or obstructing road traffic noise through the construction of a bund, an assessment must be made of the potential impact of sound from proposed or modified sources of an industrial or commercial nature. The impact of such sound on proposed new homes should be assessed as recommended in BS 4141:2014. The different assessments may mean that additional mitigation measures must be considered. These are likely to include:

- Type of glazing and wider construction measures used for residential properties affected by noise sources
- Orientation of buildings/rooms to avoid impact on the most sensitive rooms with direct sight lines onto noise sources
- Careful selection of housing types that are affected by noise sources

Care must be exercised to minimise the visual impact of the mitigation measures on the wider landscape. This will require the greening of any acoustic fencing and planting of vegetation along bunds in accordance with policy(s): CS.1, CS.5, CS.6, CS.7, CS.9, CS.25 and Proposal GLH of the Core Strategy. There shall be no surface water run-off from the bund onto the adjacent motorway.

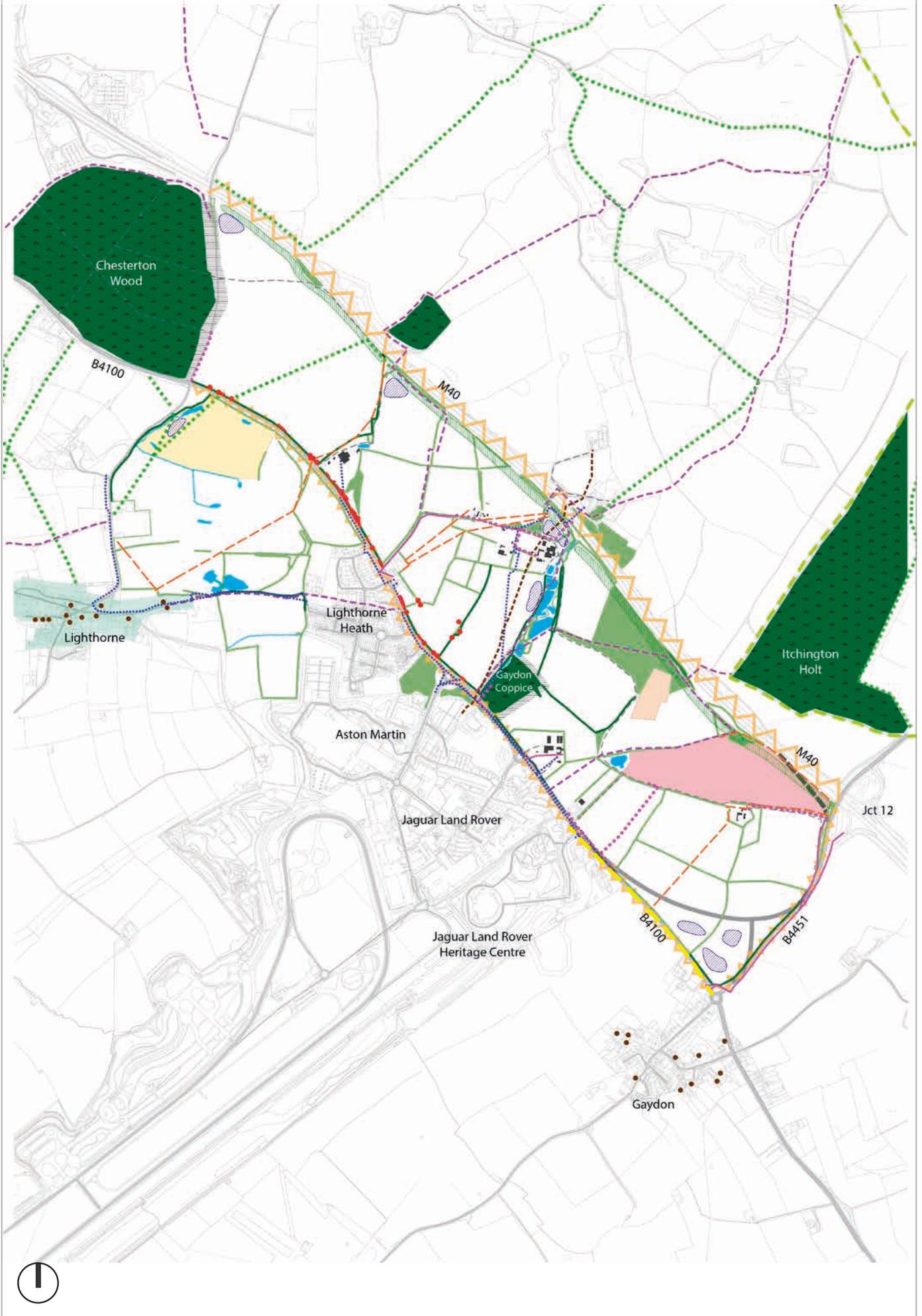
3.10 AIR QUALITY

The site is not located within an Air Quality Management Area (AQMA). The nearest are located in Warwick town centre, Leamington Spa town centre and Banbury town centre (all in excess of 10km from the site) and will not be adversely affected by traffic associated with the proposed development.

The Council has not undertaken air quality monitoring in the vicinity of the site. Mapped pollutant concentrations published by Defra indicate that background concentrations in the area are well within the air quality objectives set for the protection of human health.

Due to the close proximity of the M40 to the site boundary, monitoring of ambient NO₂ concentrations using passive diffusion tubes will need to be undertaken to determine whether a buffer is required to ensure that residents of the development are not exposed to elevated concentrations from existing motorway emissions in accordance with Policy(s): CS.1, CS.5, CS.6, CS.7, CS.9, CS.25 and Proposal GLH of the Core Strategy.

FIGURE 18: CONSTRAINTS PLAN



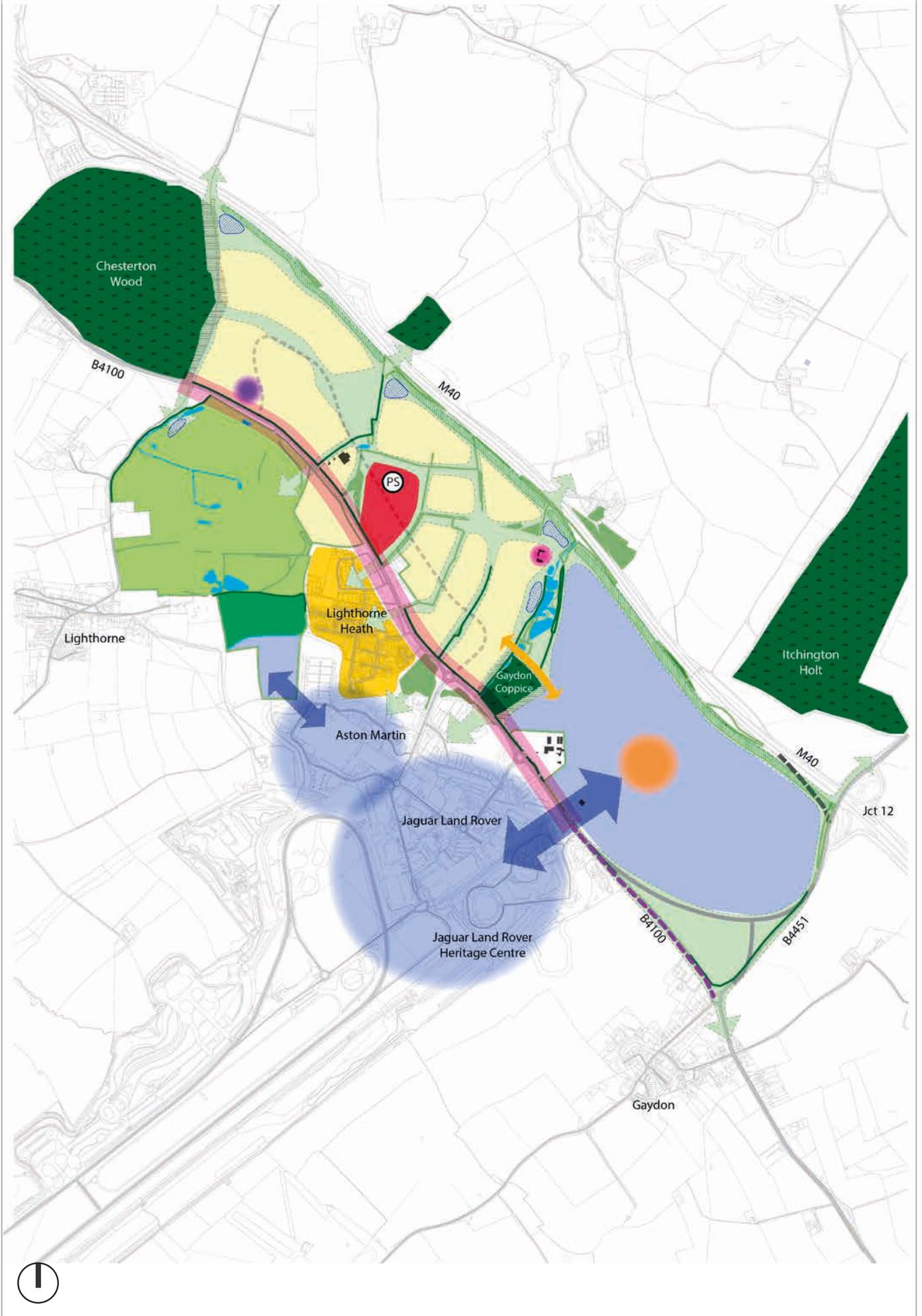
3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.11 CONSTRAINTS

Figure 18 illustrates constraints that will have a significant impact on the masterplanning of the site.

	Roads		Ancient woodland
	Public Footpaths		Woodland with 10m buffer
	Bridleways		Ancient woodland buffer
	National trail/long distance route		Important hedgerows
	Existing tracks		Other hedgerows
	Existing buildings within site		Waterbodies
	Conservation area		Noise from M40, B4100 and B4451
	Listed buildings		Former quarry site
	Proposed northbound slip road as part of WCC's proposed improvements		Waste composting area
	Proposed private road access, cycle and pedestrian route only as part of WCC's proposed improvements		Historic land fill
			Overground BT line
			Underground BT line
			Severn Trent Water
			Severn Trent foul sewer
			Overhead electricity (35kV)
			Trees with Preservation Order (TPO)

FIGURE 19: OPPORTUNITIES PLAN



3.0 SITE CONSTRAINTS AND OPPORTUNITIES

3.12 OPPORTUNITIES

Figure 19 illustrates key opportunities for masterplanning the site.

-  Roads
-  Existing buildings within site
-  Proposed northbound slip road as part of WCC's proposed improvements

OPPORTUNITIES

-  Potential location for playing fields
-  Create strong green infrastructure incorporating footpath links through site and key landscape features and increasing biodiversity by creating habitat connectivity
-  Retain important hedgerows of historic or ecological value within green infrastructure
-  Consider retaining other hedgerows within green infrastructure
-  Maintain existing fishing lakes and ponds to create special features within green infrastructure
-  Locate new primary school adjacent to village centre
-  Create a new mixed use village centre, at the centre of the site to serve the living and working communities including Lighthorne Heath.
-  Retain and convert Kingston Grange Farm to accommodate new uses.
-  Mark entrance to the village with landmark building
-  Potential locations for attenuation basins with opportunity to create wetland habitat.
-  Landscape the earthworks required for noise mitigation to create a wildlife corridor
-  High quality residential neighbourhoods set within the green infrastructure
-  Create main vehicular route through the site in form of an attractive tree-lined avenue
-  Opportunity to traffic calm B4100.
-  Part of B4100 to become cycle and pedestrian route with vehicular access restricted to properties accessed from it
-  Opportunity to expand Jaguar Land Rover and Aston Martin Lagonda.
-  Potential for landmark building within Jaguar Land Rover site.
-  Provide a pedestrian/cycle link between the residential and employment uses.
-  Improve existing facilities within Lighthorne Heath.
-  Create a managed ecological reserve

4.1 THE VISION

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

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

It will be fully integrated with Lighthorne Heath, which will benefit from a consistent approach to public realm design, facilities and infrastructure retention/provision.

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

The rural setting of Lighthorne will be preserved by the retention of open countryside, including natural green space within and around the former quarry area.

The rural setting of Gaydon will be preserved by the provision of an enhanced area of open space to its north, with connectivity being maintained through the provision of a pedestrian/cycle link.

The new place will:

- Be distinguished by high quality design- reflecting the 'Best of British' as exemplified by the Jaguar Land Rover brand;
- Bring a variety of new skilled job opportunities to the area and will create opportunities for other local businesses;
- Meet the diverse needs of existing and future residents their children and other users by offering access to housing, recreation, health and wider community facilities;
- Make effective use of natural resources;
- Enhance the environment;
- Promote social cohesion and inclusion;
- Provide a safe and secure environment for everyone through effective design measures and infrastructure provision;
- Strengthen economic prosperity;
- Respond sensitively to its landscape setting as appropriate;
- Provide a range of commercial and community uses within the local village centre for use by existing and future residents and Jaguar Land Rover employees and visitors;
- Be well connected by sustainable transport to adjacent towns and villages, transport hubs, centres of employment, services and entertainment;
- Provide a range of sizes and types of homes to suit the needs of the community;
- Encourage healthy lifestyles; and
- Be an attractive and well served place from day one.
- Not isolate the existing village of Lighthorne Heath, but provide integration through: branding, road and street scape, facilities, improved housing and infrastructure to benefit new and existing residents

4.0 VISION AND PRINCIPLES

THE VISION



4.0 VISION AND PRINCIPLES

SUSTAINABILITY

4.2 SUSTAINABILITY

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

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

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

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

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

- The proposed development offers the opportunity to meet a major component of growth within the District, being capable of delivering 3,000 dwellings and provision of land designated for the future expansion of Jaguar Land Rover and Aston Martin Lagonda. The scale of development also supports the creation of a village centre and additional social and community uses. It therefore has a key role in helping to build a strong and competitive economy. Opportunities to foster local employment, for example through apprenticeship schemes and training linked to construction, local production and local consumption, should be maximised.
- Every opportunity must be taken to ensure that accessible environments are created both in terms of location and physical access to services, amenities, public transport and employment opportunities.
- A mix of housing sizes, types, tenures and affordability should be provided to help create mixed and inclusive communities. All development proposals must achieve high quality design standards. All new development must meet the requirements for Lifetime Homes or successor standards. New development will also address the principles of Secure by Design.



4.0 VISION AND PRINCIPLES

SUSTAINABILITY

- Development proposals must aim to reduce opportunities for criminal and anti-social behaviour; increase the likelihood of detecting crime and reduce the fear of crime. Developments must be designed to create a safe, healthy and secure environment for both people and property.
- Residents, both new and in surrounding villages, together with businesses should be provided with access to a high quality telecommunications and ICT network.

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

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



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

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

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

- A strategic and integrated approach to water resource management will be agreed through the preparation of an overall drainage strategy for the policy area. A sustainable urban drainage system approach will be used, paying attention to run-off rates, ground conditions and topography in relation to the size, type and density of development and water quality.
- Developments must demonstrate in the Design and Access Statement that a range of water conservation measures have been included in the design to reduce mains water usage. All residential development will incorporate enhanced water efficiency measures as set out in the Building Regulations. All non-residential development will at least achieve the BREEAM 'Good' standard.



4.0 VISION AND PRINCIPLES

SUSTAINABILITY

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

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

6. Meeting high standards of sustainable design

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

4.0 VISION AND PRINCIPLES

SUSTAINABILITY

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

Development must consider:

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

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

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

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

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

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

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

4.3 SUSTAINABLE ENERGY

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

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

4.0 VISION AND PRINCIPLES

PLACEMAKING PRINCIPLES

4.4 RESIDENTIAL PLACEMAKING PRINCIPLES

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

General

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

Village Centre

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

Mix of homes

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

Inclusive Design

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

Community Safety

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

Sense of Place

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

Phasing

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

Connectivity

- Promote a shift towards more sustainable transport modes for travel;
- Provide good connections both within the new development and to important destinations outside to facilitate access to jobs, schools, health and other important services;
- Implement a design approach to the B4100 corridor that facilitates strong connections between the neighbourhoods on each side of that road;
- Design residential streets to create a legible and permeable network that connects homes to the village centre and key local facilities;
- Consider the differing needs of pedestrians, cyclists, public transport users and car owners, with a focus on the creation of attractive streets rather than efficient highways;
- Ensure all homes are within a short walk (400m) of a bus stop.

Urban Form

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

Character & Identity

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

4.0 VISION AND PRINCIPLES

PLACEMAKING PRINCIPLES

Biodiversity

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

Car & Cycle Parking

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

Sustainable Construction

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

Deliverability & Long Term Management

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

Community Engagement

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

Quality of Housing

- Achieve a Building for Life accreditation.

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

SPD CONCEPT MASTERPLAN



5.0

ILLUSTRATIVE MASTERPLAN CONCEPT MASTERPLAN

5.1 CONCEPT MASTERPLAN

	SPD Boundary		
Existing		Proposed	
	Existing structural planting outside the site		Proposed main access points
	Existing waterbodies and watercourses		Proposed secondary route access points
	Existing settlements		Proposed tree-lined avenue
	Existing roads		Traffic calming to B4100 Banbury Road
	M40		Village centre
	Warwick Motorway Services		Primary school to be provided within village centre
	Aston Martin and Jaguar Land Rover		Suitable residential area
	Existing structural planting within the site		Strategic future expansion of JLR Gaydon and Aston Martin Lagonda
WCC proposed improvements			Indicative development plots within JLR Gaydon
	Proposed northbound slip road		Potential green public open space location
	Private road access, cycle and pedestrian route only		Potential managed ecological reserve and sport pitch location
			Landscaped bank with wildlife corridor
			Potential SuDs locations
			Kingston Grange Farm to be retained
			Potential gateway feature
			Potential for landmark feature
			Internal access road
			Potential footpath and cycle connection between residential and JLR expansion sites
			Secure employment land boundary
			Indicative location of public leisure/event facilities

SPD CONCEPT MASTERPLAN



5.0 ILLUSTRATIVE MASTERPLAN

MASTERPLAN PRINCIPLES

5.2 MASTERPLAN PRINCIPLES

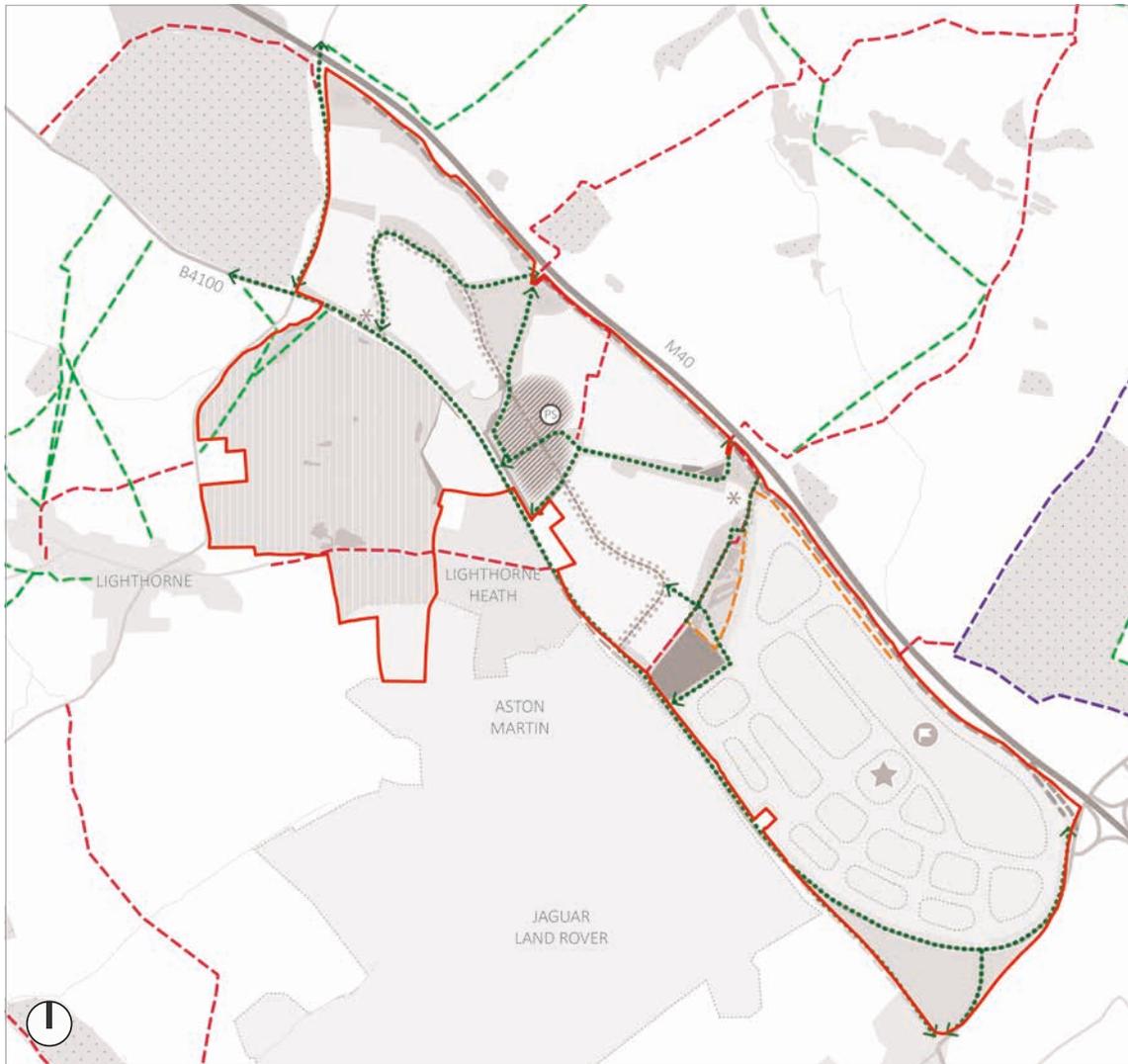
The illustrative masterplan is based on the following masterplanning principles. These principles reflect a response to the site's natural features and initial engagement with stakeholders.

- 1 The area for the Jaguar Land Rover growth and expansion site is located to the south of Gaydon Coppice and the fishing ponds.
- 2 On land west of Banbury Road (B4100), a managed ecological reserve on the former Lighthorne Quarry, sports pitches and the expansion of Aston Martin Lagonda.
- 3 Development is set back from existing ancient woodland and options to minimise traffic impacts along the Old Gated Road are considered/actioned.
- 4 A landscaped bank is built along the M40 to reduce the noise impact of the motorway on the new village and Lighthorne Heath and Gaydon.
- 5 A comprehensive and locally endorsed approach to the use of this area is implemented, based on the establishment of public open space between the new dual carriageway and Gaydon, but to include treatment of stopped up roads, provision of cycle and pedestrian links and consideration of sports pitch provision.
- 6 Existing woodlands, hedges and watercourses are incorporated into a green infrastructure framework providing a structure for the new village and the Jaguar Land Rover/Aston Martin Lagonda expansion.
- 7 A sustainable urban drainage system (SuDs) is used including open channels and retention basins with attractive planting to encourage biodiversity within the green infrastructure.
- 8 Kingston Grange Farm is converted to accommodate new uses.
- 9 A new mixed use village centre is provided to serve the existing and new living and working communities.

The village centre includes:
 - a village square;
 - a primary school;
 - a community hub with police office, meeting space and health centre;
 - a foodstore;
 - shops;
 - cafés and restaurants;
 - offices;
 - new homes including specialised accommodation for the elderly; and
 - possibly a hotel
- 10 New residential neighbourhoods set within the green/blue infrastructure will provide a range of different types, character, sizes and tenures of housing including affordable homes to meet the needs of the District. The overall net residential area is approximately 80 hectares. The average residential density will be 37.5 dwellings per hectare. The appropriate density for each of the specific character areas is set out later in this document.
- 11 A gateway feature could mark the northern entrance to the village.

5.0 ILLUSTRATIVE MASTERPLAN

MASTERPLAN PRINCIPLES

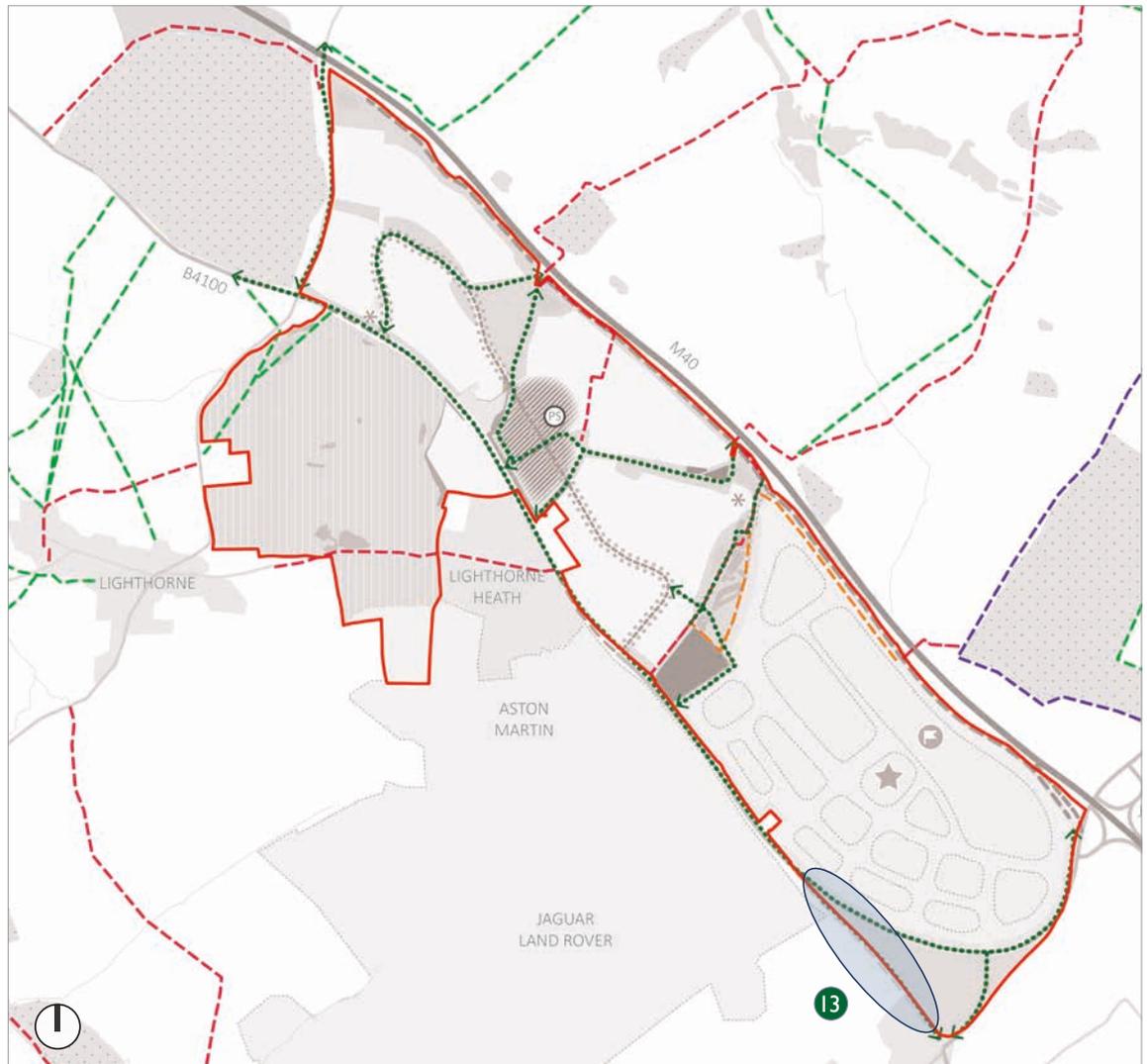


12 New high quality footpaths, cycle routes and bridleways set within the green infrastructure will connect the site to the wider Public Rights of Way network and adjacent villages.

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

5.0 ILLUSTRATIVE MASTERPLAN

MASTERPLAN PRINCIPLES



- 13** The treatment of the redundant sections of highway near Gaydon, along with any revisions to the existing B4100/B4451 junction, will be considered as part of the comprehensive and locally endorsed approach to this general area (see 5). It is likely to involve the redundant highways being de-classified to cycle and pedestrian routes, with vehicular movement restricted to access for private properties.

5.0 ILLUSTRATIVE MASTERPLAN

MASTERPLAN PRINCIPLES



14 The B4100 Banbury Road will be traffic-calmed with maximum speeds restricted to 30mph or less. The aim is to provide a safer environment and enhance connections both to the new village centre (for existing and future residents living to the south-west of the road) and to the managed ecological reserve, open spaces and recreational areas (for future residents living to the north-east of the road).

This could be achieved through a variety of interventions along the route as it passes the site as identified on the plan and described below.

Generally it should be investigated if carriage narrowing can be achieved for short lengths or around features to assist in altering the character of the road.

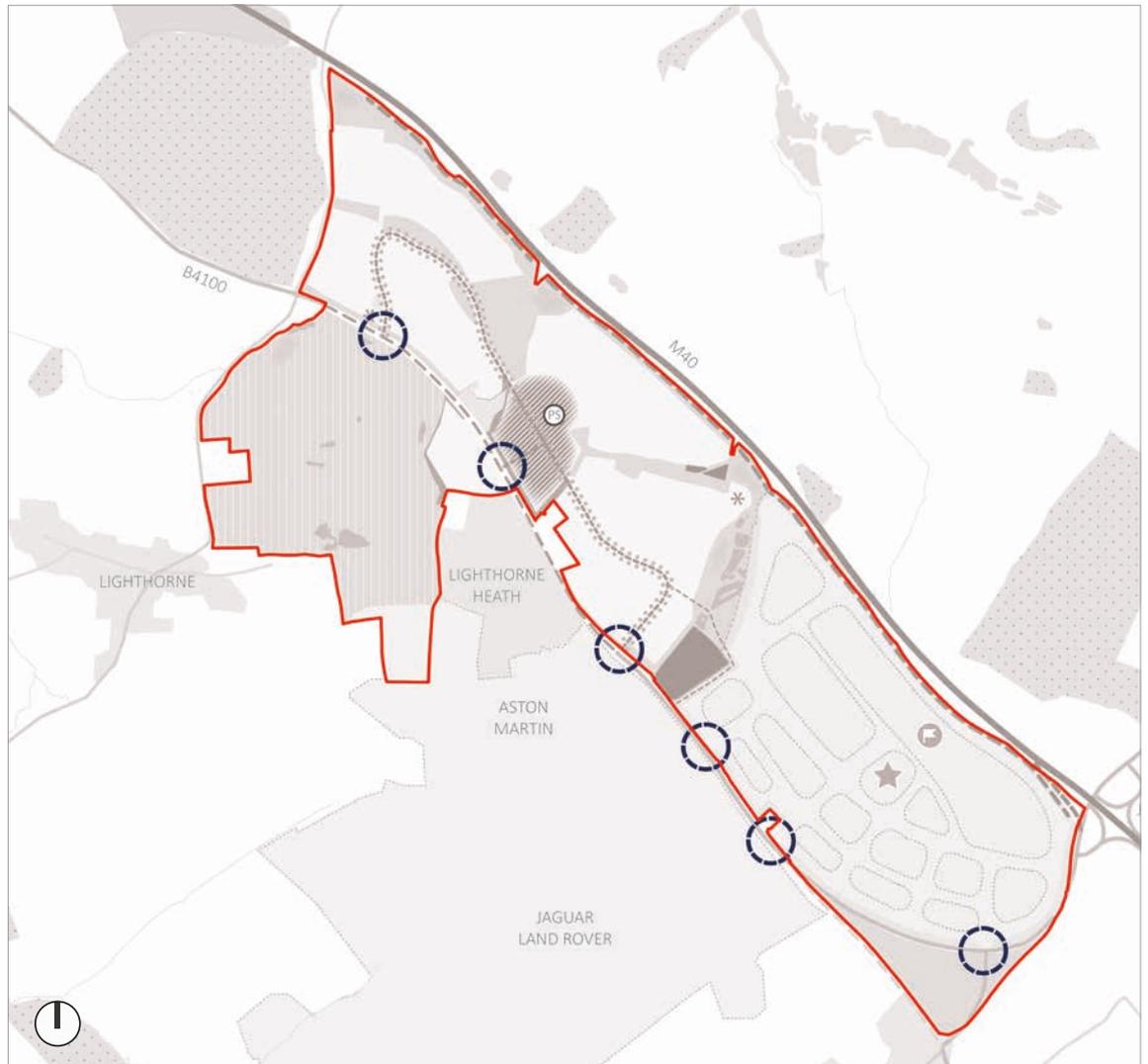
As well as major crossing points identified on this plan, multiple informal crossings should be created linking to existing paths and new connections through the development site.

Development should be designed to front the Banbury Road as much as possible using a variety of access solutions to enable this.

- A** Opportunity to create highway 'feature' linked to JLR entry alterations
- B** Pavement introduced to east of Banbury Road and formal crossing islands introduced on roundabout
- C** Formal crossing feature connecting existing right of way into site
- D** Formal crossing feature connecting existing bus stops into site
- E** Major highway intervention with controlled crossing and surface treatment change
- F** Pavement introduced both sides of Banbury Road with informal crossings
- G** New roundabout with formal crossing islands and pavement introduced on east of Banbury Road. Path links to right of way through quarry
- H** Opportunity to create highway 'feature' linked to treatment to existing crossroads

5.0 ILLUSTRATIVE MASTERPLAN

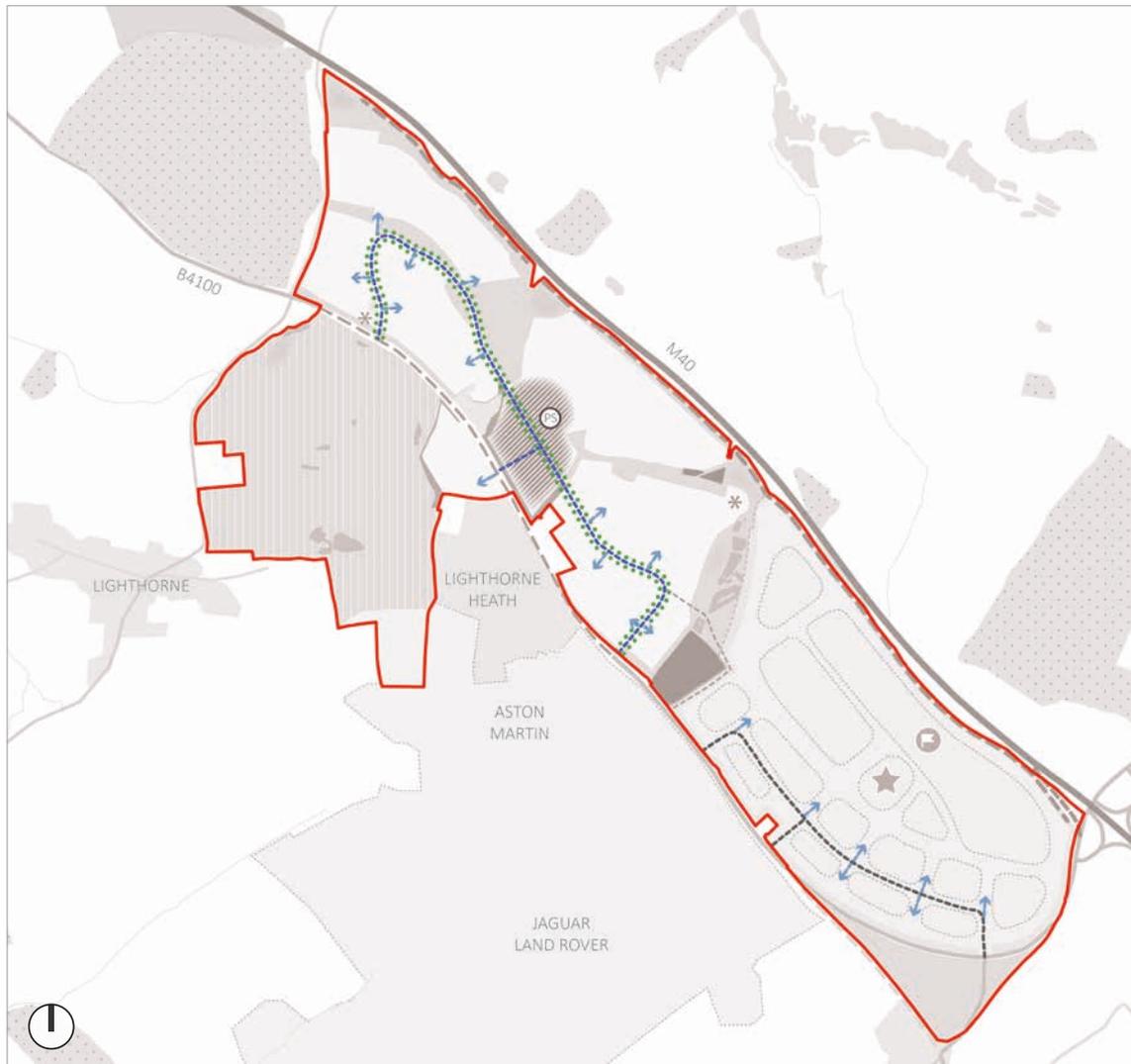
MASTERPLAN PRINCIPLES



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

5.0 ILLUSTRATIVE MASTERPLAN

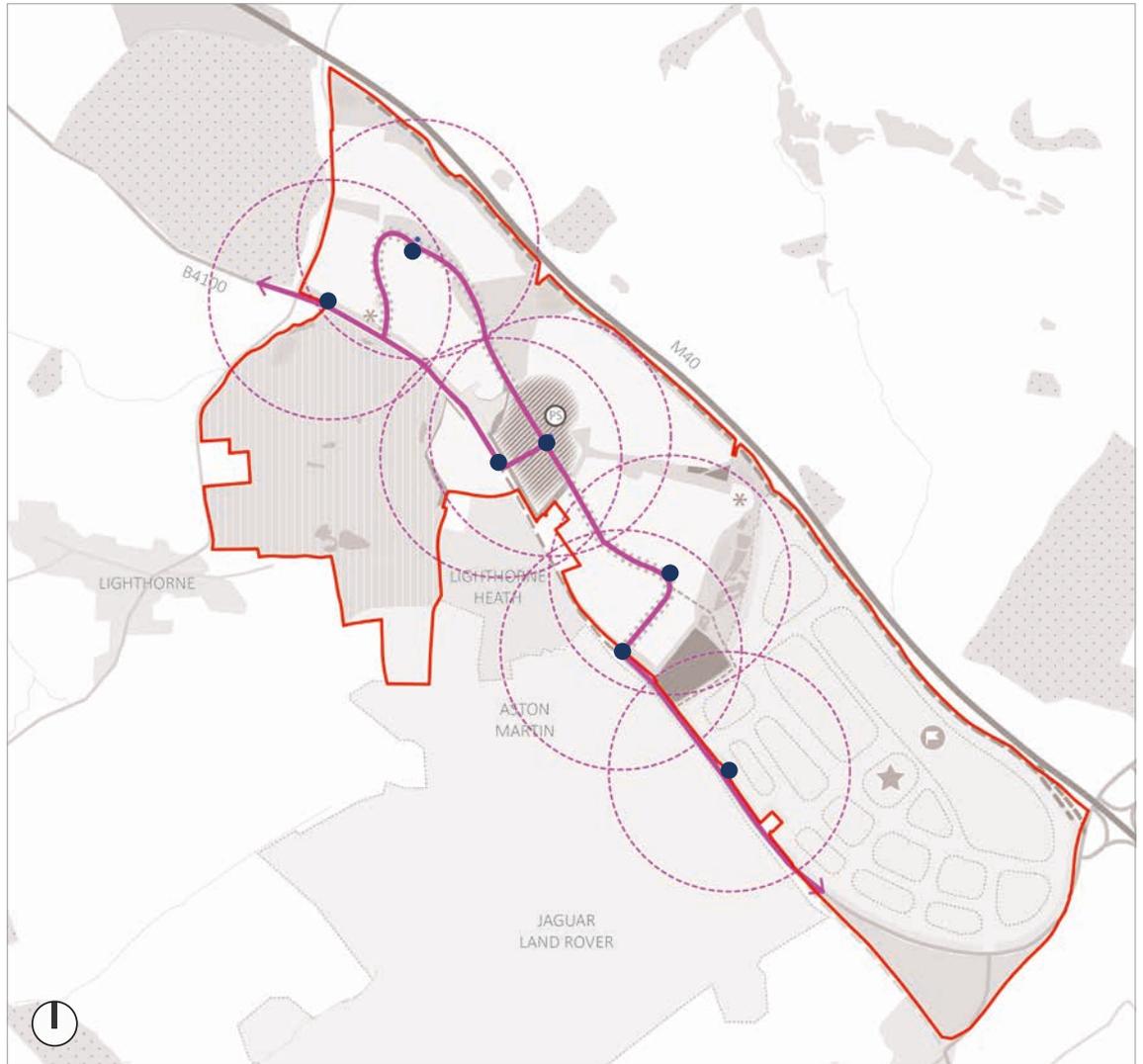
MASTERPLAN PRINCIPLES



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

5.0 ILLUSTRATIVE MASTERPLAN

MASTERPLAN PRINCIPLES



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

5.0 ILLUSTRATIVE MASTERPLAN

MOVEMENT AND ACCESS

5.3 MOVEMENT AND ACCESS

The illustrative masterplan provides for a variety of modes of transport/movement. Key aims include the incorporation of successful routes for pedestrians, cyclists and public transport, safe and convenient access for other road users and an aspiration to encourage a high proportion of trips to be undertaken by walk/cycle/bus and car sharing so that these modes make up circa 20% to 30% of overall mode share.

Section 3.4 of this document analyses the current position and identifies a number of off-site interventions that are likely to be necessary. To achieve the outcomes sought, those interventions will involve footpath and cycleway improvements as well as the highway schemes identified as a result of the strategic transport work.

The key access and movement principles are:

Vehicular Access

A new junction is proposed in the illustrative masterplan to access the site just to the south of the existing B4100 Banbury Road/The Old Gated Road crossroads. A further vehicular access is proposed further south along the B4100 Banbury Road that will utilise a new spur from the existing roundabout junction with Kingsway. A third access is proposed in a position more central to the new residential land and closer to the existing housing at Lighthorne Heath, offering a link to the new village centre convenient to the existing Lighthorne Heath road network. A robust, multi-use pedestrian/cyclist (possibly toucan) crossing will be provided at this access point across the B4100 Banbury Road to better combine connectivity between the development and the existing community.

Access to Aston Martin Lagonda will be taken solely from the existing Aston Martin Lagonda site. Access proposals for Jaguar Land Rover are described in section 5.4.

Public Transport

A bus route should be provided through the site, linking the development to the wider established community. From the northernmost access on the B4100 Banbury Road the bus could follow the on-site spine road and re-join the B4100 Banbury road further south at the Banbury Road/Kingsway roundabout. However, convenient access to bus services for occupiers of the existing homes at Lighthorne Heath must be maintained. The bus strategy should aim to deliver a route that will be within 400m of the all homes. Consideration should be given to incorporating priority measures designed to give buses a competitive advantage by improving bus journey times to key locations.

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

School bus services to Kineton High School are already available in the local area. These will need to be supplemented to serve the development. The existing services are known to cause traffic congestion in Kineton. Developers will need to assess the extent to which additional school journeys, by bus but also by car, will exacerbate these problems. Appropriate mitigation measures should be identified and funded by the development.

The public transport strategy is to be developed through discussions with local operators and the Highway Authority and, with input from Jaguar Land Rover, will build on opportunities created by the presence of existing bus services to employment sites. The strategy will identify the routes to be served and the frequency provided. The strategy will be expected to deliver a network of services that caters for the likely demand, at a frequency that will encourage modal shift.

5.0 ILLUSTRATIVE MASTERPLAN

MOVEMENT AND ACCESS

Travel Plan

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

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

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

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

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

The Travel Plan should include specific measures to maximise sustainable forms of travel, including car share databases (see, for example, the Care Share Warwickshire initiative at <http://carsharewarwickshire.liftshare.com/>), car clubs and offer discounted vouchers for public transport trips.

Modal split targets should be set that are both ambitious and achievable.

Travel to work targets will be established for walking, cycling, public transport and car based trips. These targets should aim to achieve 45% of trips being made either by walking, cycling, public transport or car sharing, with the remaining 55% of trips being made by private vehicle.

The required comprehensive Travel Plan will include a variety of measures to encourage modal shift, supported by the appointment of a Travel Plan coordinator for a minimum period of ten years from first occupation.

Pedestrian and Cyclists

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

The Public Rights of Way (PROW) on the site should be considered against the emerging illustrative masterplan and accommodated into the design proposals. This will identify the impact on the PROW network and the improvements needed.

Cycle routes are key features of the illustrative masterplan that can reduce the need to travel by car. Wherever possible, cycleways shall be provided on off-road routes. To support the integration of cycling into daily life, secure (communal or private) provision should also be made for cycle parking at key destinations, such as at the village centre, employment sites, school and at the larger play areas.

There is current evidence of long distance cycling to the existing employment sites, in particular using part of the designated Warwickshire Feldon Cycle Way route through Chesterton. Through the implementation of this development, the wider cycle route network will be analysed and where necessary upgraded to improve safety and increase attractiveness of use. Such upgrades may include the widening of existing or the provision of new cycle lanes, coloured surfacing, increased signage to promote awareness and cycle-friendly road crossing points.

5.0 ILLUSTRATIVE MASTERPLAN

MOVEMENT AND ACCESS

Safe routes to schools on site and off site

A principal objective of any internal network of footpaths and cycle paths will be to ensure a safe route to the school. Beyond the site consideration must be given to securing a safe route to Kineton High School.

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

The Street Hierarchy

The street hierarchy shall be designed to:

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

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

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

The general characteristics are set out in the following paragraphs:

Spine Road

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

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

1. 6.25m width (widened on bends to accommodate bus route and on street parking where provided to ensure public transport vehicles are not impeded)
2. 3m shared footway and cycle path where appropriate on each side of the road
3. Landscaping (including street trees) and street furniture where appropriate
4. 3m landscaped verges where appropriate
5. On street parking where appropriate
6. Bus stops at regular intervals (400m)
7. Traffic calming at least every 70m.

Cycle paths

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

- Clear entry/exit points with good surveillance;
- To be adopted and maintained by the Local Authority where required;
- To be lit to highway standards;
- Have good natural surveillance; and
- To include toucan crossings where they cross the busier roads such as the spine road and B4100 Banbury Road.

Footpaths

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

5.0 ILLUSTRATIVE MASTERPLAN

MOVEMENT AND ACCESS

Accommodating the Car and Parking

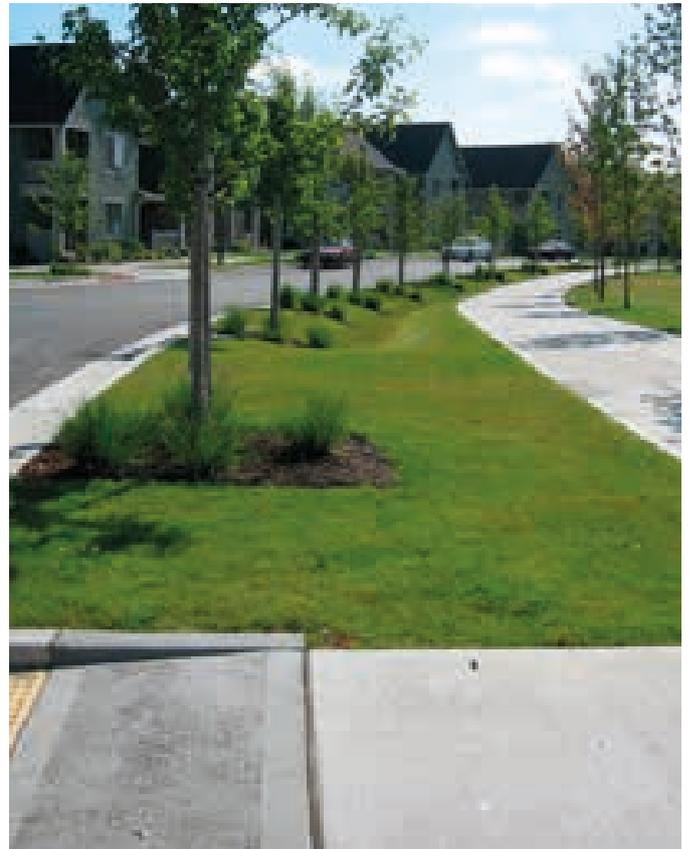
Having regard to the toolkit 'Car Parking: What Works Where', there are a variety of ways of providing parking which can be used to complement density of development and the design of the buildings. A wide range of parking solutions could be accommodated without loss of amenity, although there will be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

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

Traffic Calming

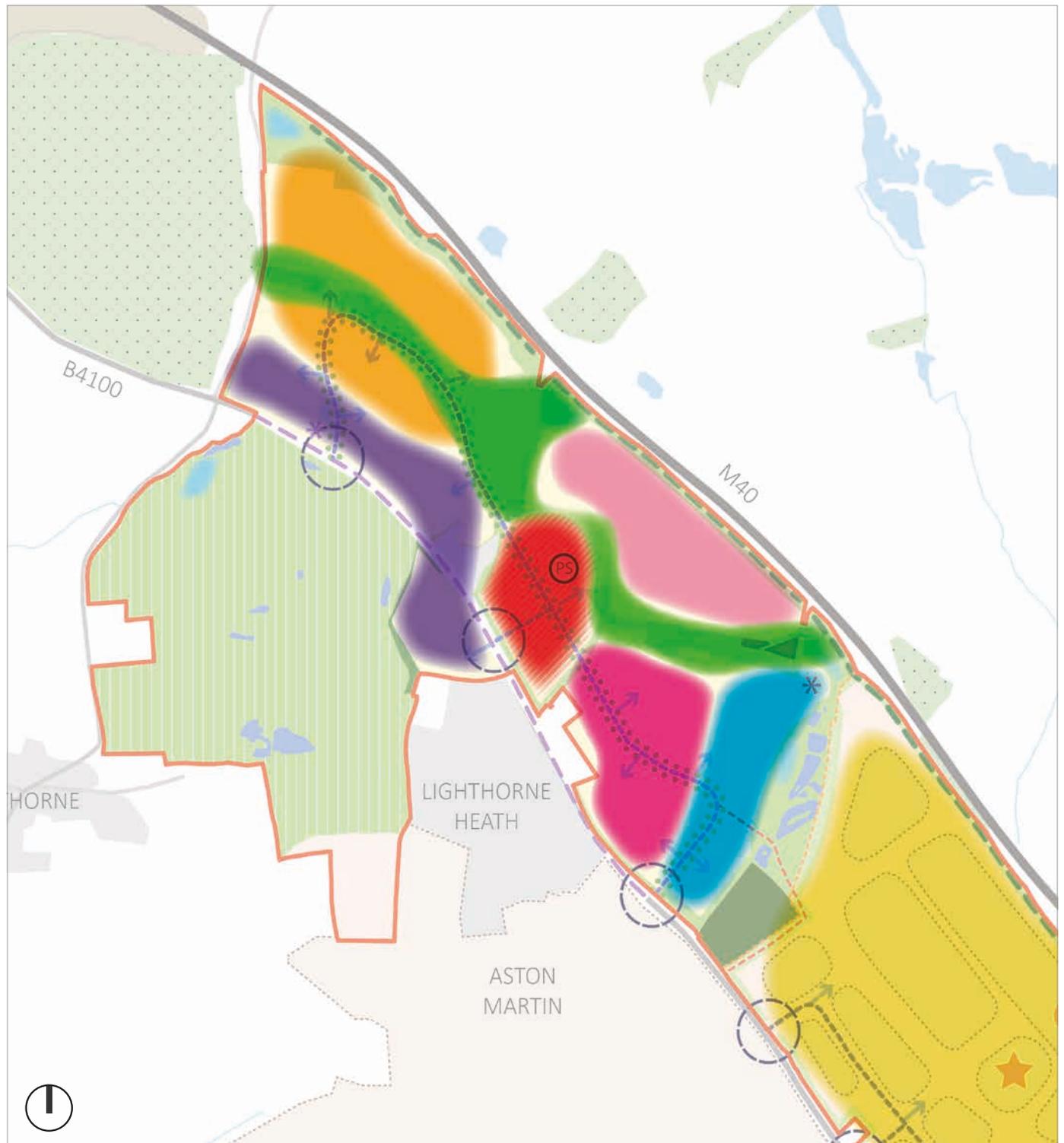
There are a variety of traffic calming measures that could be employed to reduce traffic speeds along the Banbury Road and within the existing and new village environments. These may include some removal of clutter on existing streets, with the creation of 'naked streets', gateway features, buildings to create pinch points and narrowings, landscaping/planted areas, bends and lozenges (islands). 20mph zones within the village centre and residential areas should be the aim.

Relevant policy(s): CS.1, CS.7, CS.9, CS.22, CS.25, CS.26, CS.27 and Proposal GLH of the Core Strategy.



5.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS



5.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS

	Village Centre
	Lakeside
	A Central Green Spine
	Village Core North
	Village Core South
	Woodland Rise
	Park Edge

5.4 CHARACTER AREAS

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

Architectural styles may vary throughout the masterplan area. In some areas contemporary architectural detailing will be more appropriate and in others a more traditional style based on the local vernacular should be adopted.

Where more traditional buildings are proposed the guidance in the Stratford-on-Avon, District Design Guide April 2001, published by Stratford-on-Avon, District Council should be followed.

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

The overarching aim is to create unity without uniformity.

5.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS

Village Centre

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

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

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

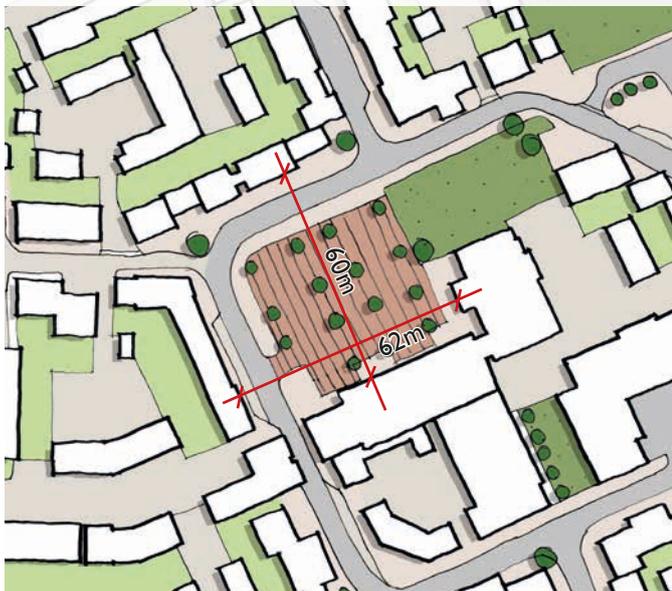
It is emphasised that the plan and artist's impression of the village centre set out here is purely illustrative. Other options for the layout of the village centre may also be appropriate subject to their delivering the same objectives of sense of place, active streets, mixed use and connectivity to the existing village of Lighthorne Heath.

INDICATIVE LAYOUT FOR LAND AT GAYDON/
LIGHTHORNE HEATH CENTRE



Warwick Market Place, Warwickshire

BOLNORE VILLAGE SQUARE, HAYWARD HEATH



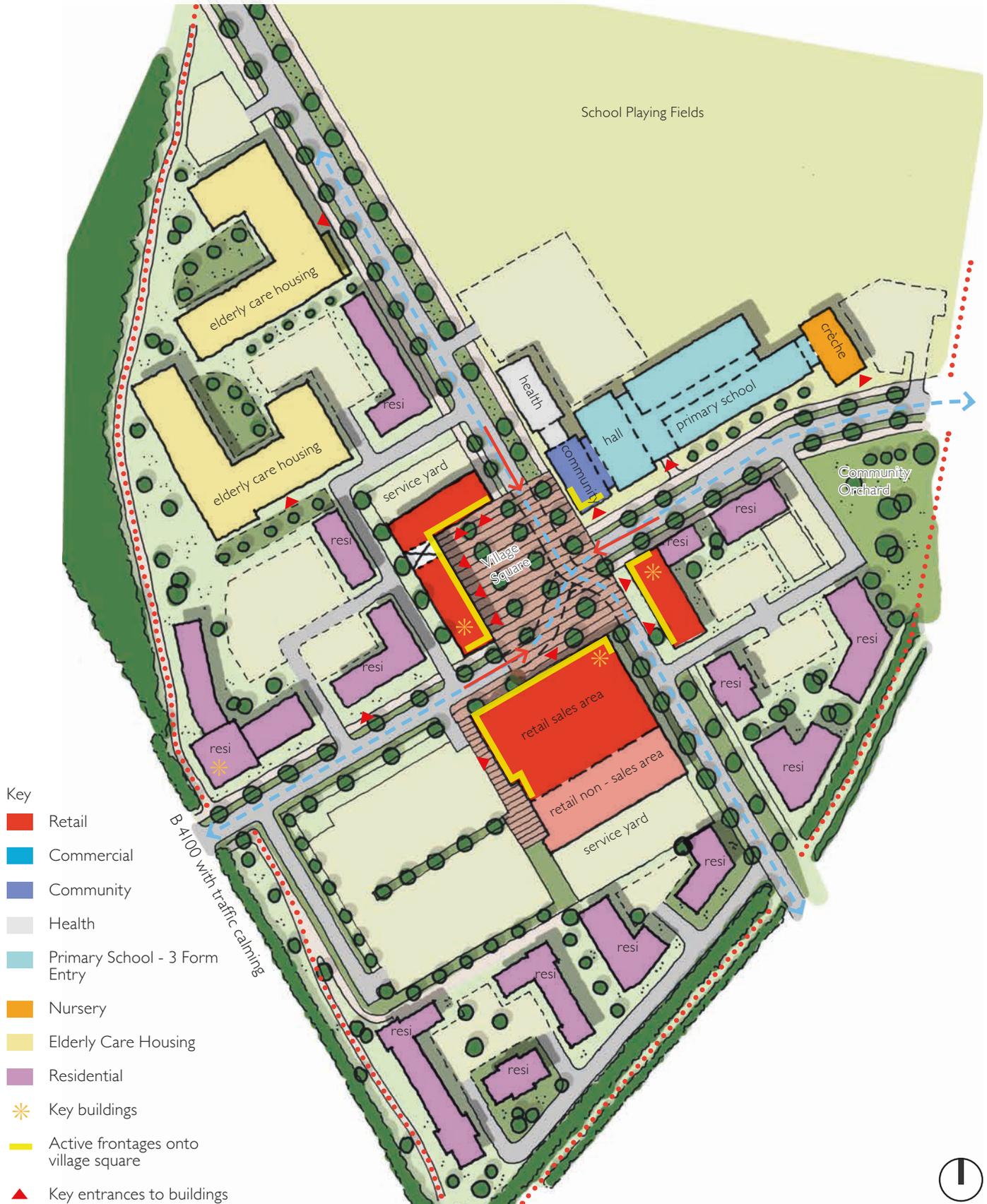
WARWICK MARKET PLACE, WARWICKSHIRE



5.0 ILLUSTRATIVE MASTERPLAN

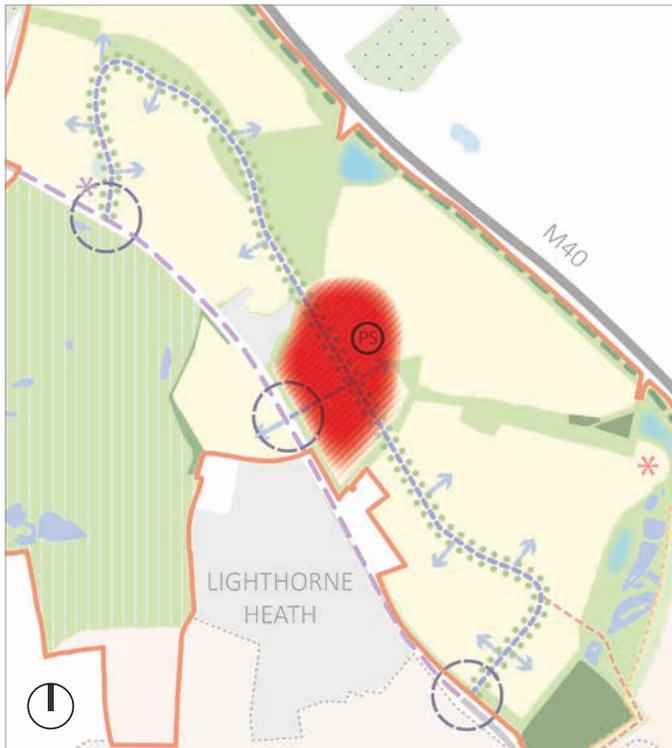
CHARACTER AREAS

ILLUSTRATIVE VILLAGE CENTRE PLAN



5.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS



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

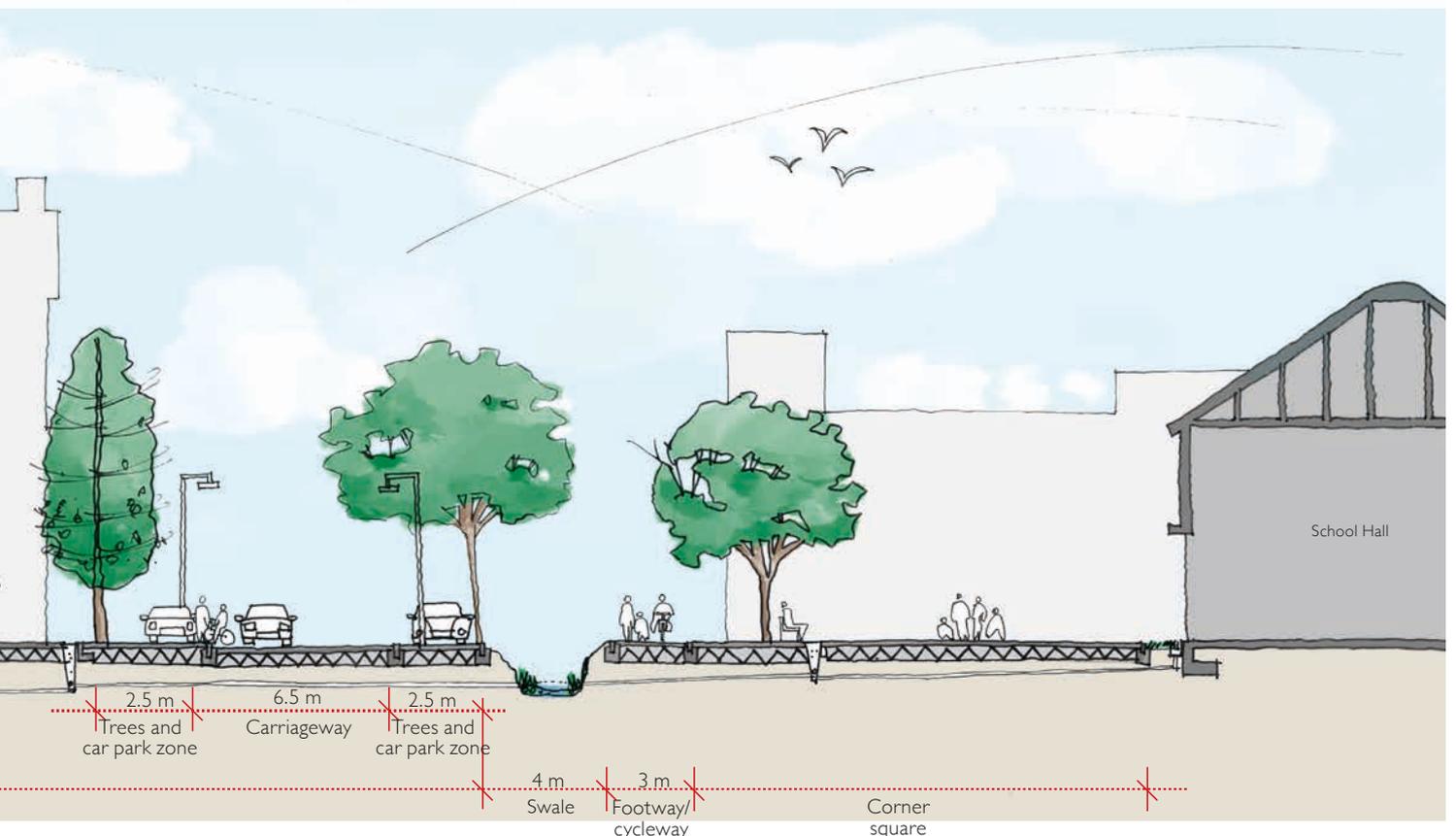
ILLUSTRATIVE CROSS-SECTION THROUGH VILLAGE MARKET SQUARE



5.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS

ARTIST'S IMPRESSION OF VILLAGE CENTRE



5.0 ILLUSTRATIVE MASTERPLAN

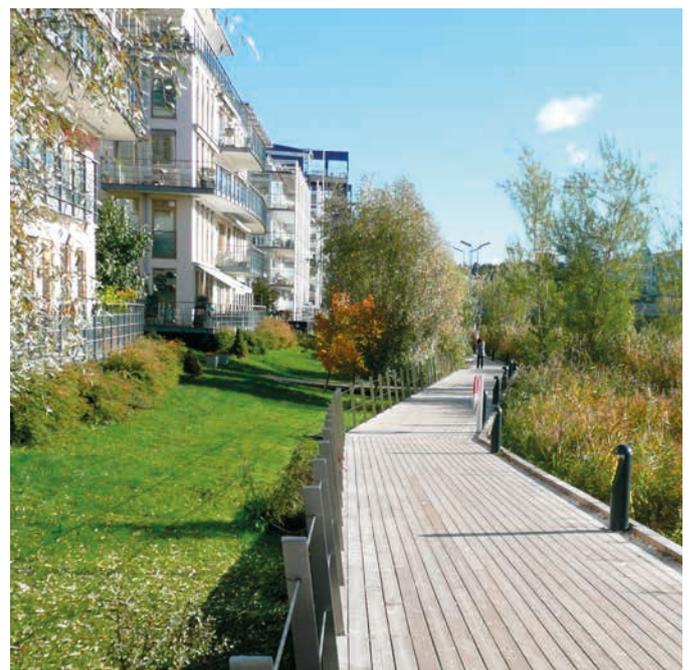
CHARACTER AREAS



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

Lakeside

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



Precedent for boardwalk and lakeside housing

ARTIST'S IMPRESSION OF LAKESIDE HOUSING

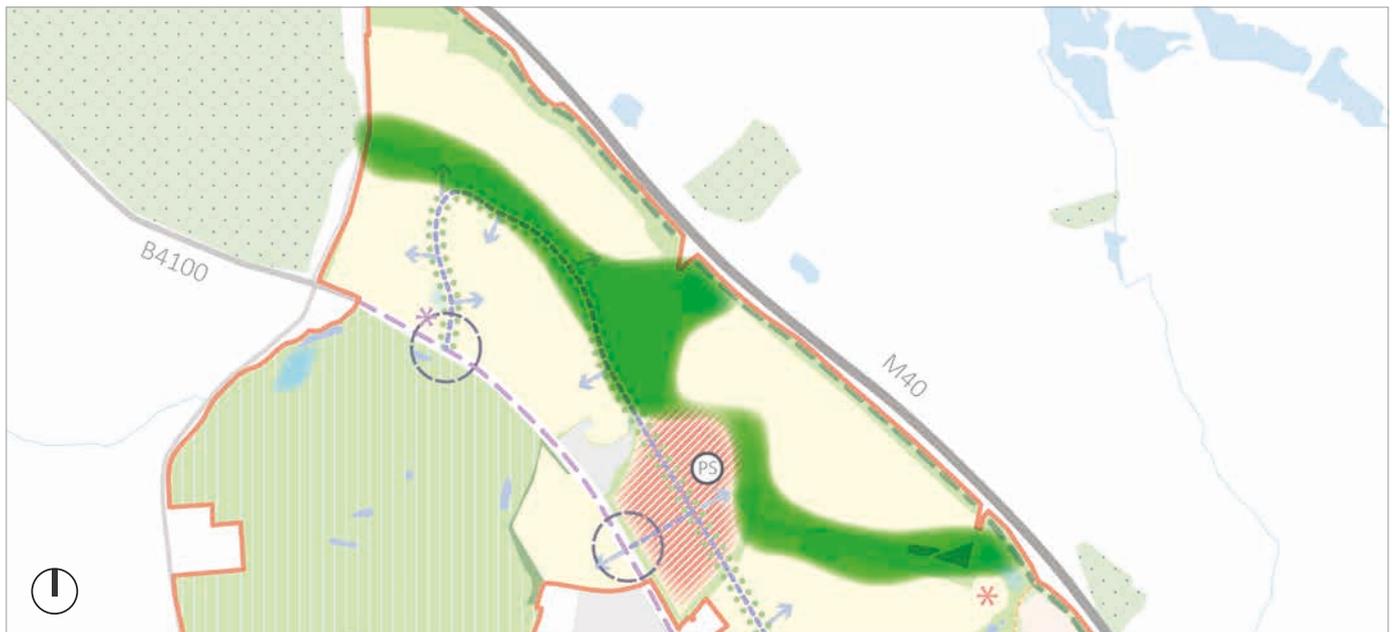


ILLUSTRATIVE CROSS-SECTION THROUGH LAKESIDE HOUSING



5.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS



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

A Central Green Spine

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

The style of homes may vary as the green/blue spine winds through different residential neighbourhoods but all homes should have their entrances directly fronting the green space to ensure it is active and well overlooked. Those in the more northern part of the character area should be no greater than 2.5 storeys in height.

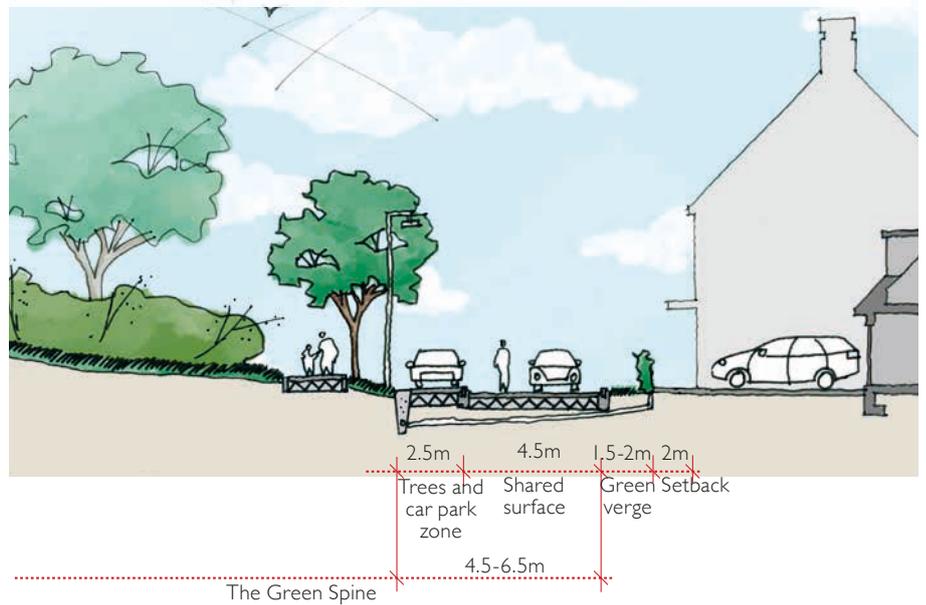


Precedent for homes fronting green spine

ARTIST'S IMPRESSION OF HOMES FRONTING GREEN SPINE

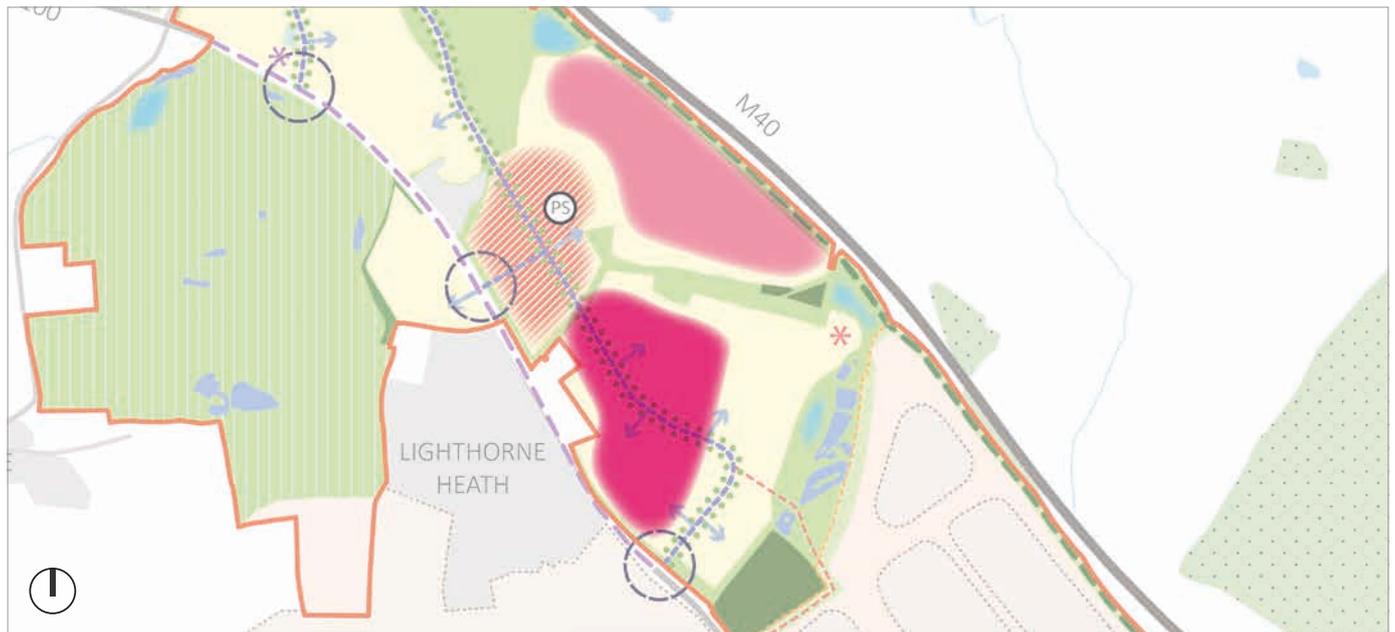


ILLUSTRATIVE CROSS-SECTION OF GREEN SPINE FRONTAGE



5.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS



Village Core

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

High density streets will characterise the areas close to the B4100 and Tree-Lined Avenue.

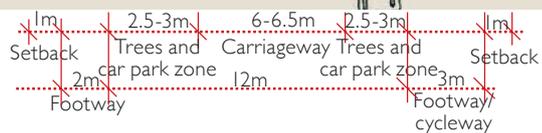
Village Core South	
Density	Around 40 dph
Building Types	Terraced Semi-detached
Building Heights	Up to 3 storeys
Materials	Brick Glass Clay tile roofs Slate roofs

Village Core North	
Density	Around 35 dph
Building Types	Terraced Semi-detached Detached
Building Heights	Up to 2.5 storeys
Materials	Brick Glass Clay tile roofs Slate roofs

ARTIST'S IMPRESSION OF STREET IN VILLAGE CORE



ILLUSTRATIVE CROSS-SECTIONS THROUGH VILLAGE CORE STREETS



Accordia, Cambridge

5.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS



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

Woodland Rise

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

The relationship with Chesterton Windmill is an important factor in this character area in particular. Design and layout should have regard to the need to avoid or minimise harm to the setting of the windmill and to the opportunity to create new vistas towards the Windmill.

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



ARTIST'S IMPRESSION OF INCIDENTAL OPEN SPACE



Precedents for style of homes and landscape character

5.0 ILLUSTRATIVE MASTERPLAN

CHARACTER AREAS



Density	Up to 35 dph
Building Types	Semi-detached Detached
Building Heights	Up to 2.5 storeys
Materials	Brick Timber

Park Edge

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

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



ARTIST'S IMPRESSION OF HOMES OVERLOOKING SPORTS PITCH AREA



Precedent for homes along park edge



5.0 ILLUSTRATIVE MASTERPLAN

JAGUAR LAND ROVER

5.5 JAGUAR LAND ROVER

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

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

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

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

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

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

Proposal GLH within the Core Strategy and the contents of this SPD jointly provide the relevant development plan policy to enable the Council to positively determine future Jaguar Land Rover planning applications. The Council recognises the importance of ongoing engagement with Jaguar Land Rover. Warwickshire County Council and other stakeholders will be involved as appropriate, to assist in the development and evolution of proposals. Ideally proposals will be informed by the preparation by JLR of a masterplan for this part of the overall site. Community engagement will remain important throughout the process and Jaguar Land Rover will be expected to jointly facilitate such engagement, for example through the existing Gaydon Community Forum.

Acceptable Land Uses

The principal acceptable land uses to be accommodated within the part of the site allocated for the expansion of Jaguar Land Rover to meet business needs are set out within Proposal GLH within the Core Strategy. However, it is recognised that other uses may come forward over the plan period to 2031 and these will be considered favourably if they meet business needs and are acceptable when considered against the objectives and policies in place in national and local policy and guidance. It is acknowledged that there is potential for a broad range of land uses to be developed on the site. As such, individual proposals will be assessed by the Council against relevant planning policies and take account of all other material considerations.

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

5.0 ILLUSTRATIVE MASTERPLAN

JAGUAR LAND ROVER

FIGURE 20: JAGUAR LAND ROVER ILLUSTRATIVE CONCEPT MASTERPLAN



KEY

- ▭ SPD Boundary
- ▭ JLR ownership (NB. partly leased to AML/BMIHT)
- ⊕ Employment land boundary (NB. secure due to nature of JLR business)
- ▨ Developable land
- ⊙ Indicative development plots
- ▭ New B4100 Road alignment
- ▭ Proposed northbound slip road as part of WCC's proposed improvements
- ▭ Indicative internal roads
- ⊙ Existing JLR vehicular access junction to provide access to employment land
- ⊙ Existing JLR/BMIHT vehicular access junction to provide access to proposed employment land
- ⊙ Proposed B4100 junction to provide vehicular access to employment land
- ▭ Existing bridleways
- ▭ Proposed rerouting of bridleways (indicative)
- ▭ Downgrading/partial closure of B4100
- ▭ Pedestrian and cycle connection from Gaydon to proposed Kingston Grange settlement
- ▭ Green space
- ▭ Ancient woodland
- ▭ Green buffer/wildlife corridors around employment land
- ⊙ Indicative SUDS locations
- ⊙ Existing bus stop locations
- ★ Indicative location of focal building
- ⊙ Indicative location of public leisure/event facilities
- ▭ Existing JLR existing site infrastructure improvements (indicative)
- ⊙ Potential JLR developments (NB. not included in SPD) as per Planning Policy AS.11 significant growth

5.0 ILLUSTRATIVE MASTERPLAN

JAGUAR LAND ROVER

Key Design Principles

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

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

5.6 LANDSCAPE AND OPEN SPACE

The green infrastructure network/open space within the new development should maintain and extend the landscape and open space network, take best advantage of existing features and create new features appropriate to the location. Such features may include a green spine, new route ways of varying size and use, edges or characters between distinct areas, landmarks, gateways, crossings points (at grade or above ground-bridges) and views. Development on a site of this scale provides the opportunity to incorporate priority habitats as listed in Section 41 of the Natural Environment and Rural Communities Act 2006. Proposals will be expected to deliver a range of habitats that could include unimproved grassland, broadleaved woodland and ponds, thereby meeting national and local improvement targets.

The Council is a party to the sub regional Green Infrastructure Strategy prepared by Warwickshire County Council (2013) which supplements the District Green Infrastructure Study undertaken in 2011. It has also undertaken a 'PPG 17' Open Space, Sport and Recreation Assessment (2011, with an addendum published 2012 and an update prepared in 2014. An updated Playing Pitch Strategy (2015) has been produced. This information has been used to identify the anticipated open space requirements for the site. These documents (or any replacements/updates) should be referred to by developers as a guide when defining the green infrastructure network/open space provision for the site.

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

5.0 ILLUSTRATIVE MASTERPLAN

LANDSCAPE

The amount and location of the GI network and open space facilities should be proportionate, accessible and respect the existing landscape and ecological features of the site. The ancient woodland at both Chesterton Wood and Gaydon Coppice is of particular importance. There must be an appropriate buffer between the ancient woodland and any new development. This is likely to comprise an area reinforced by native shrub and tree planting. Whilst the buffer must not be less than 30m (as measured from tree canopies), this is a minimum distance that should be exceeded where possible to facilitate further protection and enhancement around the areas of ancient woodland. Suitable buffers of 10m plus should be established around other areas of woodland and habitat, with such land being incorporated into the GI network.

Overall, the emphasis should be to provide the correct amount of multifunctional open space and quality facilities that will serve the existing and new communities. On and off site contributions/improvements to open space provision should also be considered.

Any new sports provision should be designed to the highest quality. It should meet the required accessibility standards and encourage young and old residents to get involved in sport, leisure and recreation. Public open space standards are set out in Policy CS.24 "Healthy Communities" of the Core Strategy. It is important however to ensure that existing local communities have a considerable input in defining the most appropriate means of providing the required public open space provision, in particular what the local need is and whether opportunities should be explored to enhance existing facilities within the nearby settlements such as Lighthorne Heath and Lighthorne. Consideration should also be given to managing the extent of public access to the former quarry, having regard to ecological constraints. It is apparent from initial work that access to certain areas will need to be carefully controlled to retain and protect its special quality, with more open access being available to areas of less significant ecological interest.

Details of the exact nature, location and quantum of open space will be determined through negotiations during the planning application process.

Development proposals should have particular regard to Core Strategy Policies CS.6 Natural Environment and CS.7 Green Infrastructure.

Relevant policy(s): CS .1, CS .5, CS .6, CS .7, CS .9, CS .25 and Proposal GLH of the Core Strategy.

5.7 SUSTAINABLE DRAINAGE SYSTEMS (SUDS)

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

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

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

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



5.0 ILLUSTRATIVE MASTERPLAN

COMMUNITY INFRASTRUCTURE

5.8 COMMUNITY INFRASTRUCTURE

Applicants will be encouraged to discuss the provision of community infrastructure with the relevant service providers and agree the detailed requirements in the right location to ensure people have the best access to the community facilities. This includes considering the requirements of the adjacent village of Lighthorne Heath and other settlements in the vicinity including Chesterton and Kingston, Gaydon, Kinton and Lighthorne. The option to enhance the use of existing facilities may be pursued where that is agreed to be appropriate.

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

There is a clear requirement to fully address the community infrastructure needs of young people in any new development, assessing the extent and suitability of current facilities and by providing new facilities.

Details of the exact nature and location of the community infrastructure will be determined as part of the planning application process. The governance and management arrangements for community facilities will be a key component of the delivery of Land at Gaydon/Lighthorne Heath and should be considered at an early stage as outlined in Section 6.6 below.

Relevant policy(s): CS .1, CS .9, CS .22, CS .24, CS .26, CS .27 and Proposal GLH of the Core Strategy.



5.0 ILLUSTRATIVE MASTERPLAN

HOUSING

5.9 AFFORDABLE HOUSING

The provision of affordable housing will be consistent with the strategic objectives of the Council, which include enabling local people to remain in the District, close to family and jobs, as a result of the delivery of good quality affordable accommodation. The existing affordable housing offer in the vicinity should be taken into account to ensure that new provision complements this existing offer and provides a balanced and sustainable provision across the site and the wider community.

The strategic objective for the site is to facilitate the delivery of 35% of dwellings as affordable housing. The majority of this provision should be delivered on site in line with the principles of policy.

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

The evidence of need through the Strategic Housing Market Assessment and the wider population growth statistics highlights the increase in older person households throughout the district. The Council would welcome part of the affordable housing provision being targeted at this sector of need. This should include a dedicated extra care facility being brought forward in close cooperation with the relevant enabling and funding authorities. In addition, other forms of specifically targeted house types could be provided within the wider affordable offer, including specialised housing suitable for adults with learning and/or physical disabilities, sensory impairment or mental health issues such as dementia.

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

Relevant policy(s): CS.1, CS.9, CS.16, CS.18, CS.19 and Proposal GLH of the Core Strategy.

5.10 HOUSING MIX

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

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

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

Relevant policy(s): CS.1, CS.9, CS.16, CS.18, CS.19 and Proposal GLH of the Core Strategy.

6.1 DELIVERY OBJECTIVES

The core strategy provides for the development of 'a sustainable and vibrant new community' at Gaydon Lighthorne Heath. It requires that all elements of the new community, including the expansion of JLR, be considered comprehensively in order to promote an integrated approach to the overall development as far as this is practicable. It also requires that the development must integrate with, and where appropriate deliver related enhancements to, the existing employment and housing development in the vicinity. To those ends the following objectives will be pursued:

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

- A detailed site specific masterplan (in addition to the wider masterplans referred to above) providing sufficient spatial and quantifiable information about the proposals, setting out the intended layout of the area and presenting proposals for buildings, spaces, movement and land use in accordance with the development and design principles set out in the SPD
- There will be a co-ordinated approach to delivery of the new settlement and expansion of JLR in accordance with agreed principles for the whole site, as set out in Core Strategy Proposal GLH and this SPD.
- Outline planning applications will be made in accordance with SPD principles and objectives, demonstrating how they will contribute to the aims and objectives of the SPD and provide the basis for subsequent reserved matters applications.
- The appropriate and relevant infrastructure for each phase of development will be secured in accordance with the overarching site wide strategies and the Council's Infrastructure Delivery Plan (IDP) set out in the Core Strategy. There will be clarity concerning the infrastructure to be delivered:
 - Via Community Infrastructure Levy (CIL) receipts; and
 - Where the requirements of Section 122 of the CIL Regulations are met, directly via developer contributions.
- The development management process will bring forward viable schemes of development and infrastructure delivery consistent with the delivery objectives of this SPD and the Core Strategy and which demonstrate that they have been planned and will be delivered in a co-ordinated way.
- The general approach to the future management and governance of community facilities, public realm/open space and other appropriate aspects of infrastructure provision will be established prior to first occupation and implemented at each stage consistent with delivery of the strategy for the development of Gaydon Lighthorne Heath as a whole.
- The development of the new community will be optimised through a process of on-going engagement with the existing and new communities and JLR and a strategy for site wide management and governance should also be established prior to first occupation.

6.2 DELIVERY MECHANISMS

The successful delivery of this proposal is dependent upon effective co-operation between the District Council, Warwickshire County Council, the various landowners and a number of statutory agencies. This will be essential for issues including transport, education and other community facilities, energy, green infrastructure and SUDs, and waste and water strategies, where the cumulative impact of the wider development will need to be taken into account. Site wide strategies should be prepared where possible, most particularly in relation to energy, transport, waste, SUDs and long term management/governance. These strategies should demonstrate how each proposal relates and contributes to the comprehensive delivery of the new community as a whole.

Effective co-operation will result in improved sustainability and establishes the potential for economies of scale in the provision of infrastructure and facilities.

The council will expect to see evidence of co-ordinated working between all stakeholders (including landowners) in developing complimentary proposals to deliver the new community as a whole. It will expect that information is shared, cumulative impacts are considered and the proposals to deliver infrastructure in a timely and effective manner are demonstrated and agreed. The Core Strategy Infrastructure Delivery Plan (IDP) sets out the infrastructure required to deliver the 3,000 dwellings and the employment opportunities associated with the JLR and AML expansion land. In order to ensure delivery of all the infrastructure requirements set out in the IDP, the council will seek an overarching framework for phasing and infrastructure delivery that is agreed between the relevant landowners/promoters.

This is necessary to ensure that each phase of development contributes to the wider infrastructure costs. If there is no overarching framework/delivery plan, the council will require individual outline planning applications to be accompanied by a phasing and infrastructure delivery plan relevant to the whole settlement, illustrating how the individual applications will contribute towards this. Outline planning applications within the residential areas will also have to be accompanied by a site wide concept master plan (relating to the whole settlement), clearly demonstrating how the principles set out in this SPD can be delivered in a coordinated and integrated way across the whole of the residential component of proposal GLH.

With regard to the content of the SPD relating to land for the expansion of JLR, the Council will require any phased approach to planning applications to be accompanied by a detailed site wide masterplan on the JLR component of the site. This must set out the strategy for open space/ biodiversity linkages, building and car parking locations and appropriate interfaces with both the residential area to the north of the site and the adjacent highway. It must demonstrate how the proposals relate positively to the adjacent new settlement.

The phasing of development and community infrastructure provision required to create a sustainable new settlement is very different to that required in relation to smaller scale extensions to larger host settlements, where there is usually an established community 'hub'. The requirement at Gaydon Lighthorne Heath is that a functional, coherent and sustainable community will be established at the earliest opportunity. Phasing is more specifically referred to later on in this chapter.

6.0 DELIVERY

All applications for planning permission will need to be supported by a range of evidence base documents. These are likely to include all or some of the following. Applicants will be expected to discuss and agree the scope of supporting information with the Council in advance of any submission and the effective use of planning performance agreements may also assist in establishing an agreed collaborative approach for various stages of the planning process:

- For outline applications a detailed site specific masterplan (in addition to the wider masterplans referred to above) providing sufficient spatial and quantifiable information about the structuring of the proposals, with key parameter plans to cover the following issues:
 - Transport and movement hierarchy (primary and secondary routes);
 - Land uses
 - Green infrastructure and landscape
 - Urban design principles

Further, information to resolve design issues at block, street and public realm scale should also be provided in accordance with the development and design principles set out in the SPD. Applications must demonstrate how they contribute to delivering the comprehensive development of the new community as a whole

- A strategy for dealing with achieving design quality over time;
- Environmental Statement, including Environmental Impact Assessment
- Heritage Statement, including Statement of Significance
- Archaeological Field Evaluation
- Ground Contamination Assessment
- Details of services and utilities capacity to accommodate development

- Construction / Phasing Statement setting out how proposals relate to and contribute to the delivery of the comprehensive development of the new community as a whole
- Statement of Community Involvement
- Planning Statement setting out how proposals relate to and contribute to the delivery of the comprehensive development of the new community as a whole
- Affordable Housing Statement
- Sustainability Statement (a site wide statement to address key sustainability issues such as energy, transport, waste, SuDs and management strategies)
- Arboricultural Assessment
- Utilities Assessment
- Transport Assessment and Draft Travel Plan
- Flood Risk Assessment
- Design and Access Statement
- Landscape and Visual Impact Assessment
- Noise Assessment
- Air Quality Assessment
- Waste Management Strategy
- Retail Assessment
- Planning obligations and conditions including draft Heads of Terms referencing the IDP and setting out how proposals relate to and contribute to the delivery of the comprehensive development of the new community as a whole
- Site specific Infrastructure Delivery Plan (if required)
- Ecological Impact Assessment
- Agricultural Land Classification Study

6.3 STRATEGIC PHASING

The Council anticipates that the development of the site will extend beyond the end date of the Core Strategy period in 2031. Whilst the timing of the proposed employment related development by both JLR and AML is unknown, the Core Strategy establishes a trajectory for the delivery of new homes at the site. This anticipates that around 2,300 homes will have been provided by 2031, assuming completions are achieved from 2017/18 on the following basis:

Year	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26
Homes completed	50	75	150	150	150	150	175	200	200
Year	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
Homes completed	200	200	200	200	200	200	200	200	100

This housing trajectory will require ongoing monitoring and adjustment as the development progresses, depending on the pace of development and any changes that might be required to respond to market conditions and housing need.

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

The residential land should be developed in phases that expand outwards from the existing settlement of Lighthorne Heath in a manner that delivers integrated neighbourhoods and avoids disconnected or isolated pockets of development. The approach must facilitate the early establishment of a new community core to augment and integrate with the existing Lighthorne Heath community. Key to this will be the delivery of the core elements of the village centre, to include commercial facilities in addition to essential educational, community and transport infrastructure in accordance with Core Strategy policy.

The following principles will apply and will be secured via the planning application process:

- Provide an appropriate mix of housing in each phase, subject to market conditions.
- Appropriate phasing for the delivery of off-site highway improvements, including those designed to mitigate localised impacts.
- Appropriate phasing of public transport, cycling and footpath improvements that will encourage new residents to adopt more sustainable modes of transport.
- Appropriate phasing of structural landscaping, including provision of the noise attenuation bund, with tree and shrub planting to support the early establishment of green infrastructure.
- Appropriate phasing of leisure and recreational provision to support the level of housing proposed and to enhance the offer to existing communities.

The National Planning Policy Framework emphasises the consideration of viability and costs when plan making. The Council recognises that some flexibility around the timing of delivery for different elements of infrastructure and affordable housing may be necessary to secure the delivery of individual phases of development. However, the overall development should be delivered in accordance with the policy requirements established by the Core Strategy. Any departure from this position will only be considered if robust viability evidence is presented via the planning application process.

6.0 DELIVERY

Phase I development

Detailed phasing and infrastructure delivery triggers will be considered and agreed via the application process. However, the considerations set out above suggest that the initial phase of development should be defined as delivering approximately 1,000 homes that will be expected to support delivery of the village centre facilities as described above. The homes in this initial phase are expected to be delivered in the following character areas as defined in this document: Village Centre, Village Core South and Park Edge, with the latter being likely to accommodate a minority of these homes.

Given the overall delivery objectives it is also important that this initial phase of development, with its associated infrastructure requirements, is substantially complete prior to the commencement of later phases. This will avoid ad-hoc sporadic developments taking place over the construction phase of the overall development. It will ensure a relatively organic pattern of growth whereby the development and associated roads, together with green and blue infrastructure, are delivered as a natural progression moving away from an established community core or hub. Such a strategy will ensure that the village centre is always accessible by foot, cycle or car to all new and existing residents, thereby creating from the outset a sustainable and accessible community.

In addition, the initial phase of development will assist the objective of delivering a significant change in the character of the B4100 corridor, with alterations being delivered to provide improved physical connections, particularly on foot or by cycle, between existing and new areas of development, thereby enhancing the overall quality of the environment. The B4100 will be re-characterised to form an urban space, with a reduced speed of no more than 30mph. Suitable, non-intrusive traffic calming measures will be provided along the B4100 to the north of Gaydon Coppice, promoting safer conditions for all highway users. To the south of Gaydon Coppice the road linking to Junction 12 of the M40 is in the process of being improved under a scheme being implemented by Warwickshire County Council. The enhanced capacity provided will significantly reduce current queue lengths and journey times.

There are certain specific infrastructure requirements with the first development phase. They include the provision of a 2-form entry (2FE) Primary School built to accommodate up to 420 pupils. This will be required prior to the first 500 properties being completed. In advance of that point the need for primary school places is likely to be met at the existing Lighthorne Heath School, which will relocate to the new site once the new 2FE school building is ready for use. The supply of school places is constantly under review and the County Council will continue to work with local providers to ensure there is a sufficient supply of places.

The delivery of learning is handled very differently in a secondary school and as a result it is not appropriate to approach capacity on the basis of adding the equivalent of one or more forms of entry. The most local Secondary School at Kineton is currently admitting 150 pupils per year group. Whilst the existing buildings are assessed as potentially providing the capacity for 1090 pupils, this relies upon the use of unfit accommodation that is to be removed. The school is considered to be operating at capacity. As a result it will require early investment to provide the capacity required to accommodate additional secondary school pupils from the development. New accommodation will be required under a phased expansion programme that is understood to be likely to prioritise the delivery of a new Science, Technology and ICT block at a cost of around £5m. This will be funded by developer contributions, likely to be collected in tranches the triggers for which will commence in Phase I but be negotiated in detail at planning application stage.

As previously noted, the initial phase will see the delivery of core elements of the village centre, to include commercial facilities in addition to essential community and transport infrastructure. New capacity for health care is important given the known constraints on existing GP surgeries in the area. Prior to the first 500 properties being completed, additional general practitioner capacity is to be established on the site in a form to be agreed with the relevant health service organisations as part of the application process. At the same point some form of multi-purpose community building, capable of accommodating (inter alia) a police facility, is to be established in a form to be agreed following consultation with existing community representatives in the area.

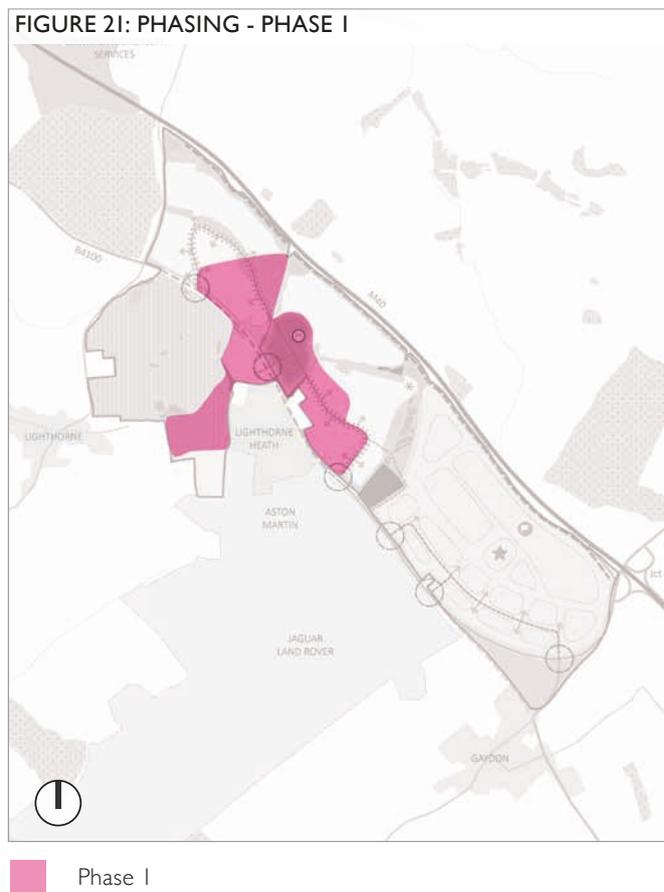
Phase I development will require the construction of significant sections of the primary internal distributor road. The phasing of the road's construction must ensure that all properties delivered within Phase I have access to the distributor road and thus connect efficiently to the wider transport network beyond the site. The more strategic off-site highway mitigation schemes expected to be delivered principally during this phase are as listed below:

- Improvements at Fosse Way/Southam Road roundabout
- Improvements at Fosse Way/Chesterton Road/Harbury Lane junction
- Improvements at Fosse Way/B4100 (Harwoods House) roundabout
- Right turn bay into Meadow Close
- Signalisation at Greys Mallory junction
- Improvements along the A452 Europa Way corridor (Greys Mallory to A425)

The phasing of any further mitigation identified as being necessary via the assessment of more localised impacts will be determined as part of the application process, as will the more specific trigger points for strategic mitigation schemes.

It is acknowledged that a noise attenuation bund needs to be well established in advance of subsequent phases of development. The Council supports the early provision of this piece of infrastructure and expects that co-ordinated works will be undertaken from the outset of the overall construction period. The works should be completed as soon as is practicable.

FIGURE 21: PHASING - PHASE I



6.0 DELIVERY

Subsequent Phase 2/Phase 3 development

It is envisaged that two further broad phases of development will take place, with homes being delivered generally within those parts of the site outlined by the Phase 2/Phase 3 plans. This would maintain the principles established above, although it is accepted that the approach may need to be reviewed in the light of experience gained during the implementation of Phase 1. Each of the subsequent phases would deliver approximately 1,000 additional homes. The specific known infrastructure requirements across these two phases are outlined below.

Education:

Provision for a third form of entry to the primary school will be required with the completion of 2,000 properties. In terms of secondary schooling at Kineton, further phased expansion will be required and the specific requirements of typology of teaching space, rather than overall capacity expansion, will need to be determined at planning application stage. Also on the school site at Kineton, the existing outdoor swimming pool will be roofed to convert it into an indoor facility by the time of the completion of 1,700 properties.

Health Care:

The development will require the on-site provision of a general practitioner facility for four GPs. This facility should be constructed by the time of the completion of 1,700 properties, notwithstanding that it may be brought into full use over a longer period of time.

Village Centre:

A permanent multi-purpose community building will be constructed by the time of the completion of 1,700 properties. Within the same timescale any village centre retail or other commercial buildings not completed during Phase 1 will have been completed.

FIGURE 22: PHASING - PHASE I & 2

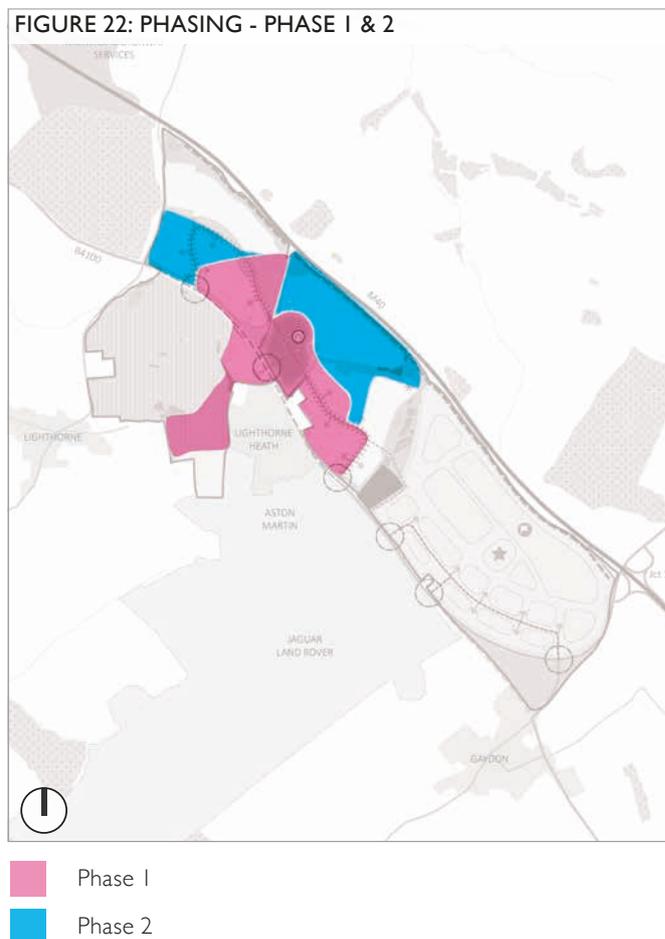
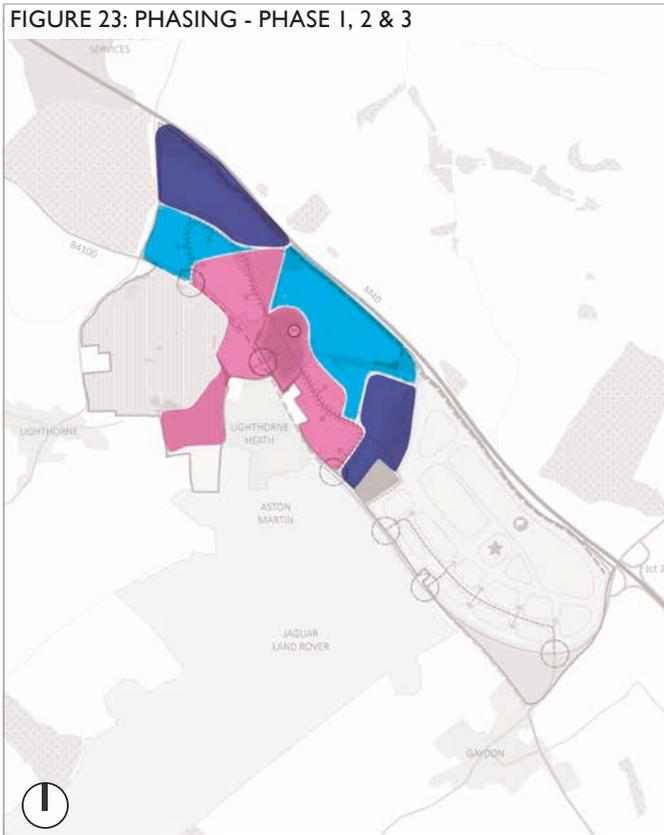


FIGURE 23: PHASING - PHASE 1, 2 & 3



- Phase 1
- Phase 2
- Phase 3

Transport:

Some aspects of the mitigation work listed above, plus certain localised interventions, may not be triggered until these phases of development are commenced. Full details will be agreed as part of the planning application process. Public transport subsidies will continue during these phases in accordance with the details negotiated via the planning application process.

6.0 DELIVERY

6.4 INDICATIVE INFRASTRUCTURE REQUIRING DEVELOPER CONTRIBUTIONS

The Council will introduce a Community Infrastructure Levy in 2016. CIL income will provide funding towards strategic infrastructure projects in the District. The development will also be subject to developer contributions to fund site specific mitigation projects. Subject to viability testing and the finalisation of the CIL Charging Schedule, along with the associated Regulation 123 list, the indicative infrastructure requirements are as follows:

- On-site highways infrastructure, pedestrian, bridleways and cycleway infrastructure, and car parking;
- Off-site highways infrastructure, pedestrian, bridleways and cycleway infrastructure, as required by detailed modelling and impact assessment work but to include:
 - Implementation of a comprehensive scheme to manage movement along the B4100 corridor and involving localised highway and public realm improvements, including public crossing facilities
 - Other traffic management measures and/or public realm improvements in the local area
 - Widening of Fosse Way/Southam Road Roundabout
 - Fosse Way/Chesterton Road/Harbury Lane Junction Improvements
 - Harwoods House roundabout improvements
 - Right Turn Bay into Meadow Close
 - Signalisation of Greys Mallory
 - Improvements along the A452 Europa Way corridor
- Public transport subsidy, to include the provision of frequent express bus services to destinations including Leamington Spa and Banbury, with provision to support awareness raising concerning sustainable travel planning
- On-site provision of a permanent health facility, eventually likely to accommodate up to 4 general practitioners but with the option to be provided in the short term within a shared or temporary building
- On-site provision of educational facilities, likely to include pre-school/primary provision and involving land/buildings to accommodate a three form entry school
- Contributions to secure additional off-site secondary (including sixth form) capacity, focused on improved/extended facilities at Kineton High School, plus school bus contributions
- On-site provision of a permanent community hub building capable of providing flexible-use accommodation for a variety of potential public and community uses
- Provision of a range of built leisure and open space play facilities, likely to include provision for indoor sports, sports pavilions, roofing over of the Kineton High School swimming pool, the laying out of playing pitches, including the provision of access roads and parking areas, provision of community woodland and allotments, and provision of equipped and non-equipped areas for play
- Provision and maintenance of a managed ecological reserve
- Provision and maintenance of structural landscaping and informal open space
- Phased provision of an on-site noise attenuation bund
- Phased provision of a new village centre, potentially focused on a public square and incorporating a range of retail and other commercial facilities
- Comprehensive drainage and flood protection measures based on a sustainable urban drainage system
- Phased provision of utilities infrastructure

6.5 GENERAL REQUIREMENTS FOR ALL PHASES

Reserved matter applications for all phases will need to demonstrate that:

- Development takes place in a sequence that is well planned and not as a series of isolated development parcels.
- Streets, spaces and neighbourhoods are completed within defined phases as far as possible so new residents move in to finished parts of the development and are not surrounded by construction sites; this will require careful consideration of the transition between separate development parcels.
- Necessary highway and noise attenuation infrastructure is delivered in parallel with/advance of new development such that impacts are mitigated at the appropriate time and highway safety/efficiency and residential amenity is not compromised; it is acknowledged that it may be appropriate and cost effective to carry out certain defined works as a single project.
- Appropriate amounts of the proposed landscape and public realm proposals are implemented simultaneously with development, to help create a new setting and identity for the new neighbourhoods.
- Disruption caused by construction activity to local residents and road users during the development programme is minimised.

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

6.6 COMMUNITY GOVERNANCE

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

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

It is beyond the scope of the SPD to make detailed arrangements for governance. However, the approach should include a consideration of the following:

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

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

6.7 MONITORING AND REVIEW

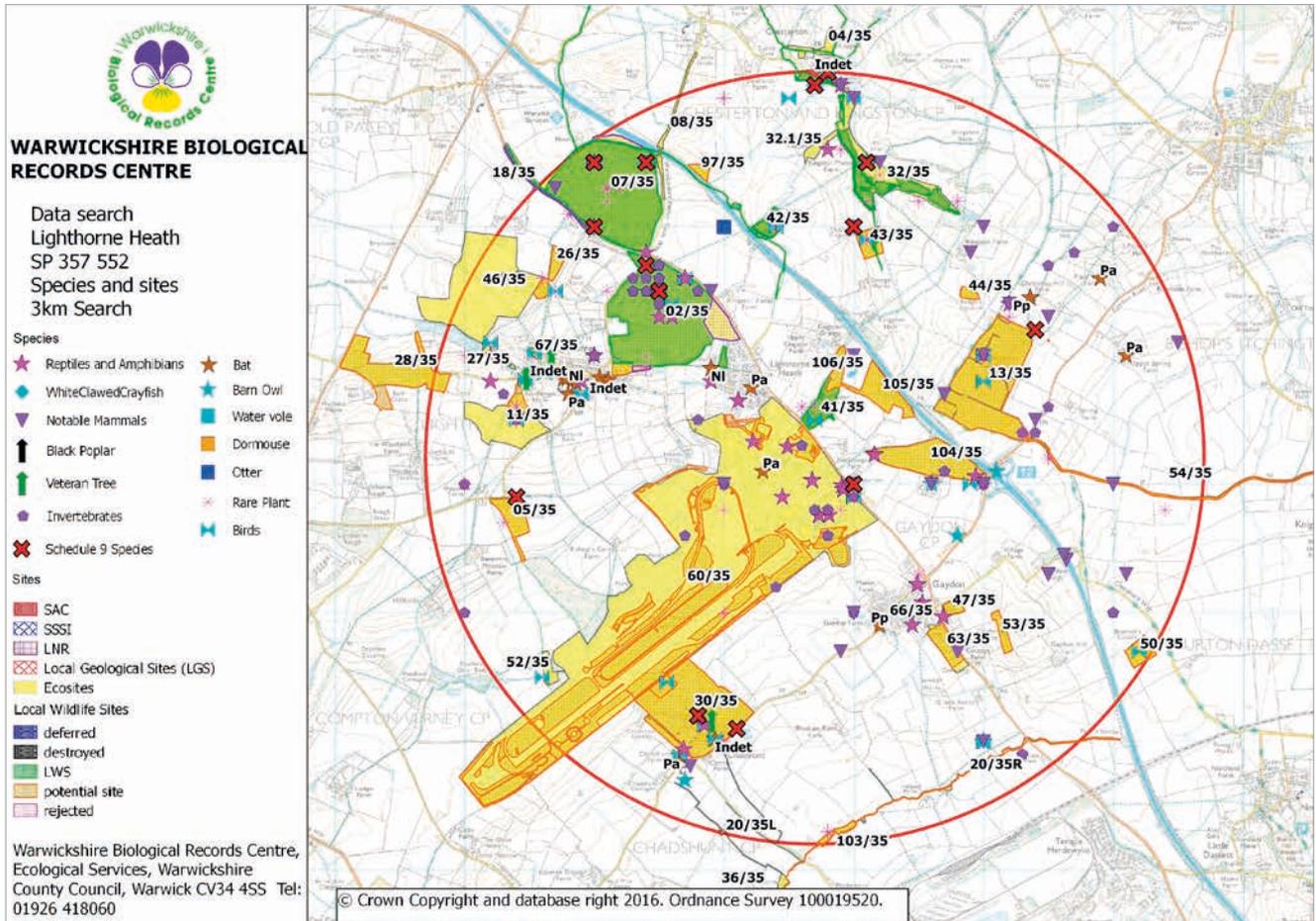
The Council will monitor the significant effects of the SPD.

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

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

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

GAYDON LIGHTHORNE HEATH - ECOLOGICAL ASSETS



ECOSITE	DESCRIPTION
<p>Ecosite 02/35 Lighthorne Heath/Quarry</p>	<p>Designated as a Local Wildlife Site (LWS), although a small part was rejected by the LWS panel. A small meadow adjacent to the south west corner remains identified as a potential Local Wildlife Site (pLWS).</p> <p>One of the most species diverse and unique sites in the county, consisting of a large block of open unenclosed damp rush pasture, which is the largest area of this nationally threatened habitat in the county, surrounded by an outer ring of dry calcareous grassland. A number of small ponds and marshes are dotted across the site as well as pockets of scrub, which are relicts of a former hedge system. Mature trees are mainly restricted to the boundary of the site where they are numerous along the enclosing hedgerows. It is an important site for bird, amphibians, reptiles and butterflies.</p>

ECOSITE	DESCRIPTION
<p>Ecosite 05/35 Bishop's Gorse</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>The site is an area of poorly drained coppiced willow <i>Salix sp</i>, mature ash <i>Fraxinus excelsior</i>, oak <i>Quercus robur</i>, occasional field maple <i>Acer campestre</i>, sycamore <i>Acer pseudoplatanus</i> and birch <i>Betula sp</i>.</p> <p>There is a mixture of dense and open canopy woodland.</p>
<p>Ecosite 07/35 Chesterton Wood</p>	<p>Part of the site is designated as a Local Wildlife Site (LWS).</p> <p>A large semi natural woodland, consisting of oak, <i>Quercus robur</i>, ash <i>Fraxinus excelsior</i> and maple <i>Acer sp</i> standards, with hazel <i>Corylus avellana</i> coppice and a fairly rich ground layer. The latter includes meadow saffron <i>Colchicum autumnale</i>, a nationally near threatened species, stinking hellebore <i>Helleborus foetidus</i> a nationally scarce species and early purple orchid <i>Orchis mascula</i>. The rides in the upper part of the wood also have calcareous flora.</p> <p>The woodland has a good range of bird species, and in the past held breeding lesser spotted woodpecker <i>Dendrocops minor</i>, nightingale <i>Luscinia megarhynchos</i> and wood warbler <i>Phylloscopus sibilatrix</i>, whilst grey heron <i>Ardea cinerea</i> (heronry) also nest. A wide variety of fungi have also been noted.</p>
<p>Ecosite 08/35 Road from Chesterton Wood near Chesterton Green</p>	<p>Nature conservation status ungraded</p> <p>A roadside verge and damp woodland stream. The site provided good habitat as it was continuous with Chesterton Wood, although much of it has now been lost to agriculture.</p>
<p>Ecosite 11/35 Meadows near Lighthorne</p>	<p>The northern part is identified as a potential Local Wildlife Site (pLWS).</p> <p>The site consists of two meadows on a north-facing slope, with the western meadow, which is not species rich, cut for hay. A stream runs through the site which contains brooklime <i>Veronica beccabunga</i> and fool's water-cress <i>Apium nodiflorum</i>.</p> <p>The site used to have an abundance of green winged orchid <i>Orchis morio</i>, a scarce species in the county, but it is unknown if they still exist. There is also a possible record of false oxlip <i>Primula vulgaris x veris</i>. Further survey work is required to assess the grassland status.</p>

APPENDIX

ECOSITE	DESCRIPTION
<p>Ecosite 13/35 Itchington Holt</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>An ancient replanted woodland, which consists mainly of ash <i>Fraxinus excelsior</i>, oak <i>Quercus robur</i>, some field maple <i>Acer campestre</i>, crab apple <i>Malus sylvestris</i> and buckthorn <i>Rhamnus cathartica</i>, as well as a few conifers.</p> <p>Some ancient woodland ground flora is still present and the rides contain grassland flora. Species of interest include spurge laurel <i>Daphne laureola</i>, early purple orchid <i>Orchis mascula</i>, greater butterfly orchid <i>Platanthera chlorantha</i>, False oxlip <i>Primula vulgaris</i> x <i>primula veris</i>, red bartsia <i>Odontites vernus</i> and goldilocks buttercup <i>Ranunculus auricomus</i>.</p> <p>Other notable species recorded include grass snake <i>Natrix natrix</i>, badger <i>Meles meles</i> (including a sett) and evidence of harvest mice <i>Micromys minutus</i>. There is also an old record of nightingale <i>Luscinia megarhynchos</i>, whilst spotted flycatcher <i>Muscicapa striata</i> is also known to breed.</p>
<p>Ecosite 18/35 A41 Roadside Verge between Harwood House and Chesterton Hill. E. side.</p>	<p>Identified as a potential Local Wildlife Site (pLWS). Part of the site is excluded from the LWS due to poorer quality.</p> <p>The site contains a diverse range of calcicolous flora, including many species rare in the county. The site is the county stronghold of common rock-rose <i>Helianthemum nummularium</i>, whilst other species of note recorded have been bee orchid <i>Ophrys apifera</i>, fairy flax <i>Linum catharticum</i>, field scabious <i>Knautia arvensis</i>, greater knapweed <i>Centaurea scabiosa</i>, slender st john's-wort <i>Hypericum pulchrum</i> and zigzag clover <i>Trifolium medium</i>.</p> <p>The site is also valued for its butterflies, most notably brown argus <i>Plebeius agestis</i>.</p>
<p>Ecosite 20/35 River Dene</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>The River Dene is associated with grasslands and other flood plain habitats and is an important aquatic and wetland habitat with emergent and in-stream vegetation as well as old pollarded willows on the river banks.</p>
<p>Ecosite 26/35 Redlands Brake</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>A small wood of mature ash <i>Fraxinus excelsior</i> with hazel <i>Corylus avellana</i> coppice and some dead elms <i>Ulmus</i>. The ground flora includes early-purple orchid <i>Orchis mascula</i>, dog's mercury <i>Mercurialis perennis</i>, bluebell <i>Hyacinthoides non-scripta</i> and sanicle <i>Sanicula europaea</i>.</p>
<p>Ecosite 27/35 Church Hill Farm Fish Ponds</p>	<p>Nature conservation status ungraded.</p> <p>The site supports a good variety of aquatic vegetation, including marsh speedwell <i>Veronica scutellata</i> and there are old records of grasshopper warbler <i>Locustella naevia</i> and common nightingale <i>Luscinia megarhynchos</i> having bred onsite.</p>

ECOSITE	DESCRIPTION
<p>Ecosite 28/35 Darkland Copse and Quarry</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>The copse is a deciduous woodland site made up of ash <i>Fraxinus excelsior</i>, oak <i>Quercus robur</i> and field maple <i>Acer campestre</i>. The understorey contains both hawthorn <i>Crataegus monogyna</i> and elder <i>Sambucus nigra</i>.</p> <p>The quarry is species rich, with a variety of habitats, including grassland, exposed rock and a small pond. Some of the flora noted include three-leaved water-crowfoot <i>Ranunculus trichophyllus</i>, basil thyme <i>Clinopodium acinos</i>, field scabious <i>Knautia atvensis</i>, greater knapweed <i>Centaurea scabiosa</i>, bee orchid <i>Ophrys apifera</i> and blue pimpernel <i>Anagallis atvensis</i> ssp <i>atvensis</i>.</p>
<p>Ecosite 30/35 Chadshunt Hall Lake, Grounds & Church</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>A variety of different habitats can be found on site. These include a small hay meadow, a lake and a small pond that is heavily wooded on three sides. The latter contains great crested newts <i>Triturus cristatus</i>. There is also Chadshunt Coppice, a deciduous woodland that supports oak <i>Quercus robur</i>, horse chestnut <i>Aesculus hippocastanum</i>, ash <i>Fraxinus excelsior</i> and field maple <i>Acer campestre</i>, as well as <i>Chadshunt Church</i>.</p>
<p>Ecosite 32/35 Kingston Manor Farm Lakes</p>	<p>32/35 Kingston Manor Farm Lakes Designated as part of the River Avon Local Wildlife Site (LWS). 32.1/35 Ewe Field Coppice Nature conservation status ungraded.</p> <p>The site consists of a coppice of mature trees, as well as five artificial lakes. Reedbeds containing common bulrush <i>Typhalatifolia</i> are found along the edge of three of the lakes, whilst birch <i>Betula</i> sp and oak <i>Quercus robur</i> have been planted around the lakes. The scrub areas are dominated by hawthorn <i>Crataegus monogyna</i>, with some willow <i>Salix</i> sp. The site is noted for birds, with old breeding records of corn bunting <i>Miliaria calandra</i>, northern lapwing <i>Vanellus vanellus</i> and tree sparrow <i>Passer montanus</i>.</p>
<p>Ecosite 41/35 Gayden Coppice</p>	<p>Designated as a Local Wildlife Site (LWS), although the plantation to the north remain identified as a potential Local Wildlife Site (pLWS).</p> <p>A small (3.5ha) damp ancient woodland situated in the far northern corner of Gayden parish. It contains a mosaic of habitats adjoining the wood on the north side in Chesterton and Kingston parish, including a small angling pool, old hedgerows and scrub, tall herb, semi-improved grassland and a small purposely seeded wildflower meadow.</p>

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ECOSITE	DESCRIPTION
<p>Ecosite 42/35 Checkeys Brake</p>	<p>Designated as a Local Wildlife Site (LWS).</p> <p>An ash <i>Fraxinus excelsior</i> spinney with an understorey of hawthorn <i>Crataegus monogyna</i>, elder <i>Sambucus nigra</i> and coppiced hazel <i>Corylus avellana</i>. The ground flora includes wood horsetail <i>Equisetum sylvaticum</i> hairy st john's-wort <i>Hypericum hirsutum</i> and lesser hawkbit <i>Leontodon saxailis</i>. The site also includes a pond surrounded by willows <i>Salix</i> sp.</p>
<p>Ecosite 43/35 Oakham Coppice</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>A remaining pocket of broadleaved woodland situated in arable land, with a few hedges. The wood is dominated by hawthorn <i>Crataegus monogyna</i>, blackthorn <i>Prunus spinosa</i> and ash <i>Fraxinus excelsior</i>, with young spruce <i>Picea</i> sp and pines <i>Pinus</i> sp having been planted. Notable ground flora records include marjoram <i>Origanum vulgare</i>, ragged robin <i>Lychnis flos-cuculi</i> and wood horsetail <i>Equisetum sylvaticum</i>.</p>
<p>Ecosite 44/35 BadQer Coppice</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>A remaining pocket of mixed deciduous woodland in an area of arable farmland. In the southwest-facing slope, the wood is dominated by ash <i>Fraxinus excelsior</i> with an understorey of hawthorn <i>Crataegus monogyna</i> and elder <i>Sambucus nigra</i>.</p>
<p>Ecosite 46/35 Lighthorne</p>	<p>Nature conservation status ungraded.</p> <p>Previously old woodland, most of the site is now arable fields. Flora present in the grassland adjacent to the access track includes quaking grass <i>Briza media</i>, fairy flax <i>Unum catharticum</i>, restharrow <i>Ononis repens</i> and early-purple orchid <i>Orchis mascula</i>.</p>
<p>Ecosite 47/35 Buttercup Meadow and Pond, Gayden</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>A small meadow on ridge and furrow. Half of the meadow is cut for hay and other half is horse grazed. The main flora species include red clover <i>Trifolium pratense</i>, lady's smock <i>Cardamine pratensis</i>, meadow vetchling <i>Lathyrus pratensis</i> and abundant meadow buttercup <i>Ranunculus acris</i>. Other notable species present are meadow fescue <i>Festuca pratensis</i> and hoary ragwort <i>Senecio erucifolius</i>. There is a small neglected pond on site, bordered by young wych elm <i>Ulmus glabra</i> and crack willow <i>Salix fragilis</i>. Toads and newts are also present.</p>

ECOSITE	DESCRIPTION
<p>Ecosite 50/35 Bawcutt's Covert</p>	<p>Identified as a potential Local Wildlife Site (pLWS)</p> <p>A flat well drained woodland, a large part of which is very dense and overgrown with hawthorn <i>Crataegus monogyna</i>, although the central portion was formerly oak <i>Quercus robur</i> and ash <i>Fraxinus excelsior</i> coppice. The ground flora includes dwarf thistle <i>Cirsium acaule</i> and although orchids have been reported, none were found in the most recent visit.</p>
<p>Ecosite 52/35 Poolfield Coppice</p>	<p>Nature conservation status ungraded.</p> <p>An area of dense hawthorn <i>Crataegus monogyna</i> and blackthorn <i>Prunus spinosa scrub</i>, with several mature oak <i>Quercus robur</i> trees. There is a pond in the south of the site surrounded by gorse <i>Ulex europaeus</i>. The ground flora includes dwarf thistle <i>Cirsium acaule</i>. The habitat would appear to be good for a variety of breeding warblers.</p>
<p>Ecosite 53/35 Gayden Covert</p>	<p>Identified as a potential Local Wildlife Site (pLWS)</p> <p>A broadleaved woodland of mainly ash <i>Fraxinus excelsior</i> coppice, with some hawthorn <i>Crataegus monogyna</i> coppice and few field maples <i>Acer campestre</i>. There is an open grassy ride on the west facing slope where cowslip <i>Primula veris</i> flourishes.</p>
<p>Ecosite 54/35 Lane from to Knightcote</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>The site consists of a lane with a wide uncut verge which is species-rich. Some of the flora species present are agrimony <i>Agrimonia eupatoria</i>, meadowsweet <i>Filipendula ulmaria</i>, waterpepper, woolly thistle <i>Cirsium eriphorum</i> and pepper saxifrage <i>Silvaum silaus</i>. A good variety of butterfly species have also been recorded on site.</p>
<p>Ecosite 60/35 Gaydon Proving Ground</p>	<p>Parts of the site are identified as a potential Local Wildlife Site (pLWS).</p> <p>The site includes a variety of habitats, including species-rich grassland, hedgerows, mature trees, drainage ditches and disturbed ground, all of which have a high wildlife value. The wide variety of flora recorded includes yellow sedge <i>Carex viridula oedocarpa</i> and bee orchid <i>Ophrys apifera</i>.</p> <p>A variety of species of birds have been noted, including grasshopper warbler <i>Locustella naevia</i>, as well as a good number of butterfly species, including small heath <i>Coenonympha pamphilus</i>, grizzled skipper <i>Pyrgus malvae</i>, common blue <i>Polyommatus icarus</i>, marbled white <i>Melanargia galathea</i> and dingy skipper <i>Erynnis tages</i>. Great crested newts <i>Triturus cristatus</i> have been recorded in close proximity to the site.</p>

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ECOSITE	DESCRIPTION
<p>Ecosite 63/35 Gayden Cemetery</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>The site consists of semi-improved neutral grassland, with the only site record being of a mole <i>Talpa europaea</i> dead on the adjacent B4100.</p>
<p>Ecosite 66/35 Gayden Church and Gaydon Pond</p>	<p>Nature conservation status ungraded.</p> <p>The churchyard consists of rough grassland and there is also a small pond. Bats are supposedly present, although there is no further information.</p>
<p>Ecosite 67/35 Lighthorne Churchyard</p>	<p>Nature conservation status ungraded.</p> <p>The site contains fairly species-rich grassland, with a number of notable flora species recorded, including greater henbit <i>Lamium amplexicaule</i>, burnet saxifrage <i>Pimpinella saxifrage</i>, corn chamomile <i>Anthemis arvensis</i> rough hawkbit <i>Leontodon hispidus</i> and hoary plantain <i>Plantago media</i>.</p>
<p>Ecosite 97/35 Field</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>Neglected semi-improved grassland dominated by false oat-grass <i>Arrhenatherum elatius</i>, with hogweed <i>Heracleum sphondylium</i>, cleavers <i>Gallium aparine</i>, lesser celandine <i>Ranunculus ficaria</i>, hedge bedstraw <i>Galium mollugo</i> and lesser knapweed <i>Centuarea nigra</i> also present. Another area of the field dominated by hemlock <i>Conium maculatum</i>, contains great burnet <i>Sanguisorba officinalis</i> and great willowherb <i>Epilobium hirsutum</i>. A patch of marsh in the western corner is dominated by hard rush <i>Juncus inflexus</i> with false fox-sedge <i>Carex otrubae</i> and water figwort <i>Scrophularia auriculata</i> also having been recorded.</p>
<p>Ecosite 103/35 Wood</p>	<p>Identified as a potential Local Wildlife Site (pLWS)</p> <p>An area of mature semi-natural broadleaved woodland although access is restricted due to dense blackthorn <i>Prunus spinosa</i> scrub. At the western end the canopy contains mainly ash <i>Fraxinus excelsior</i>, and there is an understorey of elder <i>Sambucus nigra</i>, field rose <i>Rosa arvensis</i> and young planted oaks <i>Quercus robur</i>. The field layer here contains frequent hemlock <i>Conium maculatum</i> and cleavers <i>Gallium aparine</i>, along with couch grass <i>Elytrigia repens</i>, barren brome <i>Bromus sterilis</i> and Yorkshire fog <i>Holcus lanatus</i>.</p>

ECOSITE	DESCRIPTION
<p>Ecosite 104/35 Castle Farm Meadows</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>Previously recorded as an area of set aside. Much of the area shows evidence of disturbance as it is difficult to find clear homogeneous stands of vegetation. Probably best described as semi-improved neutral grassland.</p> <p>Grasses include cocks foot <i>Dactylis glomerata</i> and tufted hair-grass <i>Deschampsia cespitosa</i>. Ash <i>Fraxinus excelsior</i>, hawthorn <i>Crataegus monogyna</i> and bramble <i>rubus fruticosus</i> agg. scrub is establishing. Vetch <i>Vicia</i> and knapweed <i>Centaurea</i> species are abundant and would suggest the site is good for butterflies.</p> <p>There are occasional garden escapes including primrose and tulip. Skylarks and kestrel have also been seen here.</p>
<p>Ecosite 105/35 Kingston Grange Plantation</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>A young broad leaf plantation; there is a section of slightly older trees in the south east corner which also contains patches of gorse <i>Ulex europaeus</i> scrub. Tall ruderals dominate the area between the trees; these include frequent creeping thistle <i>Cirsium arvense</i>; rose bay willowherb <i>Chamerion angustifolium</i>; dock <i>Rumex sp.</i>; ragwort <i>Senecio</i> as well as some old oat crop as this used to be an arable field.</p> <p>The trees planted include oak <i>Quercus sp.</i> and ash <i>Fraxinus excelsior</i> with some sweet chestnut <i>Castanea sativa</i>; alder <i>Alnus glutinosa</i>; birch <i>Betula sp.</i> and apple <i>Malus domestica</i>. Shrubby species such as hawthorn <i>Crataegus monogyna</i>; hazel <i>Corylus avellana</i> and field maple <i>Acer campestre</i> have been planted at the edge of the rides. Some parts of the rides have been sown with a native wild flower seed mix.</p>
<p>Ecosite 106/35 Kingston Grange Pools</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>A semi improved field which appears to have been fairly recently disturbed. There are also two man made pools in the north of the site; one of these has now dried up. The dried pool will apparently be refilled and used for fishing once the leak has been repaired.</p> <p>In the grassland areas there is frequent cock's foot <i>Dactylis glomerata</i>; timothy grass <i>Phleum pratense</i>; tufted hair-grass <i>Deschampsia cespitosa</i>; False oat-grass <i>Arrhenatherum elatius</i>; Yorkshire fog <i>Holcus lanatus</i>; Red Fescue <i>Festuca rubra</i>; creeping thistle <i>Cirsium arvense</i>; birds foot trefoil <i>Lotus corniculatus</i>; dock <i>Rumex sp.</i>; nettle <i>Urtica dioica</i>; hedge woundwort <i>Stachys sylvatica</i>; smooth hawksbeard <i>Crepis capillaris</i>; ragwort <i>Senecio</i>; black knapweed <i>Centaurea nigra</i>; prickly lettuce <i>Lactuca serriola</i>; oxeye daisy <i>Leucanthemum vulgare</i>; bristly oxtongue <i>Helminthotheca echioides</i>; bush vetch <i>Vicia sepium</i>; selfheal <i>Prunella vulgaris</i>; redshank <i>Polygonum persicaria</i>; field forget me not <i>Myosotis arvensis</i>; germander speedwell <i>Veronica chamaedrys</i> and shepherds purse <i>Capsella bursa-pastoris</i>.</p>

APPENDIX

ECOSITE	DESCRIPTION
<p>Ecosite 106/35 (continued) Kingston Grange Pools</p>	<p>Emergent common bulrush <i>Typha latifolia</i>; greater pond sedge <i>Carex riparia</i>, hard rush <i>Juncus inflexus</i> and white water lilies <i>Nymphaea alba</i> were present in the pools, and on the banks there are some willow trees <i>Salix sp.</i></p> <p>To the far north of the site beside the path there are patches of common spotted orchid <i>Dactylorhiza fuchsii</i>; ragged robin <i>Lychnis flos-cuculi</i>; common sedge <i>Carex nigra</i>; meadow crane's bill <i>Geranium pratense</i>; meadow sweet <i>Filipendula ulmaria</i> and marsh marigold <i>Caltha palustris</i>.</p> <p>Dropwort <i>Filipendula vulgaris</i> and Nettle leaved bellflower <i>Campanula trachelium</i> are also growing here, and which were both planted by the landowner about 10 years ago.</p>
<p>Ecosite 107/35 Pratt's Farm Meadow</p>	<p>Identified as a potential Local Wildlife Site (pLWS).</p> <p>An area of improved grassland.</p> <p>To the east there is a small area dominated by elder <i>Sambucus nigra</i> scrub with some hawthorn <i>Crataegus monogyna</i>. There is little ground flora. A wood pecker was heard here.</p>