Evolving the Spatial Growth Options – the story so far

Topic Paper – Issues and Options
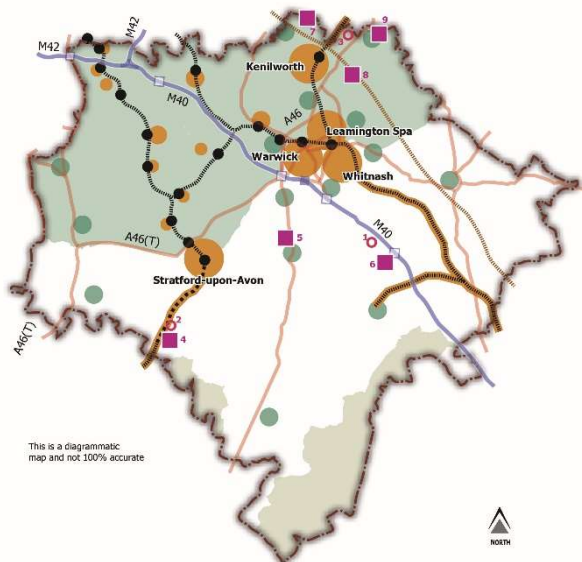
August 2022

Contents

1.0 Introduction

1.1 The [Scoping Consultation document](#) published in May 2021 identified seven high-level growth option scenarios (p71-87). Each of these growth options (A-G) explored how they had the potential to result in different growth distribution, and feedback was invited on these as part of the Scoping Consultation. In addition, the Scoping Consultation document identified additional 'options' for any emerging spatial strategy (i.e. they could apply to any and all of the spatial scenarios identified in A-G), including opportunities for densification, and new settlements.

1.2 This document will set out how these 7 high-level spatial growth options have been considered, and how they have evolved to result in the 5 spatial growth options identified within the Issues and Options consultation document. It is intended that setting out the methods and processes that have been employed to evolve the spatial growth strategy options to date, will improve general understanding and enable more informed feedback on the spatial strategy options within the Issues and Options Consultation document.
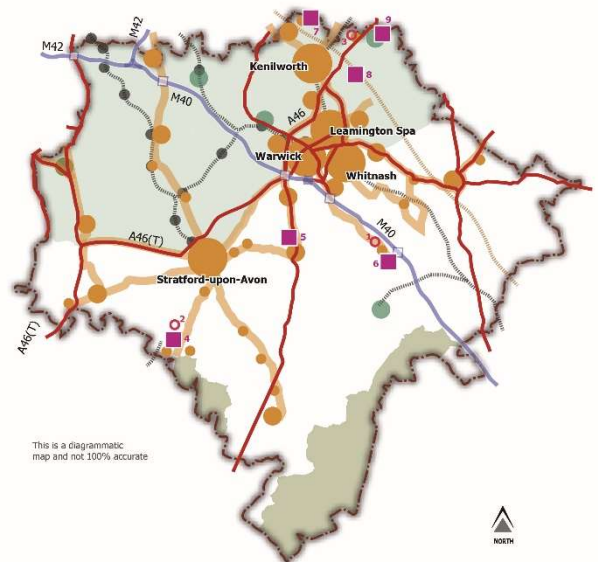
The starting point

1.3 As set out above, the Scoping Consultation document identified 7 high-level growth options:
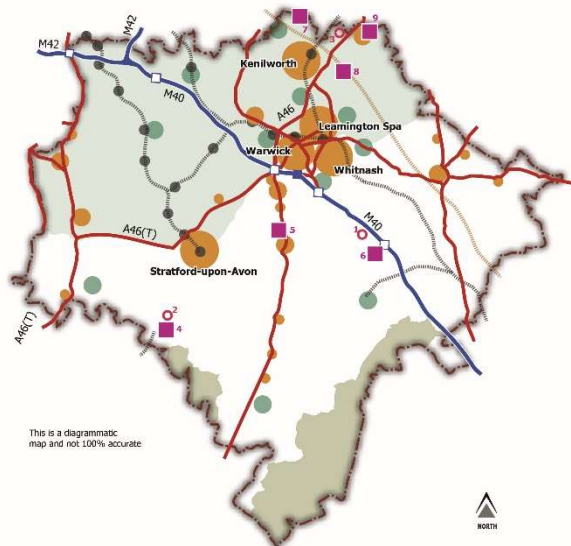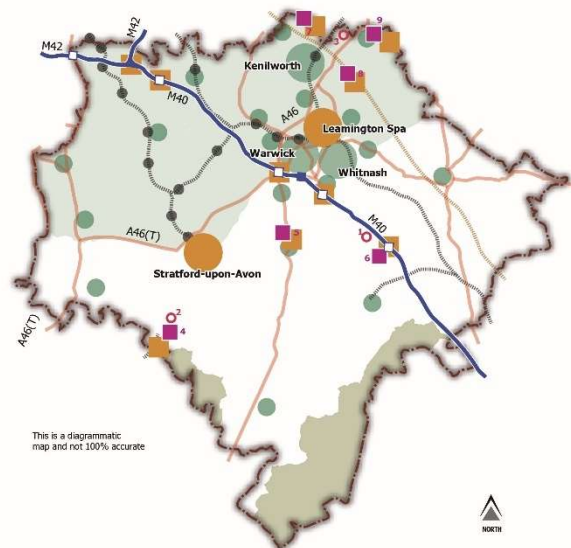
Growth Option C – Main Road Corridors

M42

M42

M40

A46

Kenilworth

Leamington Spa

Warwick

Whitnash

A46(T)

A46(T)

M40

Stratford-upon-Avon

This is a diagrammatic
map and not 100% accurate

NORTH

Growth Option D – Enterprise Hubs

M42

M42

M40

A46

Kenilworth

Leamington Spa

Warwick

Whitnash

A46(T)

A46(T)

M40

Stratford-upon-Avon

This is a diagrammatic
map and not 100% accurate

NORTH

Growth Option E – Socio Economic

M42

M42

M40

A46

Kenilworth

Leamington Spa

Warwick

Whitnash

A46(T)

A46(T)

M40

Stratford-upon-Avon

This is a diagrammatic
map and not 100% accurate

NORTH

Growth Option F – Main Urban Areas

Coventry

M42

M42

M40

A46

Kenilworth

Leamington Spa

Warwick

Whitnash

Redditch Borough

A46(T)

A46(T)

M40

Stratford-upon-Avon

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NORTH
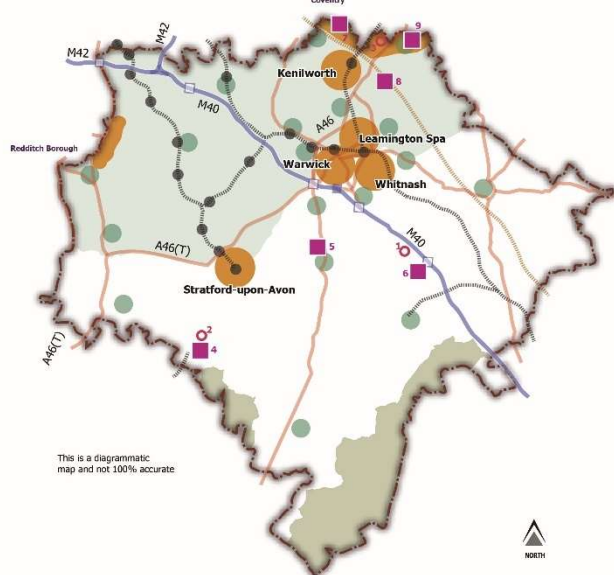
Growth Option G – Dispersed
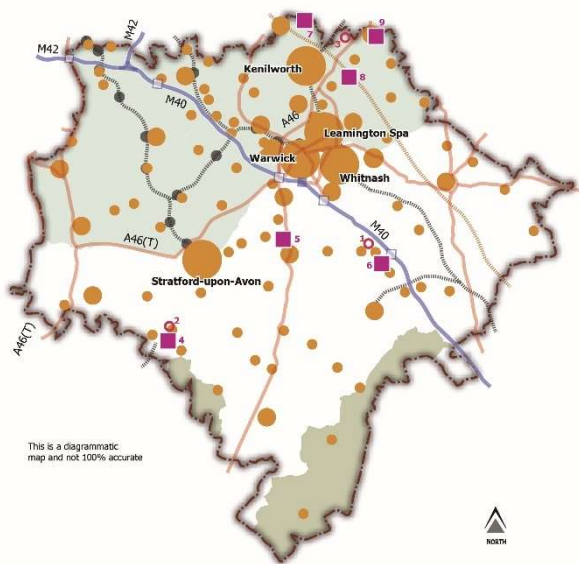
Each of these 7 spatial growth options, was considered in a high-level climate change analysis, and Sustainability Scoping, as well as being subject to feedback from the Scoping consultation. Each of these elements, plus further subsequent work and evidence forms part of how these options have evolved into the 5 included in the Issues and Options consultation.

Overall route-map

1.4 Figure 1 overleaf, sets out the key elements of the process which have evolved the original 7 'growth options' outlined above, to the 5 options set out in the 'Issues and Options' report. Each of the elements within the process will be examined in further detail within this paper.

Figure 1 – Route map to the 5 spatial options

7 'growth options' in the Scoping Report

What you said

Consultation feedback from the Scoping Report (May/June 2021) (see Section 2)

What we did

Meetings with infrastructure providers and technical stakeholders (see Section 3)

Evidence gathered (see Section 4)

Workshop sessions-'How much where?' (see Section 5)

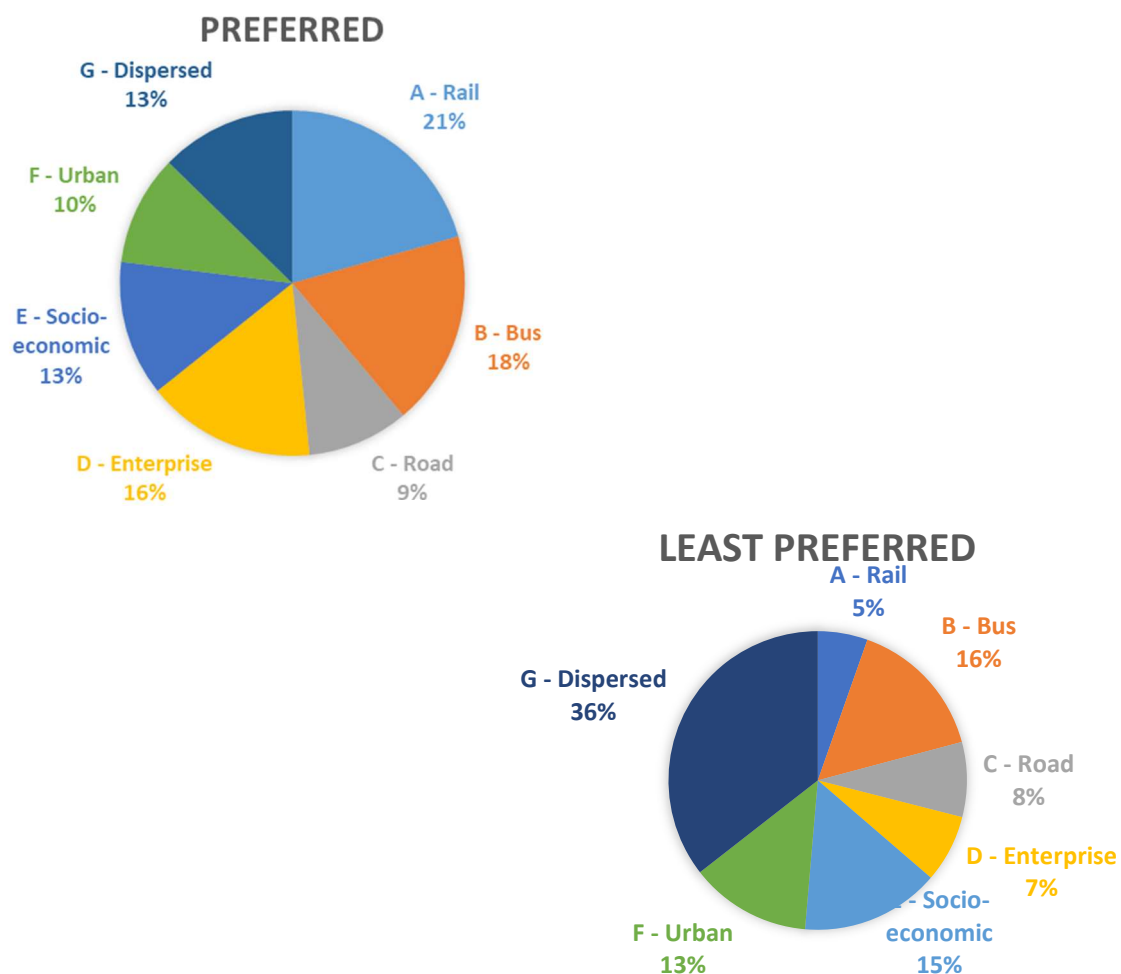5 spatial options presented in the Issues and Options Report
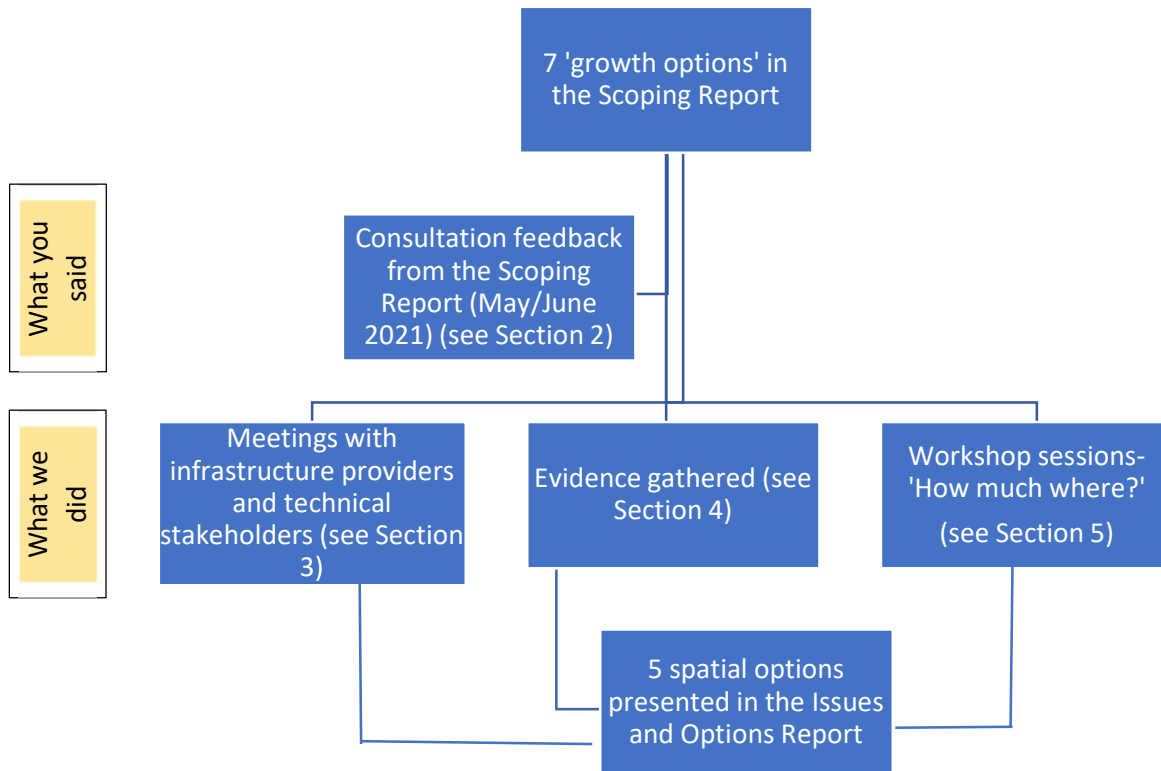
2.0 Consultation feedback - What you said

2.1 Feedback received in respect of all elements of the Scoping consultation is summarised in detail in the 'Consultation Statement', January 2022. Information from the Consultation Statement will not be repeated here, however key statistics and key points pertinent to the evolution of the spatial growth options are summarised below.

2.2 As the charts below demonstrate, there was no overwhelming preferred growth option of the 7 presented in the Scoping document. Commentary in representations emphasised a desire/need for the climate agenda and general sustainability to be at the heart of any emerging spatial option. Approximately 100 respondents cited a preference for a combination of some or all of the options (i.e. a hybrid), suggesting that this was most likely to achieve climate and sustainability objectives in practice (see page 234 of the Consultation Statement – responses to Qu 48: What is your favourite Growth Option, and what do you particularly like about it?).

Figure 2. Preferred and least preferred options from Scoping feedback

PREFERRED

- G - Dispersed 13%
- A - Rail 21%
- F - Urban 10%
- E - Socio-economic 13%
- D - Enterprise 16%
- C - Road 9%
- B - Bus 18%

LEAST PREFERRED

- A - Rail 5%
- B - Bus 16%
- G - Dispersed 36%
- C - Road 8%
- D - Enterprise 7%
- F - Urban 13%
- E - Socio-economic 15%

2.3 At Scoping stage, a [high-level climate change analysis](#) of the 7 growth options was undertaken, to which feedback was invited under question 47 (see page 228 of the Consultation Statement). There was a general sense amongst the feedback that the level of detail on the options was insufficient to draw clear conclusions at that stage, and that could risk premature discarding of options. Specific suggestions in representations included:

- A workshop type approach where key stakeholders can engage and influence the process outside the formal consultation process (See 'Section 5 – Stakeholder Workshops – How much where?').
- Independent climate change experts should be appointed to robustly test options (See Section 4 – Evidence gathering)

What we have done with your feedback

2.4 As illustrated by Figure 1, feedback received to the Scoping Consultation in 2021 has directly influenced the next steps in respect of evolving the spatial options further. This will be examined further in sections 3-5 of this document, where the '*what we did*' elements of the process are set out.
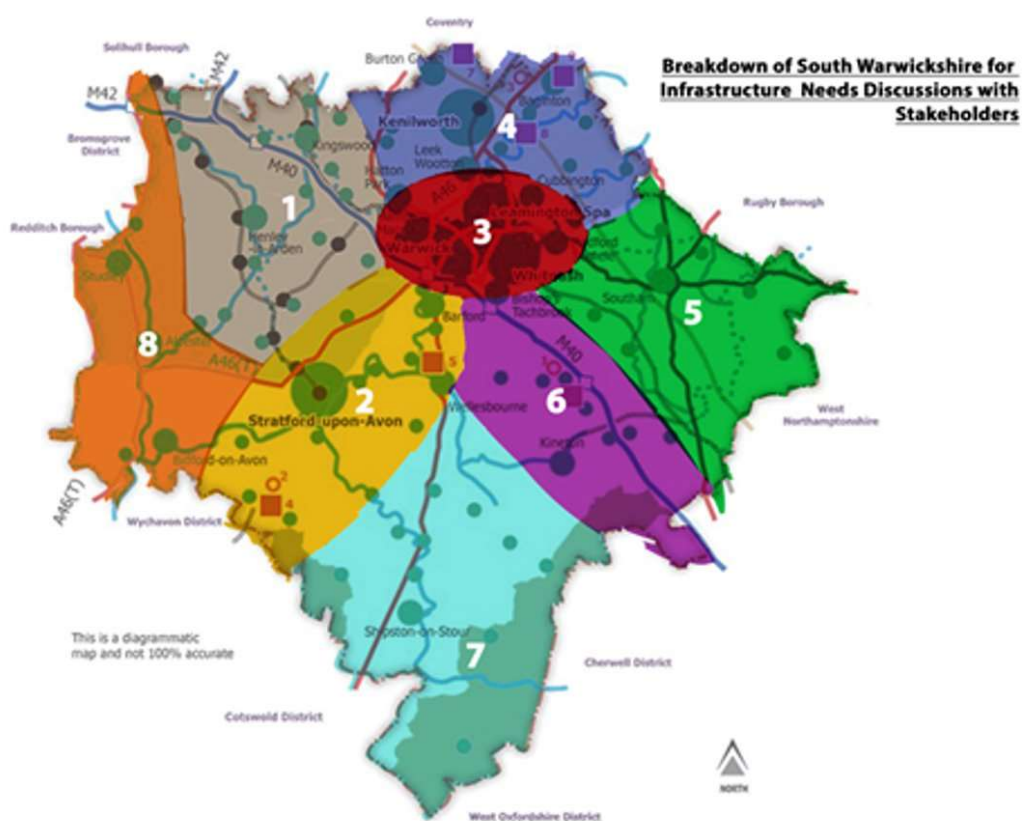
3.0 Meetings with stakeholders

3.1 Officers met with a range of infrastructure providers and technical stakeholders with the specific objective of exploring existing infrastructure capacity (or lack thereof). This included, for example representatives of organisations such as the Local Education Authority, the NHS, Public Health, Severn Trent Water, Utilities Companies and Transport Authorities, amongst many others. A full list is set out in appendix 1. This dialogue will continue throughout the plan-making process.

3.2 The objective of these meetings was to explore where opportunities and constraints exist across different functional areas of South Warwickshire with regard to infrastructure capacity, potential infrastructure provision or potential upgrade.

3.3 In most instances, the focus of the stakeholder meetings was to examine the spatial implications of the content of representations made to the Scoping Consultation. All representations to the consultation are available here. The map below in figure 3, was used to inform conversations and frame discussions around areas across South Warwickshire. The map divides the area into perceived functional relationships to aid discussion, but has no wider purpose or weight.

Figure 3. – Map used to inform infrastructure needs discussions

3.4 The outputs and discussions of the individual meetings have informed the evolution of the spatial options (and policy options) set out within the 'Issues and Options' paper. Further input from all stakeholders is anticipated throughout the plan process, including, but not restricted to formal consultation processes, such as the 'Issues and Options' consultation.

4.0 Evidence gathering

4.1 Evidence to assist with various aspects of plan-making, including evolving spatial strategy options has been identified and either undertaken directly by officers, or commissioned from external consultants. The table below identifies the key pieces of evidence which have been undertaken to date. In some instances (see appendix 2) the evidence has already contributed to the development of the spatial options (e.g. Bus Accessibility Mapping). In other cases, evidence reviews the 5 spatial options (e.g. Climate Change: Estimation of emissions from proposed growth options and new settlements, and Sustainability Appraisal) and the findings of this evidence will be reflected upon fully post consultation. All of the evidence gathered to date, and that which will be developed further through the plan-making process, will continue to influence the evolution of the spatial strategy and the policies for the SWLP.

Table 1: Issues and Options Evidence Base

Title	Purpose	Scope	In-house / Consultant
Bus Accessibility Mapping	To demonstrate the areas of South Warwickshire best served by bus routes to different types of destinations. Conversely to examine 'gaps' in bus services. This is primarily aimed at examining the 'Main Bus Route' growth option identified in the Scoping Consultation.	A heat map approach examining existing bus provision, and future committed bus services (i.e. funded services for example secured through S106)	Consultant
Climate Change Baseline Report	To consider the baseline conditions	To consider the baseline conditions	Consultant
Climate Change: Estimation of emissions from proposed growth options and new settlements	An assessment to determine the impact of development on climate change.	This work will be ongoing throughout the plan-making process. At this stage it undertakes a high-level assessment of the emerging 5 spatial strategy options, and the policy options in the Issues and Options.	Consultant
Equalities Impact Assessment (EIA)	An assessment to ensure equal opportunities have been taken into account in all decision making.	This work will be ongoing throughout the plan-making process.	In-house
Gypsy and Travellers Accommodation Assessment	An assessment to determine the need across the South Warwickshire Area which will inform the Local Plan.	Identify need for accommodation for Gypsies, Travellers and Travelling Show people, including the type of accommodation.	Consultant
Habitats Regulations	An assessment to determine the potential effects of the Plan on protected habitats.	This work will be ongoing through the plan-making process.	Consultant

Title	Purpose	Scope	In-house / Consultant
Assessment (HRA)			
Heritage Assessments	To ensure that heritage opportunities and constraints are considered in developing spatial options and wider policy considerations.	Desktop review of existing heritage assets.	Consultant
Housing & Economic Development Needs Assessment (HEDNA) – Covering Coventry and Warwickshire	To outline (independently) what the need for housing and economic growth requirements across South Warwickshire are, based on robust evidence.	This takes into account a wealth of evidence such as population, household and economic growth projections in order to assess the need for housing and employment over a period of time. The HEDNA has taken account of the data from the census in 2021.	Consultant
Settlement Design Analysis	An analysis that looks at the structure and design of existing settlements to help identify where growth might be best integrated.	The study examines the street pattern of the settlement, any physical barriers to movement which exist, local infrastructure provision, and density ranges.	In-house
Strategic Environmental Assessment / Sustainability Appraisal (SA/SEA)	This is an assessment of the significant environmental, social and economic effects of the Local Plan.	This work will be ongoing throughout the plan making process. At this stage, it does look specifically at the emerging options.	Consultant
Strategic Flood Risk Assessment (SFRA) – Part 1	An assessment which looks at all known sources of flooding that could affect existing or future development in an area.	Reflect flood risk from all sources.	Consultant
Urban Capacity Study	To provide an analysis of the potential urban capacity of South Warwickshire on previously developed land in the existing built-up areas. The capacity of the existing urban areas will give an indication of how much of the growth may be accommodated without the need to utilise greenfield land.	To give an indication of the potential urban housing capacity across 23 settlements in South Warwickshire. This will be subject to the application of policy and the conclusions of more detailed subsequent work as part of the South Warwickshire Local Plan process. The Urban Capacity Study has been done as a theoretical exercise only and is not intended to conclusively establish the	Consultant

Title	Purpose	Scope	In-house / Consultant
		urban capacity of South Warwickshire up to 2050.	

4.4 The developing evidence base notably includes independent climate change analysis of the draft spatial options. This responds to some specific feedback received to the Scoping Consultation as outlined in paragraph 2.3 above. This piece of evidence, alongside many others identified in the above table, will continue to be developed in further detail as the options are further refined, and a preferred option emerges. All of the above, and further anticipated evidence (see Section 7: Next Steps) will inform all subsequent stages of the plan-making process.

5.0 Stakeholder Workshops – 'How much where?'

5.1 In June and July 2022, a total of 11 workshops were arranged to enable a different stakeholders to engage informally with ideas and options about how growth might be distributed across South Warwickshire. These workshops respond directly to feedback from the Scoping stage (as set out in para 2.3), and whilst designed as informal dialogue, participants were aware that the group outcomes across all these sessions would inform the 'Issues and Options' stage.

This section will outline the purpose, attendance and nature of the workshops, and highlight the key themes and outcomes.

Purpose

5.2 The purpose of the workshops was to allow relatively informal discussion of potential strategies for distributing growth across South Warwickshire. This was designed to raise awareness of the challenge, seek new ideas, examine areas of consensus, and discuss potential climate implications. The attendees were reminded of ideas suggested in the Scoping Consultation (i.e. the 7 growth options at outlined earlier in this document), but were able to explore a range of ideas within small groups ranging between 6-10 participants. Each workshop session had either 2 or 3 groups depending on the level of attendance.

Attendance

5.3 A range of stakeholders were invited to attend different workshop sessions. Given the anticipated range of perspectives across the stakeholder invitees, session invitations were targeted at different audiences as identified below. Workshops were held in person, either in the Council Chamber at Elizabeth House in Stratford-upon-Avon, or the Council Chamber in the Town Hall in Leamington Spa.

Table 2: External Stakeholder Workshop Sessions

Group type	Date	Time	Location
Stakeholders*	6 July 2022	Morning	Elizabeth House, Stratford-upon-Avon
	7 July 2022	Evening	Town Hall, Leamington Spa
	14 July 2022	Afternoon	Elizabeth House, Stratford-upon-Avon
Land interests**	13 July 2022	Evening	Elizabeth House, Stratford-upon-Avon
	15 July 2022	Morning	Town Hall, Leamington Spa

*Stakeholders – this group of invitees included technical stakeholders and local interest groups such as those identified in appendix 1, and town and parish council representatives.

**Land interests – this group of invitees included landowners and agents who have made representations and/or submitted land under the 'call for sites'

5.4 In addition to the above workshop sessions with external stakeholders, the same workshop exercise was run with officers from both SDC, WDC and Warwickshire County Council (x1), and Members from both SDC and WDC collectively (x2), the SWLP Advisory Group (a group of Members from both Councils who advise officers) (x1)and the Cabinets and senior management teams of both Authorities (x2).

The exercise

5.5 The premise of the workshop exercise was for each group to create two spatial strategies:

- One strategy where the green belt could not be developed in any way (green belt 'on') – approximately 30 minutes
- One strategy where development could be placed in the green belt (green belt 'off) – approximately 30 minutes

5.6 The two different scenarios acknowledge the fact (as highlighted at Scoping stage) that many of the 7 'growth options' indicate potential growth in the green belt. Green belt is however a strong national policy designation, and any incursion would require thorough examination and robust justification. It remains to be determined whether the SWLP might seek some green belt revisions, and this matter will be explored further through the 'Issues and Options consultation'.

5.7 A short presentation was given at the beginning of each workshop session. This set out the context of the session, including a recap of the key information from the Scoping stage, ongoing evidence gathering to inform the SWLP, and the arrangements, rules and assumptions on which the exercises were designed, as set out below. The distribution of growth within these strategies was recorded at the conclusion of each exercise.

Tools

Each group were provided the following equipment in the workshop:

- A large Ordnance Survey base map depicting the entirety of South Warwickshire and its boundary. The map included the extent of the green belt, the Cotswold National Landscape (Area of Outstanding Natural Beauty), existing local plan allocations, and some findings for the Settlement Design Analysis work.
- Small plastic building bricks (similar to Lego) – the bricks represented varying numbers of homes and areas of employment land (see below).
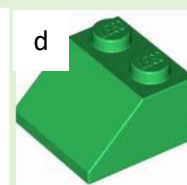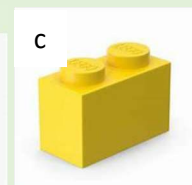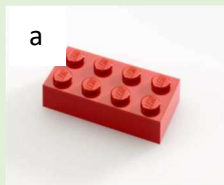
a) 200 homes
b) 100 homes
c) 50 homes
d) 30ha employment

- Sticky notes and pens – to record any infrastructure requirements/assumptions or other points of note to the strategy
- A facilitator.

Assumptions

Each group were asked to make the following assumptions in devising their strategies:

- 35,000 homes and 330ha of employment land (bricks provided equated exactly to these figures)
- Figures assumed exclude existing local plan allocations which may be carried forward (subject to confirmation)
- Figures assumed exclude any potential shortfall from Birmingham or Coventry
- Figures exclude urban capacity (the Urban Capacity was under preparation at the time of the workshops but not complete)
- In general terms, assume existing infrastructure is at capacity

Thresholds

All groups were given the following high-level infrastructure thresholds to consider when devising their strategies:

- Primary school – approximately 1,000 – 2,000 homes
- Secondary school – approximately 4,000 – 5,000 homes
- Railway station – approximately 6,000 homes

Workshops in progress

A workshop in progress at Elizabeth House

A workshop in progress at the Town Hall

An example of the workshop output

Summary of key workshop findings

- All groups revised their strategy when placements were permitted in Green Belt locations. This is a clear indication that placing all the growth outside of the Green Belt was not felt to be the most suitable growth strategy.
- The Green Belt location most consistently taking growth of housing and employment land was Henley-in-Arden. The second most popular Green Belt location was Kenilworth.
- The main towns were regularly selected for further growth – including the Warwick, Leamington Spa and Whitnash conurbation, and Stratford-upon-Avon.
- The existing new settlements of Gaydon / Lighthorne Heath and Long Marston Airfield were frequently selected for significant further growth in both housing and employment land, beyond what is currently allocated.
- Shipston-on-Stour, Southam, Bidford-on-Avon, Wellesbourne and Kineton were all regularly suggested for further growth. When Green Belt alternatives were permitted, Bidford-on-Avon and Kineton were chosen less frequently.
- Many delegates were open to the idea of further new settlements. No single location was identified as being the most suitable, but there was a preference for locations on existing rail lines.
- Dispersal of growth in smaller placements accounted for a relatively small proportion of housing growth.

A separate report summarising the outcomes of the workshop sessions has also been published.

6.0 How 'what you said' and 'what we did' have evolved the spatial growth options

6.1 The tables in appendix 2 sets out each of the original 7 growth options from the Scoping Report, and summarises how each element within this paper ('what you said', and 'what we did') has contributed to a conclusion about whether to further explore the option; discard the option; or use the option in combination with at least one other.

6.2 The result is that 5 spatial options are included in the Issues and Options consultation paper for further feedback:

1- Rail corridors – retained option from the Scoping Document
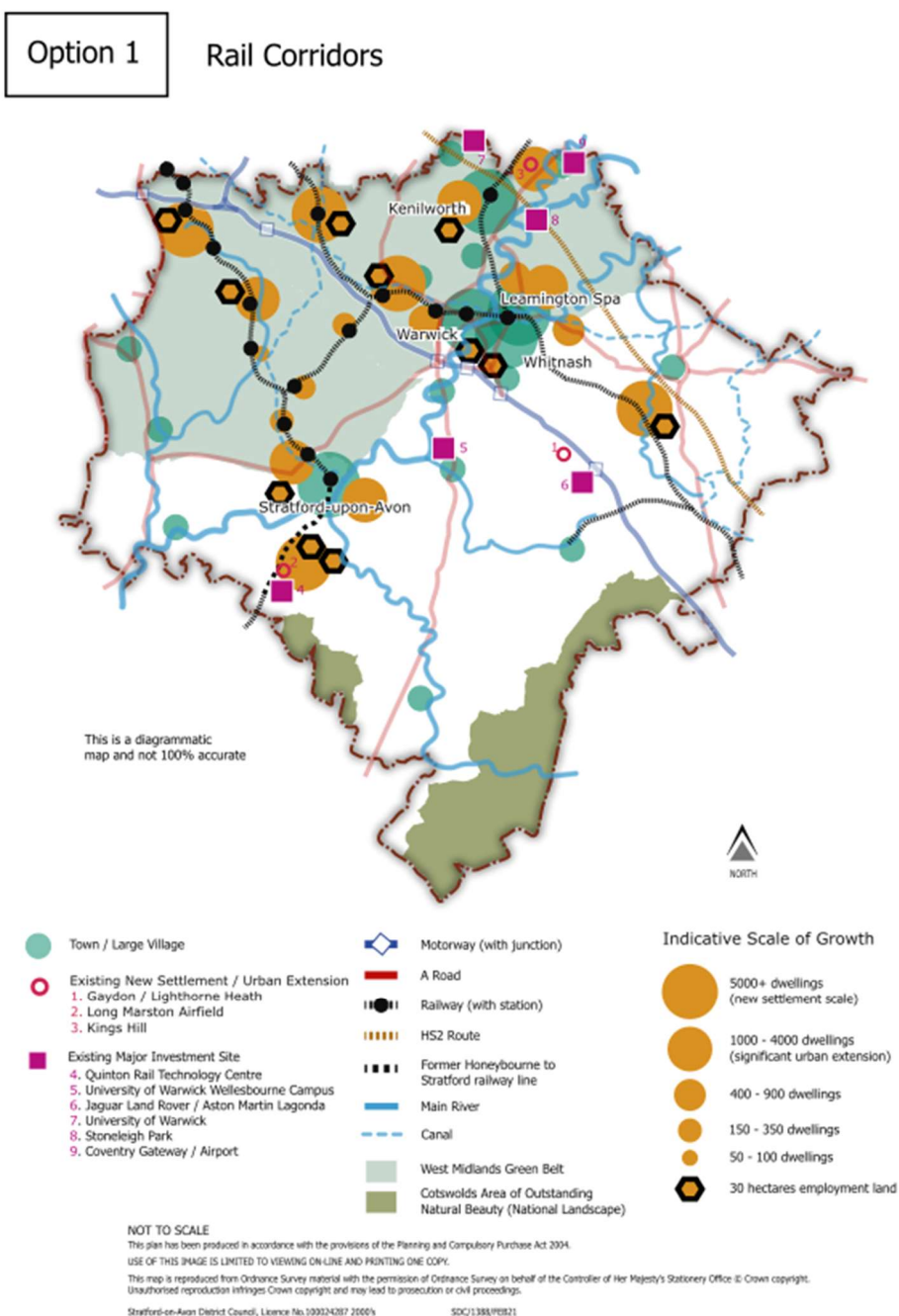
Option 2

Sustainable Travel
(Hybrid of rail and main bus corridors)

3 - Economic – a hybrid of elements of the 'Enterprise' and 'socio-economic' options

Option 3

Economy
(Hybrid of socio-economic and enterprise hubs)

This is a diagrammatic map and not 100% accurate

NORTH

Legend:

- Town / Large Village
- Existing New Settlement / Urban Extension
  1. Gaydon / Lighthorne Heath
  2. Long Marston Airfield
  3. Kings Hill
- Existing Major Investment Site
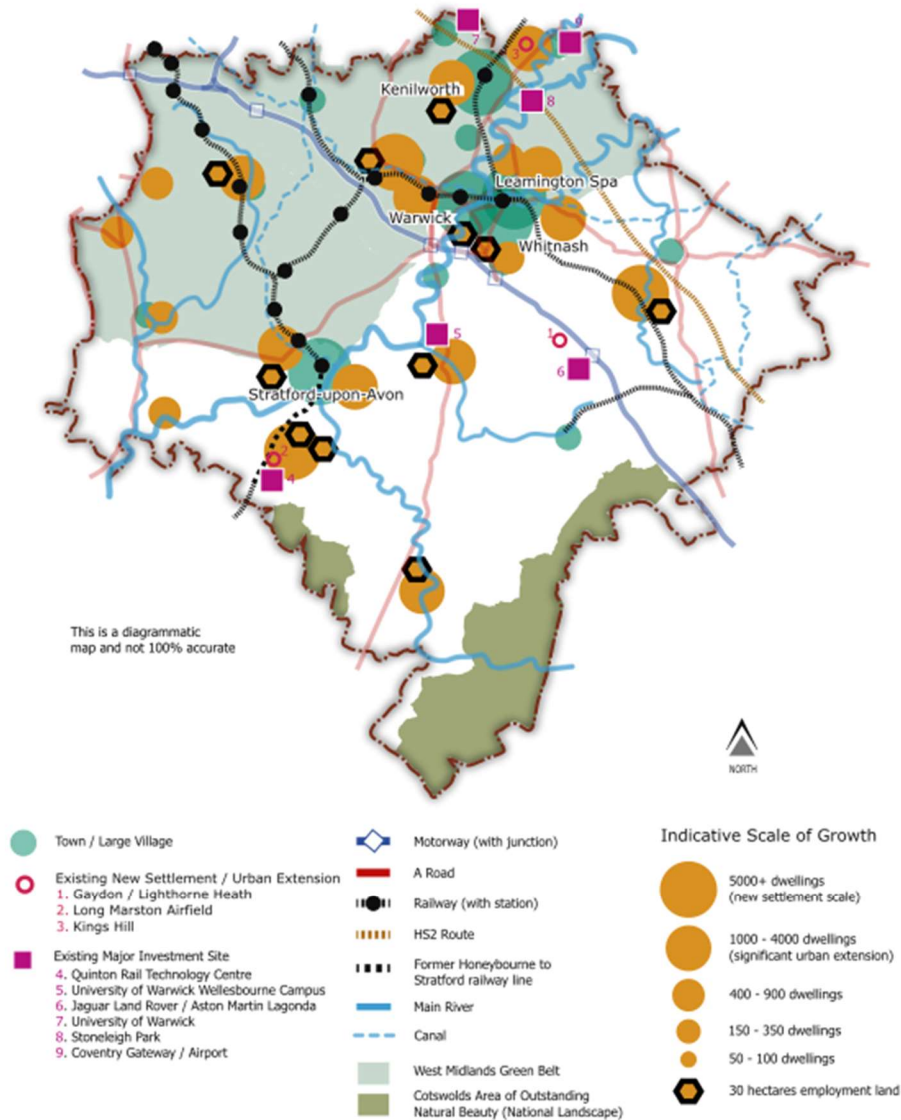 4. Quinton Rail Technology Centre
  5. University of Warwick Wellesbourne Campus
  6. Jaguar Land Rover / Aston Martin Lagonda
  7. University of Warwick
  8. Stoneleigh Park
  9. Coventry Gateway / Airport

- Motorway (with Junction)
- A Road
- Railway (with station)
- HS2 Route
- Former Honeybourne to Stratford railway line
- Main River
- Canal
- West Midlands Green Belt
- Cotswolds Area of Outstanding Natural Beauty (National Landscape)

Indicative Scale of Growth

- 5000+ dwellings (new settlement scale)
- 1000 - 4000 dwellings (significant urban extension)
- 400 - 900 dwellings
- 150 - 350 dwellings
- 50 - 100 dwellings
- 30 hectares employment land

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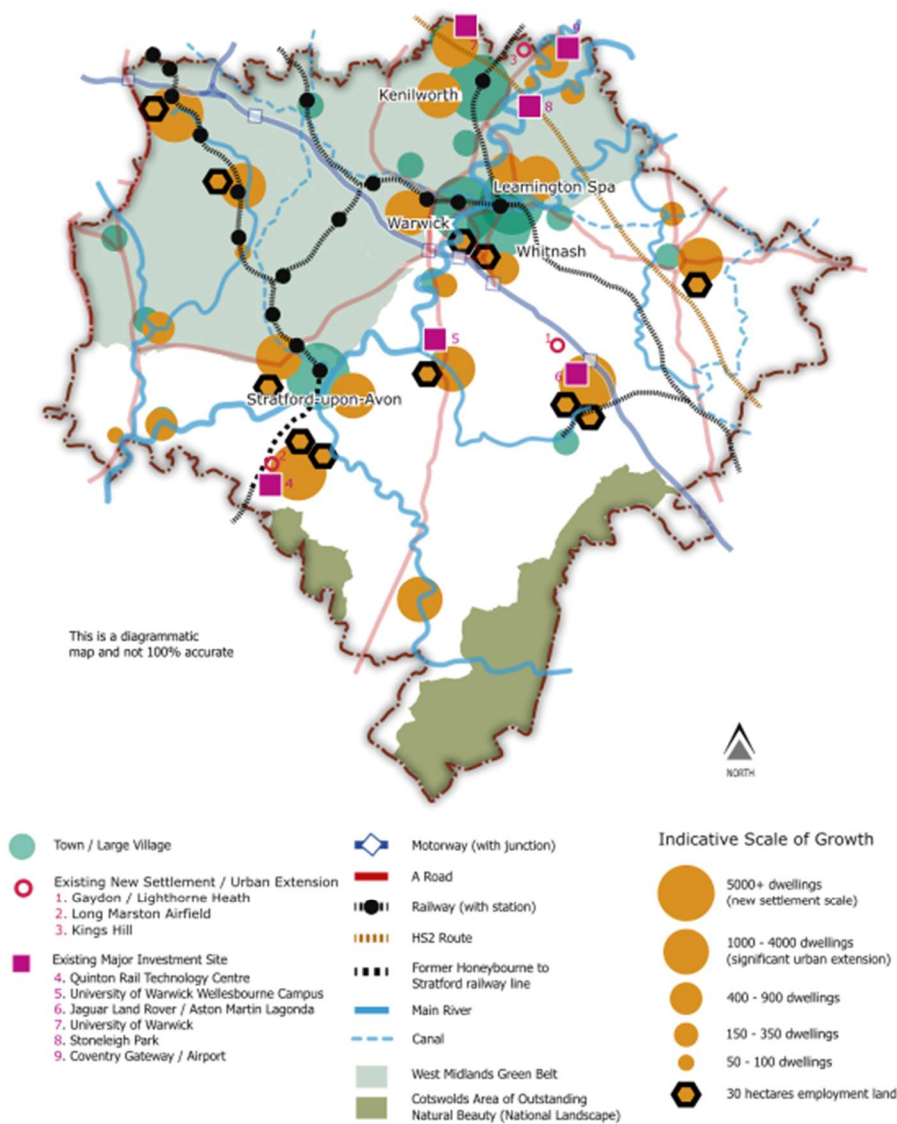
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4 – Sustainable Travel and Economy – a hybrid of all the above options

Option 4

Sustainable Travel and Economy
(Hybrid of Options 2 and 3)

This is a diagrammatic
map and not 100% accurate

Legend:

- Town / Large Village
- Existing New Settlement / Urban Extension
  1. Gaydon / Lighthorne Heath
  2. Long Marston Airfield
  3. Kings Hill
- Existing Major Investment Site
  4. Quinton Rail Technology Centre
  5. University of Warwick Wellesbourne Campus
  6. Jaguar Land Rover / Aston Martin Lagonda
  7. University of Warwick
  8. Stoneleigh Park
  9. Coventry Gateway / Airport

- Motorway (with junction)
- A Road
- Railway (with station)
- HS2 Route
- Former Honeybourne to Stratford railway line
- Main River
- Canal
- West Midlands Green Belt
- Cotswolds Area of Outstanding Natural Beauty (National Landscape)

Indicative Scale of Growth

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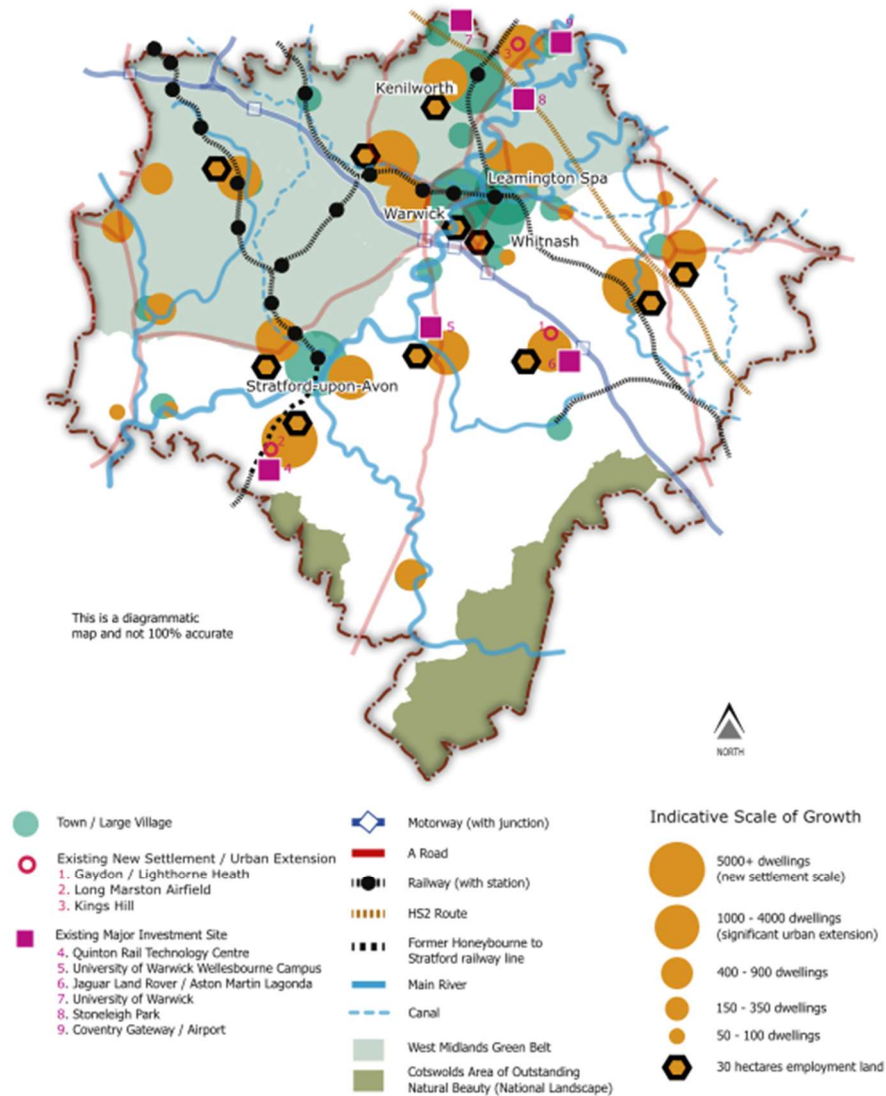
Stratford-on-Avon District Council, Licence No.100024287 2000's   SDC/1388/PEB21

6.3 Each of the 5 spatial options may include potential new settlements, and consider densification of existing settlements (see Urban Capacity Study) as appropriate. The Issues and Options paper includes further consideration of these matters and potential options, alongside the relevant evidence gathered to date.

7.0 Next steps

7.1 The Issues and Options Consultation is a relatively early stage of the plan-making process (see timetable). The feedback we receive in response to this 'Issues and Options' consultation, alongside the analysis in evidence documents in table 2 (for example the climate change analysis of the 5 options amongst others), and further evidence yet to be commissioned, will help guide us toward selecting a preferred spatial strategy. This 'Preferred Option' will form a subsequent formal stage of consultation.

7.2 With regard to the spatial strategy specifically, a key next step with be to examine the amount of suitable and available land which may contribute to the achievement of strategy options. This is necessary to ensure that any strategy is likely to be deliverable. Alongside the Issues and Options consultation, another 'Call for Sites' is being run, to attract further land/site identification (in addition to those already submitted at Scoping stage), in order that we can review this comprehensively. These sites can be submitted for a range of different uses which could contribute to the objectives of the SWLP.

7.3 The sites submitted, alongside any other known sites, will be subject to assessment under the Housing and Economic Land Availability Assessment (HELAA). This will help us to assess whether each spatial strategy option is potentially deliverable.

7.4 There is a range of further studies and evidence that we know we will need to gather, to build upon the suite already outlined in Section 4, and in some cases continue to develop the detail of some studies. Examples are listed below in *Table 3*, though this is not an exhaustive list. The outcomes of the Issues and Options stage of consultation may also necessitate further investigations and studies to inform particular issues. An example of this would be a potential green belt review if there is evidence to suggest that this may be necessary in the context of spatial options.

Table 3 – future evidence base examples

Title	Purpose	In-house / Consultant
Air Quality Assessment	An assessment to look at the air quality impacts of proposals in the SWLP on Air Quality Management Areas.	Consultant
Biodiversity & Green Infrastructure Assessment	An assessment that will help guide and shape the planning and delivery of biodiversity and Green Infrastructure.	Consultant/In- house
Climate Change Impact Assessment	Ongoing assessment to determine the impact of development on climate change.	Consultant
Equalities Impact Assessment (EIA)	Ongoing assessment to ensure equal opportunities have been taken into account in all decision making.	In-house
Green Belt Study	A review which provides evidence of how areas perform against the Green Belt purposes set out in National Policy. This can be used alongside other	Consultant

Title	Purpose	In-house / Consultant
	evidence when looking at potential changes to the Green Belt. (See above para 7.4)	
Habitats Regulations Assessment (HRA)	Ongoing assessment to determine the potential effects of the Plan on protected habitats.	Consultant
Health Impact Assessment (HIA)	Ongoing use of a tool to identify and optimise the health and wellbeing impacts of planning.	Both
Heritage Assessment	Further detailed heritage assessments in the context of a preferred option	Consultant
Infrastructure Delivery Plan	This will set out the strategic infrastructure requirements in order to deliver growth planned for within the Local Plan.	Both
Landscape Character Assessment	An assessment undertaken to help identify various landscape types with a distinct character that is based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement.	Consultant
Playing Pitch Strategy	To assess the need for playing pitches across South Warwickshire in quantitative and qualitative terms.	Consultant
Site Delivery & Viability Studies	An assessment to ensure that sites critical to delivering the strategic priorities of the Plan are deliverable and viable.	Consultant
Strategic Environmental Assessment / Sustainability Appraisal (SA/SEA)	Ongoing assessment of the significant environmental, social and economic effects of the Local Plan.	Consultant
Housing and Economic Land Availability Assessment (HELAA)	A high level assessment which considers the quantity and quality of sites that could be developed for housing, employment or other uses.	In-house
Strategic Flood Risk Assessment (SFRA) Part 2	To examine the flood risk associated with siting development in particular locations.	Consultant
Town Centre Studies	An assessment of retail needs and how much will need to be planned for over the plan period.	Consultant
Transport Assessment	This will set out the transport issues in relation to development and identify measures that can deal with the impacts of schemes in relation to all modes of travel.	Consultant

Title	Purpose	In-house / Consultant
Water Cycle Study	This assesses the constraints and demands future development will place on existing water services infrastructure including waste and supply.	Consultant

Appendix 1

Stakeholder Organisations

Organisation (s)	Topic Area (s)
Warwickshire County Council – Education Services	Education Infrastructure
Severn Trent Water	Water Infrastructure
Environment Agency	Water and Flooding
Warwickshire Wildlife Trust	Biodiversity and Ecology
Warwickshire County Council – Environmental and Ecology Services	Environment, ecology, biodiversity and Green Infrastructure
Natural England	Environment and Green Infrastructure
Cotswolds AONB Board	Cotswolds AONB
Warwickshire County Council – Public Health	Health and Wellbeing
CCG/Ambulance Trust/Foundation Trust (SWFT)	Health and Wellbeing
Cadent Gas	Energy Infrastructure
Western Power Distribution	Energy Infrastructure
Open Reach	Digital Communications
Mobile UK	Digital Communications
Warwickshire County Council Highways/National Highways/Transport West Midlands/West Midlands Rail Executive	Transport Infrastructure
Warwickshire County Council – Minerals and Waste	Minerals and Waste
Historic England	Heritage
C&WLEP and Economic Development officers at SDC and WDC	Economy
Stratford and Leamington BIDS	Town Centres
Shakespeare's England	Tourism
Homes England/Registered Providers	Housing

Appendix 2 – summary of findings and proposed way forward for each of the 7 original growth options

Growth Option	A - Rail
Consultation feedback: Most preferred option	21% (most preferred single option)
Consultation feedback: Least preferred option	5%
SWLP Team Officer testing	Spatially, there appears to be capacity, albeit with implications for the green belt
Stakeholder input (either written or during meetings)	Business cases for new rail stations are complex. Sufficient critical mass of population is one element, but where those people want to travel and why, also form a significant part of the picture. If the rail line does not facilitate the trips that meet the population's needs/wants, making the case can become more difficult.
Additional evidence acquired	N/A
Workshop findings – how much where?	Rail corridors were commonly considered amongst groups in determining their strategies. This often most clearly manifested in the placement of new settlements, particularly in 'green belt policy on' scenarios on account of most settlements originally identified in this option being wholly or partially enveloped by green belt (only 3 of the 14 settlements were utilised in the green belt on option compared with 8 of the 14 commonly utilised with green belt off.
Officer conclusions	There may be potential to develop a spatial strategy based solely on rail further. However, as set out below, it is suggested that a 'sustainable travel' (hybrid) based spatial strategy may bring additional benefits, and links in with Scoping Consultation feedback which suggested that options A and B (along with D) were most commonly suggested to be combined with others (see p 235 of the Consultation Summary).
Proposed way forward	Continue to explore this option. Also test a hybrid 'rail and bus' (**sustainable travel**) spatial option – see below. This need not be restricted to rail and bus, but could also encompass other travel corridors (e.g. canals) or travel hubs.

Growth Option	B - Bus
Consultation feedback: Most preferred option	18%
Consultation feedback: Least preferred option	16%
SWLP Team Officer testing	Spatially, there appears to be capacity. Potential implications for the green belt.
Stakeholder input (either written or during meetings)	Growth could potentially support and enhance existing routes – e.g. extend existing routes or increase frequency to make the route more attractive. Alternatively, substantial areas of growth might enable new or much expanded routes.
Additional evidence acquired	Bus accessibility maps
Workshop findings – how much where?	Of the 32 settlements identified within this option, less than 50% of them frequently featured in strategies irrespective of the green belt. From a facilitator perspective bus was not regularly discussed, though sustainable travel and rail particularly was. Bus routes are not however identifiable on the OS base map, where rail stations are, so this may have affected the result.
Officer conclusions	Generally positive responses for growth to support sustainable travel, but opinion on the bus option in isolation is finely balanced. This option was one of the ones most commonly suggested for a hybrid solution (along with options A and D). Taking a more holistic view of sustainable travel in evolving a spatial strategy is concluded as a logical route forward.
Proposed way forward	Hybrid 'rail and bus' spatial option (**sustainable travel**), aiming to focus strategic growth to support existing sustainable transport provision and potentially expand the services where appropriate. A further 'super-hybrid' also forms one of the emerging spatial options, encompassing **sustainable travel and economy** see 'new option' below.

Growth Option	C- Road
Consultation feedback: Most preferred option	9% (lowest preferred option)
Consultation feedback: Least preferred option	8%
SWLP Team Officer testing	Spatially there appears to be capacity
Stakeholder input (either written or during meetings)	In terms of travel, the user hierarchy should be applied which places travel by private car at the bottom. Utilising this approach aims to 'free up' as much capacity as possible within the road network, and therefore reduce the amount of extra capacity that may need to be accommodated as a result of growth.
Additional evidence acquired	N/A
Workshop findings – how much where?	Of the settlements with growth most commonly identified across all groups, approximately 50% of settlements identified for strategic road access were identified irrespective of green belt on or off (though the selection of which settlements selected varied between exercises). Within the group discussions the placement of new settlements often referenced proximity to road junctions, though rarely in isolation from other connections, most notably rail.
Officer conclusions	This option was the least popular in the consultation feedback. It does not fit with the user hierarchy and is considered dichotomous with the climate related objectives of the plan. Whilst it is an accepted that private cars will remain as a travel mode of choice, and accommodation for such will need to be incorporated into the plan, given the overarching principles already established, it is concluded as inappropriate to further develop a spatial strategy founded purely on access to the strategic road network.
Proposed way forward	This option will not be developed further at this stage.

Growth Option	D - Enterprise
Consultation feedback: Most preferred option	16%
Consultation feedback: Least preferred option	7%
SWLP Team Officer testing	Officers found it challenging to accommodate development need in the locations defined within this option. There was some debate about whether housing development could/should reasonably be accommodated in some of the defined locations, or whether it could/should be around the nearest settlements. Some of these settlements are relatively small in size, and access to infrastructure an issue.
Stakeholder input (either written or during meetings)	N/A
Additional evidence acquired	N/A
Workshop findings – how much where?	In developing their strategies, groups tended to refer to growth at existing settlements or locating a new settlement. Many of the places defined within the option at Scoping stage (e.g. motorway junctions) were not explicitly part of the narrative in respect of housing, though some did feature frequently as employment locations. Locations/settlements close to some of the places listed under this option are also in evidence in some of the group strategies. For example, the main urban areas, land around Long Marston, and around Gaydon amongst others.

It was a notable trend that groups tended to co-locate employment land with substantial housing growth in their strategies. |
| **Officer conclusions** | This option places ostensibly more emphasis on economic development than some others. It is largely road focussed in-terms of the identified potential growth locations, but the results of responses from the Scoping consultation suggests the economic emphasis is sufficient to make this more palatable than the road option (C), albeit that concerns regarding the appropriateness of some locations for housing is questioned, by reason of lack of accessible and necessary infrastructure. Consultation feedback also indicates that this option is one of the three most favoured options when combined in a hybrid scenario (see p235 of the Consultation Summary)

Officers have found indicative challenges in spatially accommodating this option in isolation. In order to explore it further therefore, it would need to form a hybrid with at least one other option. |
| **Proposed way forward** | A hybrid option with the socio-economic option (option E – see below) is proposed. This hybrid option is most focussed on economic drivers, and is therefore named '**Economy**'.

A further 'super-hybrid' also forms one of the emerging spatial options, encompassing '**Sustainable Travel and Economy'** see below. |

Growth Option	E – Socio-economic
Consultation feedback: Most preferred option	13%
Consultation feedback: Least preferred option	15%
SWLP Team Officer testing	Officers found it challenging to accommodate development need in the locations defined within this option, as there are few settlements relative to this scenario.
Stakeholder input (either written or during meetings)	
Additional evidence acquired	
Workshop findings – how much where?	Settlements listed in the Scoping document as falling within this option were regularly selected for growth (11/16 – green belt on and 12/16 *– green belt off). This is likely to be due to the option largely focussing on towns across South Warwickshire. *Cubbington is not explicitly listed individually amongst the group placements, though it may be taken into account in some options north of Leamington.
Officer conclusions	Feedback on this option was relatively balanced, though officers have found it challenging to identify how all of the growth could be accommodated in the small number settlements within this option. The settlements within this option are largely the urban areas, in addition to a small number of relatively small settlements. This option alone is therefore considered unlikely to be a realistic solution.
Proposed way forward	As above, it is proposed to create a new hybrid option with 'Enterprise' called '**Economy**'. In addition, this option forms part of a new larger hybrid proposal: '**Sustainable Travel and Economy**'

Growth Option	F – Urban Areas
Consultation feedback: Most preferred option	10%
Consultation feedback: Least preferred option	13%
SWLP Team Officer testing	Officers found it challenging to accommodate development need in the locations defined within this option.
Stakeholder input (either written or during meetings)	
Additional evidence acquired	Settlement Design Analysis
Workshop findings – how much where?	The main towns were regularly selected for further growth – including the Warwick, Leamington Spa and Whitnash conurbation, and Stratford-upon-Avon. Kenilworth was commonly selected within the green belt policy off exercise. No group however devised a strategy where only the urban areas were considered.
Officer conclusions	This option at the Scoping stage focussed only on the main urban areas, and was not particularly well supported within the feedback received. The settlement design analysis work broadly identifies that further substantial growth in some directions around the main settlements is unfavourable in terms of connectivity and accessibility, which are key to achieving the overarching principles of the plan. As such, this option on its own is considered incompatible with the plan objectives. It is concluded that therefore that this option should not be taken forward as a stand-alone scenario. The urban areas however remain a component of all other growth scenarios.
Proposed way forward	This option will not be developed further at this stage.

Growth Option	G - Dispersed
Consultation feedback: Most preferred option	13%
Consultation feedback: Least preferred option	36%
SWLP Team Officer testing	There are multiple spatial scenarios within this option, which could potentially deliver the required level of growth
Stakeholder input (either written or during meetings)	Feedback from infrastructure providers generally does not favour this option. As a general rule, a larger number of smaller development locations spread out across the area result in requirements for relatively small-scale upgrades to infrastructure (e.g. schools, GP practices, bus services etc) which are difficult to fund and deliver without substantial critical mass.
Additional evidence acquired	Settlement Design Analysis
Workshop findings – how much where?	Growth of at least 1,000 dwellings was frequently placed, sometimes as a smaller new settlement, and often as significant extensions to existing villages. Groups were divided on how much they dispersed growth in smaller placements. 4 groups made no placements of less than 500 dwellings, while one group dispersed 21% of their dwellings in small placements. In total across all groups, 5% of dwellings were dispersed in placements of less than 500 dwellings.
Officer conclusions	There are multiple spatial scenarios within this option, potentially therefore offering greater flexibility and choice. This option however was least preferred by the most respondents to the Scoping Consultation, a point reinforced by discussions with infrastructure providers. Officers have found it to be a finely balanced conclusion whether to continue to explore this option. Further evidence would be beneficial to inform how/whether to proceed with this option. Even if this option were not taken forward, some limited growth might still need to occur in some smaller settlements to support the overall sustainability of these places.
Proposed way forward	Continue to test this option through Issues and Options.

Growth Option	New Option (super-hybrid) – **Sustainable Travel and Economy**
Consultation feedback: Most preferred option	Circa 38% of respondents advocated for a hybrid of options. Analysis of the feedback indicated that growth options A, B and D were most often cited as those which should be combined with others
Consultation feedback: Least preferred option	N/A – this is a new hybrid option
SWLP Team Officer testing	-
Stakeholder input (either written or during meetings)	N/A – this is a new hybrid option
Additional evidence acquired	All of the above
Workshop findings – how much where?	Many workshop groups discussed different strands to their strategies, and none explicitly aligned with any one of the growth options identified in the Scoping Consultation. Different placements were often made for different reasons within the strategy, thus reinforcing the principle of a hybrid approach generally.
Officer conclusions	This option is designed to respond to feedback received to the Scoping Consultation. It responds to the preference for hybrids in general, and specifically includes original options A (rail), B (bus), and D (Enterprise), which were most regularly highlighted for this purpose (see p235 of the Consultation Summary report) In addition, this new option responds discussions throughout meetings and workshops to date.
Proposed way forward	Test this new option: **Sustainable Travel and Economy**