Throckmorton - Strategic

	SHELAA Site Reference and Address:	Land at Throckmorton new settlement (land parcels = 755ha for both phases) CFS0623d, CFS0623asc, CFS1247, CFS0378, CFS0967asc, CFS0967b, CFS1243, CFS0883, CFS0667, CFS0395, CFS1248, CFS1249, CFS0166, CFS1239, CFS0623e, CFS0632e, CFS0632c
MAJOR CRITERIA	Is there enough land available to accommodate growth on a strategic scale (i.e. housing, employment, GI and supporting infrastructure)	Yes
	Could the site reasonably meet some of Worcester City's / Tewkesbury's housing and employment needs?	Through the Duty to Cooperate process, it has been established that Tewkesbury's cross boundary needs are to met at Mitton and Worcester's cross boundary needs are to be met, partially, at Rushwick and Worcestershire Parkway.
	Is the site within reasonable walking / cycling distance of an existing or new rail station	Active travel routes will be incorporated into the site prior to development commencing to ensure that safe and direct cycle and walking routes to Pershore Railway Station is secured.
	Have the landowner(s) clearly indicated that the site is available and can be developed within the plan period, (e.g. through SHELAA)?	Given the large extent of the red line boundary, there are several land owners of smaller sites on the periphery of Throckmorton SGA that are yet to confirm the availability of their land but this will not impact the wider delivery of the site.
	Is the site prone to fluvial or pluvial flooding? If yes can this be mitigated on site?	The site has the main river - Piddle Brook running along the western boundary. There are other ordinary watercourses within the site together with isolated areas at risk of surface water flooding. Any proposed development can mitigate these potential flooding issues.
	Is the site more than 450 metres of hazardous pipeline or gas compression station?	Gas pipeline runs outside the east of the red line boundary
	Can the site be provided with safe access onto the public highway? If yes, can the surrounding road network accommodate the additional development?	Yes. Worcestershire County Council and BWB Consulting have commissioned Transport Studies to establish the impact that the Strategic Allocation at Throckmorton will have on the surrounding road network. Access is included as part of this work but it is SWCs understanding that safe access can be achieved. No development can occur until a new road access from the A44 to the centre of the site is provided and a separate Active Travel route from the train station to the centre.
	Are the Sewerage and Water supplies adequate in the area or can it be improved to accommodate the additional development?	Sewerage: Hydraulic sewer modelling has been undertaken for the full site and for a first phase of the site (~600dw). The development will lead to an increased flooding risk in the immediate downstream network due to it currently serving a smaller population, this is seen for both the first phase and full site scenarios. The site can be accommodated however network reinforcements will be required and it may be requested that developers connect to the south rather than the nearest connection location at Pinvin. A strategic growth scheme will need to be raised to accommodate this site, in preparation the hydraulic sewer model is being upgraded within AMP 7 (2020-2025). Contact with Severn Trent regarding proposed growth trajectories will be important at an early stage to ensure that network reinforcements align. At present we are expecting network reinforcements to need to occur in AMP 8 (2025-2030) any change to this will need to be communicated with Severn Trent at the earliest opportunity. Water Supply: Hydraulic modelling has identified that a strategic growth scheme is required in order to accommodate the full development. Depending on any location for small phases, the existing surrounding network may be able to provide a temporary supply while the scheme is reviewed and promoted for commencement in AMP8. Engagement is sought with the council to allow adequate time for reinforcements to be completed and as such connections to the site may be preferable to the south for the initial construction. It is vital that councils liaise with STW work over any road enhancement that is proposed in particularly to serve this site and the surrounding areas - this is to ensure STW can amend their growth scheme and install the necessary assets to prevent further disruption
	Would development of the site compromise an Internationally or Nationally designated site of ecological importance? If yes, can this be mitigated?	It does not appear so but it would be sensible to engage with Natural England to confirm any impacts on land functionally linked to the River Severn SAC/SPA.
	Is the site in Green Belt?	No
	Is the site in the AONB, or affect the setting of?	No. The nearest AONB is the Cotswolds AONB but this is not close enough to be impacted by the proposed development.
	Is the site affected by an adopted Neighbourhood Plan policy or allocation? If yes, what?	No
OTHER CRITERIA	Would development of the site have an adverse impact on the Green Infrastructure Network? If yes, can this be mitigated?	Existing GI (hedgerows, trees) should be retained and GI enhanced as part of any scheme design. Parts of the site are listed as receptors for protected species translocated from developments across Worcestershire. This makes those areas a significant GI asset and they should be protected from the adverse impacts of development. More widely, the scale of the allocation would clearly have an impact on both the on and off site GI networks and this should be taken into account in terms of connectivity for wildlife through and across the site. Mitigation should be possible but will certainly affect the developable area of the site and must be considered through the masterplanning process.
	Would development of the site result in a significant net loss of protected open space?	No - the allocation does not impact on any formal POS. New areas of GI / Open space will be created and formalised as part of the GI strategy for the site
	Would development of the site have a detrimental impact on a conservation area?	No conservation areas are designated within the SGA boundary
	Would development of the site have a detrimental impact on archaeology?	The landscape surrounding and including Throckmorton Airfield is rich with evidence of past anthropogenic occupation and agricultural activity. The archaeological record notes evidence from the Bronze Age, Iron Age, Romano-British period, Medieval and Post Medieval. Any application for large scale development within this area must investigate archaeological potential utilising desk based and field studies. It is likely that evaluative survey will be required prior to the determination of planning applications due to the high archaeological potential within the environs.
	Would development of the site have a detrimental impact on Listed Building (s)?	To the south of Throckmorton village lies Court Farmhouse - grade II* listed and the adjacent barn - grade II listed. The Church to the north of the village is also grade II* listed. All will be protected as part of the buffer around the village within the concept plan and policy.
	Would development of the site have a detrimental impact on a Scheduled Ancient Monument?	Throckmorton Court - moated site and medieval settlement remains lie to the west of Throckmorton village. This will be protected by a significant landscape buffer on the concept plan and within the policy
	Would development of the site have a detrimental impact on a Special Wildlife Site / Local Nature Reserve/ Ancient Woodland or Hedgerow / Regionally Important Geological Site or any other locally designated wildlife/landscape site? If yes, can it be mitigated against?	No landscape designation but the site is close to a number of LWSs and in particular the Piddle and Whitsun Brooks LWS, which is contiguous with the western boundary. Mitigation will be possible but will potentially limit the developable area. The 40% GI requirement set out in the relevant policy should allow for this but further work may be required to confirm the detail. Effects on trees and hedgerows are anticipated but can be minimised and mitigated for through good design.
	Would development of the site have a detrimental impact on TPOs?	TPOs to be safeguarded at the planning application process.
	Would development of the site have a detrimental impact on a Significant Gap?	No
	Would development of the site result in substantial losses of best or most versatile (Grade 1 or 2) agricultural land?	No. Approximately one third of the site classified as non-agricultural. The remainder is grade 3 land
	Is the site on contaminated land? Is there contaminated land near to site, close enough to impact its potential development? If yes, can it be mitigated against?	Contaminated land issues briefly comprise the following:- Airfield and military land – unknowns Wellington bombers, Vulcan & Valiant V-bombers for RAFs nuclear deterrent/ UKs strategic nuclear strike force during 1950s and 1960s, radar R&D, flying schools etc. Spray coating processes, Foot and Mouth Burial pits – gas, potential associated contaminants – biological contaminants, degradation by-products, lime residues etc, Landfill, Poultry Farm, Transport Depot, UST's, former ponds, sewage treatment works. Significant widespread CL concerns present on site. Will require thorough investigation and consideration. Some detailed comments provided previously in relation to Throckmorton specifically. Some areas of the site may not be suitable for development depending on outcome of assessments.
	Can the existing education provision accommodate the increased need arising from the development? If no, can further provision be provided to meet the need?	No. The first 2000 dwellings would create the requirement for one two-form entry Primary School with 52 place Nursery, one All-through School providing a 52 place Nursery, two-form entry primary provision and four-form entry secondary provision and Space identified in local communities to support two/three private nurseries. The additional 3000 dwellings would create the requirement for three two-form entry Primary Schools with 52 place Nurseries plus one two/three-form entry Primary School with 78 place Nursery (dependent on need), one seven-form entry Secondary School, space identified in local communities to support six-eight private nurseries (dependent on size) and space identified for Post-16 College provision.
	Would development of the site result in an adverse impact on local health provision? If yes, can it be mitigated against?	Yes, the CCG have indicated that Pershore has capacity to accommodate the growth, however space for GP provision, emergency and healthcare services will be secured in the concept plan
	Would development of the site assist in delivering / supporting identified community infrastructure needs e.g. in Neighbourhood Plan.	Yes, the site will assist in delivering infrastructure as set out in the IDP.
Outcome	Ruled in or out of SHELAA?	In
	Should the site be carried forward for potential allocation in the SWDPR?	Yes
	Summary	Throckmorton has large areas of Brownfield land given previous and existing uses and bringing these areas forward for development is considered to be preferable to greenfield land for new building to meet the sequential approach set out in the Development Strategy. Throckmorton is also located close to Pershore Train Station and through active travel principles will be designed to offer quick and efficient access by bus, cycle or on foot to the railway line and wider rail network, reducing the reliance upon private cars and helping to meet a fundamental objective of the SWDPR. There is enough land to accommodate up to 5,000 new dwellings and 60ha of employment long term at Throckmorton, along with supporting infrastructure. The Landowners have indicated that the site is available for development and can be developed in the plan period and beyond. The site has no major flooding or surface water constraints and safe access can be accommodated - evidence is being prepared to support both issues. The SWCs have designed a concept plan, in liaison with ecology and biodiversity experts at the Council and Worcestershire County Council, Worcestershire Wildlife Trust, Green Heritage Officers and Natural England. This is to ensure that the site has sufficient biodiversity net gain. The nearby listed buildings and Scheduled Ancient Monuments and their settings will also be protected. Throckmorton village and other villages nearby the red line boundary will be protected with green buffers to ensure that settlements do not coalesce. The SGA will provide a range of uses, such as schools, health centre, sports, recreational and community facilities to cater for the social needs of the new residents, workers and visitors to the Throckmorton SGA to maximise self-containment and minimise the necessity to travel to other settlements to meet these needs. By virtue of the above assessment, it is considered that Throckmorton Airfield and land within the red line boundary is well located to accommodate growth on a strategic scale.