



**Stratford-on-Avon District
Core Strategy**

Final Schedule of Main Modifications

June 2016

Stratford-on-Avon District Core Strategy – Schedule of Main Modifications

This schedule sets out the Main Modifications that are required to be made to the submitted version of the Core Strategy (September 2014) in order for it be 'sound' and able to be adopted by the District Council as a Development Plan Document.

It should be noted that in certain cases, consequential changes to numbering of paragraphs, etc. have not been shown.

New policy text is underlined to reflect the identified convention. Deletions to text are ~~struck through~~.

Main Mod. Reference	Submission Page no.	Core Strategy Section/Policy	Proposed Modification New text is <u>underlined</u> / deleted text is struck through
MM01	3-6	1.1	<p>Amend text as follows:</p> <p>1.1.7 The Council wishes to meet in full its objectively assessed needs for market and affordable housing and will do so within its own boundaries. In general it wishes to maintain the current role both of Stratford-upon-Avon itself and of the other defined main rural centres. Stratford-upon-Avon is the main town in the District and will continue to grow, but without significant infrastructure investment its historic character and international significance would be compromised as a result of the pressures created by further peripheral housing expansion. It is therefore considered that, during the plan period, the only housing development that should be brought forward beyond that already committed should be focused within the proposed regeneration zone. <u>The exception to this is the opportunity to develop land at Bishopton to the north of the town. This and the initial phases of development within the proposed regeneration zone constitute the two strategic options that will be brought forward during the plan period.</u></p> <p>1.1.8 Elsewhere, the main rural centres continue to perform an important role as service hubs for their rural hinterland and in each centre there are commitments that will see housing development come forward during this plan period. The amount of committed development varies in each settlement, but this in part reflects the specific constraints and opportunities that apply and the importance of retaining their individual character and distinctiveness. Consistent with the emerging strategy, additional housing development is now committed in the market towns of Alcester and Southam <u>and a further strategic development opportunity has been identified at Southam.</u> The Council believes it is appropriate to focus the provision of public services and commercial facilities in these larger rural settlements, as it is important to ensure that a wide range of provision, relatively close at hand and therefore accessible to a majority of residents, is maintained in these centres.</p> <p>1.1.10 Having taken into account the desire to maintain the role of the existing settlements <u>hierarchy</u> through the careful management of a dispersed pattern of development, it is considered very unlikely that they existing settlements could accommodate the full and objectively assessed</p>

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			<p>need for housing in the District over the plan period without damage to their role, character and distinctiveness. <u>The Council will consider opportunities to accommodate additional development on large rural brownfield sites, ensuring that previously used land is brought back into use where proposals are accepted as representing a sustainable approach.</u> However, in addition, the feedback from previous periods of consultation has revealed that, under this scenario, there is support for the option of a new settlement being developed to help address the housing need and that this is an option that should be pursued in preference to further substantial expansion at Stratford-upon-Avon. After careful consideration, including further consultation, on the reasonable alternatives, it is apparent that an expanded settlement located on land close to Lighthorne Heath would be the most appropriate choice having regard to the operation of the local housing markets. <u>After careful consideration, including appropriate consultation and examination of the reasonable alternatives, it is apparent that two new settlements should be brought forward during the plan period. At Long Marston Airfield there is an opportunity to create a sustainable new settlement on a mixed brownfield/greenfield site. At Lighthorne Heath there is an opportunity to create a second sustainable new settlement that will integrate with the existing village. These new settlements are appropriate choices having regard to the operation of the local housing markets.</u> The case for proposing a these <u>these</u> new settlements is bolstered by the concerns held by residents of many existing communities across the District that further significant development could not be accommodated in them in a satisfactory and sensitive manner.</p>
MM02	11-13	1.3	<p>Amend text as follows:</p> <p>1.3.7 A Joint Strategic Housing Market Assessment for Coventry and Warwickshire was published in November 2013 <u>and updated in September 2015</u>. Based on an assessment of migration and commuting flows and house prices, the JSHMA identifies strong functional links between Coventry and the different parts of Warwickshire which point towards the existence of a Coventry-focused housing market area (HMA). For Stratford-on-Avon, there are identified functional links from the higher priced southern parts of the District into the Cotswolds; from the west of the District towards Redditch and Wychavon; and from the east of the District towards Cherwell. The JSHMA also identifies links from parts of the HMA into Solihull and Birmingham, albeit concluding that there are stronger functional links within the HMA. Based on the grouping of local authority boundaries, the SHMA identifies Coventry and Warwickshire as the defined housing market area for strategic planning purposes. However, it is also evident that the functional relationships with the Greater Birmingham HMA <u>support the conclusion that the more western part of the District can properly be</u></p>

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			<p><u>identified as being subject to an overlap between the two HMAs.</u></p> <p>1.3.8 The Council wishes to meet in full its objectively assessed needs for market and affordable housing and will do so within its own boundaries. Active and ongoing discussions with neighbouring authorities, principally within Coventry and Warwickshire <u>and Greater Birmingham</u> but also within the other housing market areas that influence the District, indicate that they too plan to meet in full the identified housing needs within their own areas. The known exception is the city of Birmingham, where the emerging evidence indicates that identified housing needs over the period 2011-2031 will exceed capacity within the city. However, evidence being prepared across the wider Greater Birmingham and Solihull LEP area is not yet sufficiently advanced to understand to what extent, if any, there are implications for other Districts beyond the LEP area, including Stratford-on-Avon District. It is further acknowledged that the extent to which objectively assessed need for the city of Coventry will be met within the city itself is unknown. The Council will continue to work with its immediate and wider neighbours in accordance with the duty to co-operate and will therefore keep under ongoing review the need and scope to respond to new evidence. In the event of the evidence identifying that further housing provision is justified in Stratford-on-Avon, a review of the Core Strategy will be brought forward to address this. <u>The known exceptions are the cities of Birmingham and Coventry, where evidence shows that identified housing needs over the period 2011-2031 will exceed capacity within each city. In each case the authorities within the respective housing market areas are working cooperatively to ensure that housing needs will be met across the HMA as a whole. The Council acknowledges that, given the overlap between the HMAs, Stratford-on-Avon District has a role to play in meeting the needs arising from the two areas. Within Coventry and Warwickshire, a redistribution designed to meet the overall requirements of the HMA has been provisionally agreed. For Greater Birmingham, the situation is not fully resolved although the quantum of unmet need is known. The Council will continue to work with the authorities in each HMA in accordance with the duty to cooperate and will therefore keep under ongoing review the need to respond to new evidence using the mechanisms set out in the Plan to address the need once it is known.</u></p>
MM03	14-15	Vision	<p>Amend as follows:</p> <p>In 2031 the outstanding built and natural character and heritage of Stratford-on-Avon District, its settlements and landscape, will have been maintained and enhanced. Biodiversity will have been</p>

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			<p>strengthened in rural and urban areas, including through the provision of improved networks of green infrastructure. New and existing buildings will be more water and energy efficient and contribute to a reduction in flood risk, all helping the District to mitigate and adapt to the effects of climate change.</p> <p>To meet future development needs, 40,800 <u>at least 14,600</u> additional homes will have been provided across the District. New homes will have been sensitively developed in ways that protect and enhance the setting, character and identity of each settlement, and effectively meet the needs of the District's existing and future population. Up to <u>At least</u> an additional 35 hectares of employment land will have been provided to meet the District's requirements, together with 19 hectares to meet the needs of Redditch. Derelict and Vacant <u>or underutilised</u> brownfield sites will have been brought back into suitable use while preserving their important features.</p> <p>A settlement hierarchy pattern <u>hierarchy</u> comprising the main town of Stratford-upon-Avon, eight Main Rural Centres and a wide range of Local Service Villages will have been reinforced by development of a scale and nature that has retained the individual character and function of each settlement.</p> <p>This will have been supplemented with <u>development on brownfield sites in sustainable locations</u> plus <u>an expanded community at Lighthorne Heath and a new settlement at Long Marston Airfield,</u> that provides each providing its residents and the residents of surrounding villages with a range of additional services, facilities and opportunities.</p> <p>Small-scale housing development in villages not identified in the settlement hierarchy will have been provided to meet local needs and will reflect their rural character. The role of the countryside in the rural economy will have been strengthened, with additional business opportunities of a suitable nature and scale provided.</p> <p>Overall, the strategy will have strengthened town and village communities whilst maintaining their characteristics, protected the countryside from inappropriate development and activities and ensured a <u>safe</u> high quality of life for residents throughout the District.</p> <p>Stratford-upon-Avon will have enhanced its role as a town of international standing that satisfies the expectations of residents, businesses and visitors. More tourists will visit the town and stay longer, in part achieved through an expansion of its cultural offer. The town's role as the main shopping and</p>

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			<p>services centre in the District will have been strengthened. AsSignificant progress will have been made on the regeneration of an extensive area of mostly outworn and underused land adjacent to the canal. New and existing companies will have located on high quality employment land on the periphery of the town, with excellent access to the strategic road network. <u>A new link to the strategic network from the south of the River Avon will have been provided via a western/south western relief road.</u> Traffic in the town centre will be managed more effectively to reduce its impact on the environment.</p> <p>Southam will continue to prosper as a centre and focal point for shops, services and jobs for a sizeable rural catchment. Development to both the north and south of the town will have provided about 350 homes, a range of new sports facilities, and about 3 hectares of additional employment land. Development will have taken place to the north, east and south of the town to provide about 900 homes, a range of new sports facilities and other community infrastructure, and about 3 hectares of <u>additional employment land.</u> The built environment and setting of Southam will have been enhanced, including by restraining development in the Stowe Valley to the west of the town.</p> <p>Wellesbourne will have enhanced its role as a rural centre through the provision of commercial uses that are sensitive to the character and setting of the village. The river corridor will have been enhanced for leisure activities and wildlife. <u>The aviation related functions at Wellesbourne Airfield will have been retained and enhanced.</u> There will be improved community facilities and the business park will have been regenerated.</p> <p>Lighthorne Heath will have been expanded providing about 2,500 <u>2,300</u> additional homes by 2031. The local community will support a wide range of new facilities and services, including education, health and leisure. It will benefit from extensive areas of open space and natural features. Jaguar Land Rover's operations at Gaydon will have expanded and diversified to ensure the company's pre-eminent contribution to the national, regional and local economy. Highway improvements will have been implemented, including to Junction 12 of the M40, and high quality express bus services will link the new settlement with nearby town centres and railway stations.</p> <p><u>Long Marston Airfield will have been developed to provide about 2,100 homes by 2031, along with a range of new facilities and services including education, health and leisure. It will benefit from extensive areas of open space and sustainable transport links to Stratford-upon-Avon.</u></p>

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MM04	16	Key Diagram	<p>Add Long Marston Airfield new settlement</p> <p>Add Halford Local Service Village</p>
MM05	17-18	Strategic Objectives	<p>Amend as follows:</p> <p>(4) To help mitigate and adapt to climate change, all residential development will have achieved as a minimum water and energy efficiency Code for Sustainable Homes Level 4. From 2019, all non-residential development will have achieved water and energy efficiency BREEAM 'Good' standard.</p> <p><u>(4) To help mitigate and adapt to climate change, all residential development will have incorporated enhanced water efficiency measures as set out in the Building Regulations. All non-residential development will as a minimum have achieved the water and energy efficiency BREEAM 'Good' standard.</u></p> <p><u>(6) The flood plain will have been maintained and, where opportunities arise, restored. The risk of flooding will be managed effectively by taking a whole catchment approach to implement sustainable flood management schemes. from flooding will not have increased.</u> Water bodies will have reached a good status or potential in accordance with the Water Framework Directive.</p> <p>(8) Community facilities and open space will have been improved across the District. Through collaborative working between District, Town and Parish Councils and key partners in education, public <u>safety</u>, health and other services, opportunities to improve the health and wellbeing of the District's communities will have been realised as a result of the development process.</p> <p><u>(NEW) Previously developed sites in sustainable locations will have been re-used for purposes that are of an appropriate type and scale, while retaining their important natural, historic and other features.</u></p> <p>(12) There will have been a reduction in the level of net commuting through an improved balance</p>

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			<p>between the number of homes and jobs in the District. To contribute to this, an additional 35 hectares of land for business uses will have been delivered in the District. A sustainable balance between employment growth and housing provision will be maintained as a result of the implementation of at least 35 hectares of additional land for general business uses, thereby helping to meet the needs of new and existing businesses wishing to locate or expand in the District.</p> <p>(14) <u>At least an additional 14,600 homes (an average of 730 per annum) will have been built across the District on brownfield and greenfield sites, reflecting the dispersed settlement pattern of the provided across the District. Where justified by the available evidence, the District Council will have worked with neighbouring councils to help meet any unmet housing needs arising outside the District. These dwellings will be built by a range of developers, housing associations and other providers.</u> In addition, the needs of Gypsies and Travellers will have been met through the provision of 41 52 additional pitches by 2016 2019 and an average of 2 pitches per annum thereafter <u>additional 30 pitches thereafter, a total of 71 pitches by 2031.</u></p> <p>(15) <u>A mix of sizes, types and tenures of housing will have been built by a range of developers, housing associations and other providers. To improve the affordability of housing across the District, 35% of dwellings on eligible sites will have been provided as affordable homes.</u></p>
MM06	21-22	2.1 Sustainability Framework	<p>Amend final bullet point in paragraph 2.1.8:</p> <ul style="list-style-type: none"> • Sustainability Appraisal of the Proposed Submission Version of the Core Strategy (April <u>May</u> 2014) <p>Insert additional bullet points at end:</p> <ul style="list-style-type: none"> • <u>Sustainability Appraisal Addendum (Sept 2014) – an addendum to the May 2014 Sustainability Appraisal.</u> • <u>Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Post Inspectors Interim Conclusions (July 2015) – an assessment of the potential strategic development sites.</u> • <u>Sustainability Appraisal of the Stratford-on-Avon Core Strategy: Proposed Modifications (Aug 2015) – an assessment of the policies and proposals of the Proposed Modifications to the Stratford-on-Avon Core Strategy.</u>

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MM07	23-24	CS.1 Explanation	<p>Amend final bullet point in paragraph 2.2.2:</p> <p>Planning for places (an environmental role) – use the planning system to both protect and enhance our natural, built and historic environment, to use natural resources prudently, <u>ensuring the effective use of land through reusing previously developed land and promoting mixed use developments</u>, and to mitigate and adapt to climate change, including moving to a low-carbon economy.</p>
MM08	27-28	CS.2	<p>Amend Part B by replacing bullet points with numbers and amending wording of first one:</p> <ol style="list-style-type: none"> 1. reduce energy demand, in particular by the use of sustainable design and construction through energy efficiency measures; 2. supply energy efficiently and give priority to decentralized energy supply; and 3. provide energy from renewable or low carbon energy sources. <p>Delete from part B:</p> <p>Residential Development New homes will achieve Level 4 of the Code for Sustainable Homes, until such time as these are superseded.</p> <p>Amend second paragraph under title 'Non-Residential Development' in Part B:</p> <p>To demonstrate that the required Code for Sustainable Homes and BREEAM standards will be met, proposals for new development should be accompanied by a pre-assessment certification under the relevant scheme and approved by a registered assessor.</p> <p>Amend final heading to read:</p> <p>Extensions and Major Refurbishments <u>the Re-Use of Buildings</u></p> <p>Delete 2nd paragraph of final section: The Council will support and, if feasible, establish a Community Energy Fund to enable the delivery of Allowable Solutions in line with the 2016 Building Regulations.</p>

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MM09	28-30	CS.2 Explanation	<p>Insert at end of paragraph 3.1.4:</p> <p><u>Subject to the introduction via the Building Regulations of higher energy targets aimed at achieving the Government's Zero Carbon Homes Policy, new homes will have to incorporate renewable and low carbon energy technologies and the Council's SPD requirement for 10% renewable energy onsite will no longer be applied.</u></p> <p>Delete from paragraph 3.1.7:</p> <p>The Council will develop Stratford-on-Avon specific allowable solutions, to be in place by 2016, which will be published in a future planning policy document.</p> <p>Delete paragraph 3.1.8:</p> <p>The changes to Building Regulations for 2013-19 have not yet been defined. In the interim, the Council will use the alternative standards provided by the Code for Sustainable Homes and BREEAM, to demonstrate the energy and water performance of development. The Council considers it would not be compatible with its Allowable Solutions policy to require standards beyond Code for Sustainable Homes Level 4.</p> <p>Amend paragraph 3.1.9:</p> <p>Checking compliance with Building Regulations is a separate process to getting planning approval; however both processes must be complied with. In the context of sustainable design, applicants are encouraged to consider both together at the design stage as this will help to avoid problems, delays and increased costs as proposals are progressed through the application stages. <u>The Government has introduced national standards for energy and water efficiency for new homes within Building Regulations. For non-residential development, the Council will use the alternative standards provided by BREEAM to demonstrate the energy and water performance.</u></p> <p>Delete from paragraph 3.1.11:</p> <p>The Water Cycle Study Update (2012) provides evidence that water efficiency measures for</p>

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			<p>development proposals should achieve a Code for Sustainable Homes Level 3-4 as a minimum within this District.</p> <p>Delete from paragraph 3.1.12:</p> <p>For residential development, post construction Code for Sustainable Homes assessments will be required which must be undertaken by an accredited assessor. Replacements for the BREEAM standards are being developed and this policy will apply the equivalent replacement standards. The policy will also apply to any future replacements to the Code for Sustainable Homes.</p> <p>Delete paragraph 3.1.13:</p> <p>In cases where the Council requires large developments to supply decentralised energy to the site, large developments are defined as over 100 residential dwellings or non-residential developments over 10,000m².</p> <p>Delete DMC(2), renumber DMC(3) as (2)</p> <p>Conditions will be imposed to ensure the development is built to energy efficiency measures applicable at the time of construction, in line with the progressive tightening of the Building Control Regulations to reach zero carbon standards.</p> <p>Delete first monitoring indicator : Number of new homes achieving a four star or above of the Code for Sustainable Homes.</p>
MM10	31-33	CS.3	<p>Delete last sentence of 2nd paragraph of Part A and insert new text:</p> <p>Large developments should supply decentralised energy to the site, or provide for future connection to a decentralised scheme where it is viable to do so.</p> <p><u>The Council is commissioning a study to identify “district heating priority areas”.</u></p> <p><u>All new developments in district heating priority areas will be required to incorporate infrastructure for district heating, and will be expected to connect to existing systems where and when this is available, unless demonstrated that this would render development unviable.</u></p>

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			<p><u>All new developments in other areas will be encouraged to incorporate infrastructure for district heating, and will be expected to connect to any existing suitable systems (including systems that will be in place at the time of construction), unless it is demonstrated that this would render development unviable.</u></p> <p><u>Detailed advice on District Heating will be provided in a Development Requirements Supplementary Planning Document.</u></p>
MM11	33-34	CS.3 Explanation	<p>Insert additional paragraph at end:</p> <p><u>3.2.10 District Heating Schemes deliver heating and hot water to multiple buildings from a local plant. A heat network of insulated pipes buried underground is required to distribute the heat generated; these can often be installed at the same time as other services when a site is being developed and can also be retrofitted to existing buildings. District heating can be combined with electricity production in combined heat and power (CHP) or in combined cooling, heat and power (CCHP). This is an efficient form of decentralised energy supply providing heat and electricity at the same time. Currently the overall fuel efficiency of CHP is around 70-90% of the fuel input, depending on heat load; much better than most power stations which are only around 40-50% efficient. It is possible to vary the energy source to fuel district heating depending on cost and availability so the energy source can be changed over time; potential fuel sources include conventional fuels, biomass, and waste and other renewables. District Heating (including CHP/ CCHP) is currently one of the most low cost ways of meeting zero carbon, particularly on brownfield sites where the efficiency or appropriateness of other technologies may be constrained. The Council will produce a district heat map and energy master plan, and district heat network priority areas will be identified, based on the outcome of this evidence. It is anticipated that the future district heat network priority areas are likely to be identified in urban areas or large strategic sites where there is an appropriate mix and density of uses which would render such schemes viable. Elsewhere in the district there may be the opportunities for small scale schemes to serve local communities.</u></p> <p>Delete first monitoring indicator : Number of new homes achieving a four star or above of the Code for Sustainable Homes.</p>

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MM12	36-38	CS.4	<p>Amend Part A:</p> <p>All development proposals should be located in Flood Risk Zone 1 (Low Probability Flood Risk).</p> <p>There is a presumption against development in flood risk areas as shown on the Policies Map and identified in the most up to date Strategic Flood Risk Assessment.</p> <p>Development within the Environment Agency's flood risk zones 2, 3a and 3b <u>2 and 3a</u> will only be acceptable when the sequential test and, where applicable, the exception test have been satisfied, as set out in the National Planning Policy Framework. <u>Land use in High Probability Flood Zone 3b should be restricted to water compatible or, with the exception test, essential infrastructure.</u></p> <p>The flood plain will be maintained and, where opportunities arise, restored in order to maximise natural storage of flood water, reduce flooding problems and increase landscape, <u>ecological</u> and conservation value. <u>Rural and urban land use practices to restore more sustainable natural floodplains and to reduce runoff will be encouraged. Developers will be encouraged to reduce the reliance on hard engineered solutions through their site by contributing to upstream flood storage, giving consideration to a whole catchment approach.</u></p> <p>Amend 1st paragraph in Part B:</p> <p>In all development, there should be no flooding, from all sources, on <u>to</u> properties up to the 100 year flood event, including an allowance for climate change.</p> <p>Amend 9th paragraph in Part B:</p> <p>All development proposals should seek to control and discharge 100% of surface water runoff generated on site <u>during the 1 in 100 year plus climate change rainfall event</u> using above ground sustainable drainage systems, such as swales, ponds and other water based ecological features. Where it can be demonstrated that it is not practicable, development proposals should maximise opportunities to use SUDS measures which require no additional land take, such as green roofs, permeable surfaces and water butts. <u>There is a presumption against the underground storage of water.</u></p> <p>Amend heading of Part C:</p>

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			<p>Enhancing and Protecting <u>Protection of the Water Environment</u></p> <p>Replace 1st paragraph in Part C:</p> <p>Where a development proposal lies adjacent to a river corridor or tributary, a natural sinuous river channel should be retained or, where possible, reinstated. Development proposals that lie adjacent to a canal, river or tributary should ensure that the natural features and functions of the watercourses and its wider corridor are retained, or where possible reinstated and that appropriate habitats buffers are established.</p> <p>Replace 4th paragraph in Part C:</p> <p>Physical and visual access to the riverside should be improved for the benefit of all people, maintaining the balance between formalising access, maintaining a natural character to the river and safeguarding sensitive sections of the river. Physical and visual access to watercourses will be promoted where it respects the natural function of the watercourse and sensitive nature of the river corridor as a whole.</p> <p>Insert text at end of 5th paragraph in Part C:</p> <p><u>Where a development site contains areas identified as flood plain, the development layout design should ensure that no surface water attenuation features are located in Flood Zone 3. There should be an 8 metre easement to allow maintenance & access to all main rivers and to ensure that the river corridor is sensitively managed to support environmental infrastructure (including wildlife corridors) and to protect/improve habitat for BAP species and/or ecological networks.</u></p> <p>Amend 6th paragraph in Part C:</p> <p>All development proposals should demonstrate high levels of water efficiency. All new housing developments must be water efficient and, as a minimum, reach Code for Sustainable Homes Level 4 or achieve equivalent sustainability standards for buildings as directed by national policy. All residential development should incorporate water efficiency measures to achieve the enhanced technical standard for water usage under the building regulations. Non-residential development should demonstrate water efficiency of the relevant BREEAM 'Good' standard as a minimum. Grey water recycling and rainwater</p>

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			<p>harvesting schemes should be used unless it can be demonstrated that it is not appropriate for a specific location.</p> <p>Insert new paragraph 7 in Part C:</p> <p><u>Development proposals will take full account of the biodiversity value of watercourses and river corridors and their role in supporting local ecological networks. Impacts from lighting, noise and visual disturbances should be avoided or mitigated and opportunities to create, enhance and restore adjacent habitats for biodiversity will be encouraged.</u></p> <p>Insert new paragraph 3 in Part D:</p> <p><u>In respect of the proposal for land at Gaydon/Lighthorne Heath (Policy GLH) and the growth of existing employment at Gaydon (Policy AS.11), Severn Trent Water has identified the need for improvements to be made to the local wastewater infrastructure, including temporary works to ensure that adequate capacity is secured prior to occupation of early phases of development. Such improvements are necessary to support the delivery of the overall strategy for the District and will be supported accordingly.</u></p>
MM13	38-40	CS.4 Explanation	<p>Amend paragraph 3.3.6:</p> <p>The NPPF also states that development plan policies should seek to minimise the need to consume new resources over the lifetime of the development, by making more efficient use or reuse of existing resources, rather than making new demands on the environment. Consequently, local authorities should promote the sustainable use of water resources and the use of sustainable drainage systems in the management and treatment of surface water run-off. The Council therefore intends to use its planning policies to require more sustainable use of water consumption and BREEAM standards. For residential development post construction Code for Sustainable Homes assessments will be required which must be undertaken by an accredited assessor. Replacements for the BREEAM standards are being developed and this policy will apply the equivalent replacement standards. The policy will also apply to any future replacements to the Code for Sustainable Homes. There are several key drivers for</p>

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			<p><u>ensuring that water use in the development plan period is minimised as far as possible. The evidence provided by the 2015 update to the Water Cycle Study suggests that the Council should promote an approach that will contribute to achieving a 'water neutral' position after growth across the District. The area is one showing moderate water stress and the envisaged growth involving an increase in population will further exacerbate this issue. In order to ensure surplus raw water supply for growth in the area, STWs water resource plan over the next 25 years is reliant on more efficient use of existing resources and demand reduction from customers. The proposals and opportunities for new resources are limited, in the main due to the limitation on available new resources locally, which means that looking beyond the next 25 years further new resources would likely need to be transferred into the area to cater for further increases in population and hence water demand. This creates a very strong driver for new homes in the next 25 years to be made as efficient as economically possible. The Council is promoting sustainable development within the District and considers that higher levels of efficiency are justified, thereby reducing demand from new property as far as possible.</u></p> <p>Insert at end of paragraph 3.3.11:</p> <p><u>The greatest benefits are gained when sustainable urban drainage systems are designed as a multifunctional resource, capable of delivering a wide range of environmental and quality of life benefits (ecosystems) for future occupants. Flood storage areas, wetland habitats and above ground SUDs can form a functioning ecosystem in their own right for many species, and can increase biodiversity by increasing habitat area, increasing populations of some protected species and increasing species movement.</u></p>
MM14	41	CS.4 DMCs	<p>Amend DMC(3):</p> <p>Flooding in green field developments can be avoided by effective master planning of the development site, and may need <u>needs</u> to include an allowance for managing exceedance flows, if surface water drainage infrastructure is exceeded. In brownfield development, it may be not possible to achieve this level of protection depending on the nature of the existing risk, but there will be a presumption against building in areas of high risk.</p> <p>Insert text at end of DMC(7):</p> <p><u>The Environment Agency promotes flood risk measures that include wetland habitat creation, including</u></p>

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			<p>through the use of woody debris upstream, to ensure that flood management solutions are consistent with biodiversity needs.</p> <p>Delete DMC(8):</p> <p>A suitable maintenance access (usually 8 metres wide) will be required alongside all watercourse channels.</p>
MM15	42-43	CS.5	<p>Amend policy as follows:</p> <p>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. <u>The cumulative impact of development proposals on the quality of the landscape will be taken into account.</u></p> <p><u>Development will be permitted where:</u></p> <p>A. Landscape Character and Enhancement</p> <ol style="list-style-type: none"> 1. Development should have <u>Proposals have</u> regard to the local distinctiveness and historic character of the District's diverse landscapes. 2. Development should <u>Proposals</u> protect landscape character and avoids detrimental effects on features which make a significant contribution to the character, history and setting of a settlement or area. 3. Measures should be <u>are</u> incorporated into development schemes to enhance and restore the landscape character of the locality. <p>B. Visual Impacts</p> <ol style="list-style-type: none"> 1. Proposals for development should include, dependent on their scale, use and location, an assessment of the likely visual impacts on the local landscape or townscape, and the site's immediate and wider setting. Applications for major developments must be accompanied by <u>may require</u> a full Landscape and Visual Impact Assessment. 2. Where harmful visual impacts are predicted, a <u>New landscaping proposals must be</u> <u>are</u>

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			<p>incorporated to reduce predicted harmful visual the impacts and enhance the existing landscape. Provision must be made for its long term management and maintenance.</p> <p>C. Trees, Woodland and Hedges</p> <p>1. Due to <u>Proposals do not lead to any loss or damage but rather protect</u> the quality of ancient semi-natural woodland and aged/veteran trees, particularly in the Forest of Arden, and but also (due to their relative scarcity), elsewhere in the District., no development will be permitted that would lead to their loss or damage.</p> <p>2. <u>Proposals that will have an impact on woodlands, hedges and trees</u> should incorporate measures to protect their contribution to landscape character, public amenity and biodiversity. The loss of those trees which are of high public amenity value will be resisted and such trees will be protected by the use of Tree Preservation Orders.</p> <p>3. <u>The design and layout of development schemes and other projects in rural and urban areas</u> will be expected to incorporate trees in a manner that is appropriate to the nature of the site, including the use of native species. However, given the continued threat to native trees and plant species from pests and diseases, the incorporation of non-native species into schemes will be considered and accepted where appropriate.</p> <p>4. <u>Development schemes and other opportunities</u> will be <u>are</u> used to:</p> <ul style="list-style-type: none"> • <u>enable</u> the expansion of native woodlands, and • to buffer, extend and connect fragmented ancient woodlands, • to develop <u>flood risk reduction measures through the planting of woodlands, trees and undergrowth</u> for their intrinsic value and to help climate change adaptation. <p>Policy CS.12 sets out additional factors to be taken into account when considering development proposals in those parts of the District designated as Special Landscape Areas.</p>
MM16	44	CS.5 DMCs	<p>Amend DMC(1) as follows:</p> <p>Assessment of development proposals will have regard to cumulative impact. On an individual basis some proposals may seem innocuous but <u>cumulatively</u> they could form part of a general trend towards decline in the quality of the landscape which needs to be considered.</p>

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			<p>Amend 2nd sentence in DMC(2) as follows:</p> <p>For major applications, a full Landscape and Visual Impact Assessment must <u>will be expected to be</u> submitted, which has been undertaken in accordance with national guidelines for such assessments.</p> <p>Replace DMC(4):</p> <p>Natural England's publication 'Standing Advice for Ancient Woodland' states that: "Development close to, though not directly involving destruction of an ancient woodland can nevertheless be damaging to the site... Whilst development should be kept as far as possible from ancient woodland, a minimum buffer of at least 15 metres in width should be maintained between the ancient woodland and development boundary." Whilst the Standing Advice currently only applies in the south and east of England, it still provides a useful reference document for other Local Planning Authorities. All development proposals in the proximity of ancient woodland shall have regard to the 'Standing Advice for Ancient Woodland and Veteran Trees' published by Natural England. As a starting principle, development must be kept as far away as possible from ancient woodland. The necessary width of any buffer zone will depend upon local circumstances and the type of development. Buffer zones should be retained in perpetuity and allowed to develop into semi-natural habitats. Section 6 of the Standing Advice includes guidance on mitigation measures, including buffers.</p>
MM17	46-47	CS.6	<p>Amend Part A as follows:</p> <p>Proposals will be expected to <u>minimise impacts on biodiversity and, where possible, secure a net gain in biodiversity by:</u></p> <p>1. Safeguarding <u>and, where possible, enhancing</u> existing habitats, including:</p> <p>(a) Sites of Special Scientific Interest, which will be subject to a high degree of protection. Development adversely affecting a SSSI, either directly or indirectly, will only be permitted in exceptional circumstances where the benefits of development clearly outweigh the likely impacts on the site and any broader impacts on the national networks of SSSIs. Development proposals should seek to avoid adverse effects on SSSIs. Development adversely affecting a SSSI, either directly or indirectly, will only be permitted in exceptional circumstances where the benefits of development clearly outweigh the likely impacts on the site and any broader impacts on the national networks of SSSIs.</p>

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			<p>(c) Those subject to local designations such as Local Wildlife Sites and Local Nature Reserves. Development adversely affecting a Local Site will only be permitted either where it can be demonstrated that the benefits of the development clearly outweigh the impacts on the site, or where there is good reason to permit development and it is possible to secure the creation and long-term maintenance of equivalent habitat elsewhere.</p> <p>Replace final paragraph in Part A:</p> <p>Where a development will impact on a habitat or species and mitigation cannot be provided on site in an effective manner, developers will be required to offset the loss by contributing to appropriate biodiversity projects elsewhere in the area.</p> <p><u>Where a development will have a negative impact on a biodiversity asset, mitigation will be sought in line with the mitigation hierarchy. Impacts should be avoided and, if this is not possible, mitigated.</u></p> <p><u>Where there would be a residual impact on a habitat or species and mitigation cannot be provided on site in an effective manner, developers will be required to offset the loss by contributing to appropriate biodiversity projects elsewhere in the area. Where an impact cannot be fully mitigated or, as a last resort, compensated for, then planning permission will be refused.</u></p>
MM18	47-48	CS.6 Explanation	<p>Insert additional text at end of paragraph 3.5.10:</p> <p><u>They should also recognise and respond to the opportunity to secure biodiversity enhancement through the built environment, by incorporating features such as bat boxes, swift bricks and green roofs. The Town and Country Planning Association publication 'Biodiversity by Design' is a useful guide.</u></p> <p>Amend paragraph 3.5.11 as follows:</p> <p>Good developments incorporate biodiversity considerations but can still result in some biodiversity loss when there are impacts that cannot be avoided through design and locations, or mitigated by other measures. The NPPF requires, as a last resort, compensation for this loss to be made.</p> <p><u>Good developments will deliver biodiversity enhancement. However, where biodiversity losses cannot be avoided or mitigated the NPPF requires, as a last resort, compensation for this loss to be made.</u></p>

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MM19	50-51	CS.7	<p>Delete final paragraph in Part A:</p> <p>Where the impact of development on the biodiversity aspects of Green Infrastructure cannot be mitigated effectively on site, the principle of biodiversity offsetting in accordance with Policy CS.6 Natural Environment will apply.</p> <p>Insert in first paragraph under list, 1-5 in Part B:</p> <p>Access to Green Infrastructure features within settlements and the countryside will be provided through, <u>for example</u>, local nature reserves...</p>
MM20	51-53	CS.7 Explanation	<p>Insert at end of paragraph 3.6.1:</p> <p><u>Further information about the District's Green Infrastructure assets will be provided in the Council's Site Allocations Plan. The Environment Agency also offers a free advice service, which identifies constraints, including green infrastructure assets on development sites. In addition, Warwickshire County Council has mapped information on green infrastructure connectivity.</u></p>
MM21	54-55	CS.8	<p>Replace Part B:</p> <p>Where proposals will affect a heritage asset, including involving its harm or loss, they will only be permitted in exceptional circumstances. Applicants will be required to undertake and provide an assessment of the significance of the asset using a proportionate level of detail relating to the likely impact the proposal will have on the asset's historic interest. In assessing whether exceptional circumstances exist, the following factors will be considered:</p> <p>(1) Whether it is practical to continue the current or previous use of the heritage asset and whether there are any other viable alternative uses.</p> <p>(2) The impact of the harm or loss of the heritage asset on the structure or setting of any other heritage asset, including the character and appearance of a Conservation Area.</p> <p>(3) Whether the relocation and reconstruction of the heritage asset is appropriate and can practicably</p>

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			<p>be achieved, either onsite or elsewhere.</p> <p>(4) That a suitable programme has been arranged and agreed to record those features of historic interest that would be lost in the implementation of the proposal.</p> <p><u>Where proposals will affect a heritage asset, applicants will be required to undertake and provide an assessment of the significance of the asset using a proportionate level of detail relating to the likely impact the proposal will have on the asset's historic interest.</u></p> <p><u>Proposals which would lead to substantial harm to, or total loss of significance of, designated heritage assets will only be permitted where substantial public benefits outweigh that harm or loss and it is demonstrated that all reasonable efforts have been made to sustain the existing use or find reasonable alternative uses.</u></p> <p><u>Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm must be justified and weighed against the public benefits of the proposal, including securing its optimum viable use.</u></p> <p><u>For non-designated heritage assets, proposals will be assessed having regard to the scale of any harm or loss and the significance of the heritage asset.</u></p> <p><u>Where harm or loss of a heritage asset can be fully justified, as part of the implementation of the proposal the District Council will require archaeological excavation and/or historic building recording as appropriate, followed by analysis and publication of the results.</u></p> <p>Delete text from 1st paragraph of Part C:</p> <p>Proposals will be high quality, sensitively designed and integrated with the historic context. The design and layout of development proposals will be informed by an understanding of the significance of the historic asset and environment. Both designated and non-designated historic features should be retained in situ. Creative and innovative design and architecture that helps to secure the conservation of heritage assets and integrates new development into the historic environment will be encouraged where it is sympathetic to the character of the local area.</p>
MM22	55-56	CS.8 DMCs	Insert additional text in DMC(2):

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			<p>There will be a presumption in favour of the physical in situ preservation of historic heritage assets, whether designated or non-designated. <u>This approach is based on the view that historic heritage remains should be seen as an opportunity rather than a constraint and should be used to inform the proposed design and contextual analysis. In particular, this can include incorporating such features into the proposed design to provide a historical narrative to the site. If proposing....</u></p> <p>Insert new DMC (3):</p> <p><u>A non-designated heritage asset is defined as a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Non-designated heritage assets are included in the Warwickshire Historic Environment Record available at http://heritage.warwickshire.gov.uk/. In addition, the Council will compile a local list of non-designated heritage assets which will be publicly available on the Council's website at www.stratford.gov.uk/heritage. It should be noted, however, that in a district like Stratford-on-Avon with such a rich heritage, the list will never be definitive and will require updating as and when new heritage assets are identified, including through the consideration of development proposals. Neighbourhood Plans may also identify non-designated heritage assets.</u></p> <p>Insert new DMC (4):</p> <p><u>In considering whether to grant planning permission in accordance with Policy CS.8(B) the Council will also have regard to the desirability of preserving the heritage asset, its setting or any features of special architectural or historic interest which it possesses, in accordance with Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.</u></p>
MM23	58-59	CS.9	<p>Replace 1st paragraph in Part B:</p> <p>Proposals should be compatible with national design guidance in 'Building for Life 12' and 'Secured by Design'. The design approach will ensure that development is: <u>High quality design will be achieved by ensuring that all development is:</u></p>

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			<p>Insert additional text after 1st sentence in Part B (7):</p> <p><u>Schemes linked to the evening and night-time economy will incorporate measures to help manage anti-social behaviour and to avoid unacceptable impact on neighbouring uses, residents and the surrounding area.</u></p> <p>Insert extra examples into paragraph 3.8.2:</p> <p><u>... 'Secured By Design (ACPO), Biodiversity by Design (TCPA, 2004), Climate Change Adaption by Design (TCPA, 2007), 'By Design'...</u></p>
MM24	60-61	CS.9 DMCs	<p>Insert new DMC(1):</p> <p><u>The District Council supports the implementation of Building for Life 12. It provides applicants with a useful checklist for ensuring high quality design and meeting the requirements of the criteria set out in Part B.</u></p>
MM25	65	CS.10	<p>Amend Policy as follows:</p> <p>The purposes of the Green Belt will be upheld by resisting inappropriate development within it, except in cases where very special circumstances are justified, in accordance with the provisions of national planning policy.</p> <p>The following forms of development in the Green Belt are appropriate <u>not inappropriate</u> in principle:</p> <p>(a) A small-scale development which meets a housing, employment or other need identified by a local community, in accordance with Policy AS.10 Countryside and Villages, subject to it not being harmful to the openness and character of the area <u>Green Belt</u>.</p> <p>(b) A small-scale extension to <u>or alteration of a building</u>, or the replacement of an existing building for the same use, as long as the extended or new replacement building, and the activities involved, do not have a materially greater impact on the openness and character of the area <u>is not materially larger than the one it replaces.</u></p> <p>(c) The limited infilling, or the partial or complete redevelopment, or change of use of a previously developed ('brownfield') site, whether redundant or in continuing use (excluding temporary buildings),</p>

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			<p>subject to it not having a materially greater impact on the openness and character of the area than the existing or previous development or activity on the site of the Green Belt and the purpose of including land within it than the existing development. <u>The proposed location and type of development should be consistent with the overall development strategy for the District and the provisions of other policies in the Core Strategy where applicable.</u></p> <p>(d) The construction of new buildings and the carrying out of activities as defined in national planning policy.</p> <p><u>(e) Limited infilling in Local Service Villages identified in accordance with Policy CS.16.</u></p> <p><u>The provisions of other policies in the Core Strategy will be taken into account in order to assess the impact of a development proposal on the character of the area and other features in order to assess whether there would be any other harm.</u></p> <p>It is proposed to remove the following areas of land from the Green Belt:</p> <ol style="list-style-type: none"> 1. 15 hectares east of Birmingham Road (north of A46), Bishopton, Stratford-upon-Avon (see Proposal SUA.3) 2. 7 hectares north of Arden Road, Alcester (see Proposal ALC.3) 3. 79.8 hectares at Gorcott Hill, north of Mappleborough Green (see Proposal REDD.2) <p>The boundary of the Green Belt is shown on the Policies Map. The preparation of the Site Allocations Development Plan Document will include consideration of the need to identify Built-Up Area Boundaries for those Local Service Villages where it is agreed that site allocations should be made.</p>
MM26	65-68	CS.10 Explanation	<p>Amend the text that follows paragraph 4.1.6:</p> <p><u>1. East of Birmingham Road (north of A46), Bishopton, Stratford-upon-Avon</u> Amount of land affected: 15 hectares (see Policies Map) Exceptional Circumstances: A key component of the development strategy for Stratford-upon-Avon is the Regeneration Zone which involves the redevelopment of a substantial area of existing business and commercial uses. To facilitate this will require the relocation of a number of established companies, including various car dealerships based on Western Road. They are seeking a high profile, visible road frontage location</p>

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			<p>which this land provides. The release of this site from the Green Belt is based solely on providing scope for implementing the Regeneration Zone proposal.</p> <p>Assessment against the five purposes of the Green Belt:</p> <p>(i) Restricting the sprawl of large built-up areas relates to the main conurbations in the West Midlands.</p> <p>(ii) The scale of the site involved will have no perceived impact on the merging of neighbouring towns.</p> <p>(iii) While the development of this site would cause some encroachment into the countryside, it is well screened from the wider landscape. It also provides the opportunity to utilise land and buildings that are currently used for a range of generally unattractive activities, including commercial uses and a caravan site.</p> <p>(iv) Development of this site would not have a significant impact on the setting or character of the town as the Birmingham Road approach is already affected by the traffic island and recent development.</p> <p>(v) The modest area of land involved will have no discernable impact on the prospects of urban regeneration elsewhere. In this case, removing land from the Green Belt to accommodate development is intended to directly facilitate urban regeneration.</p> <p>More information is set out in the Area Strategy for Stratford-upon-Avon (see Proposal SUA.3).</p> <p>3. Gorcott Hill, north of Mappleborough Green</p> <p>Amount of land affected: <u>79.8</u> hectares (see Policies Map)</p> <p>4.1.7 Further specific alterations to the boundaries of the Green Belt will be considered through the process of preparing the Site Allocations Development Plan Document. This will include the definition of Built-Up Area Boundaries for those Local Service Villages that lie within the Green Belt, in order to provide for small-scale housing schemes in accordance with the provisions of the overall development strategy. Built-Up Area Boundaries will be defined either in the Site Allocations Development Plan Document or via a Neighbourhood Development Plan for those Local Service Villages that lie within the Green Belt in order to identify where limited infilling might be appropriate.</p>
MM27	69	CS10 DMCs	<p>Delete DMC(1):</p> <p>(1) Until Built-Up Area Boundaries are defined for Local Service Villages to inset, i.e. to exclude them, from the Green Belt, the designation will continue to wash over them and development proposals otherwise consistent with the provisions of part (b) in Policy AS.10 Countryside and Villages will not</p>

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			<p>be supported.</p> <p>Revise first bullet-point under re-numbered DMC (3) as follows:</p> <p>“An extension to or replacement of a building must not result in a building be disproportionately or materially larger compared with the <u>original building</u>, and a replacement building must not be materially larger than the one it replaces, existing situation, taking into account any buildings that are to be removed”.</p>
MM28	72	CS.12	<p>Insert at end of 1st paragraph in Policy:</p> <p><u>The cumulative impact of development proposals on the quality of the landscape will be taken into account.</u></p>
MM29	73	CS.12 DMCs	<p>Amend DMC(2) as follows:</p> <p>Assessment of development proposals will have regard to cumulative impact. On an individual basis some proposals may seem innocuous but <u>cumulatively</u> they could form part of a general trend towards decline in the quality of the landscape.</p>
MM30	81-83	CS.15	<p>Amend policy as follows:</p> <p>Distribution of Development</p> <p>The distribution of development in Stratford-on-Avon District during the plan period 2011 - 2031 will be based on a pattern of balanced dispersal, in accordance with the distinctive character and function of the wide range of <u>sustainable locations</u> settlements across the District, as reflected in the following hierarchy:</p> <p>A. Main Town: Stratford-upon-Avon</p>

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			<p>The town is the principal settlement in the District <u>and as such is a main focus for housing and business development</u>. Services and infrastructure will be improved to reflect the scale of development that takes place. The role of the town centre as a focus of shopping, services and tourism will be maintained.</p> <p>The specific strategy for the town is set out in its Area Strategy and Policy AS.1 Stratford-upon- Avon. Development will take place:</p> <ul style="list-style-type: none"> • on allocated sites identified in the Area Strategy and shown on the Policies Map; • on sites identified in the Neighbourhood Plan; and • through the redevelopment and re-use of suitable land and property within the Built-Up Area Boundary defined on the Policies Map. <p>B. Main Rural Centres</p> <p>The following rural market towns and large villages are identified as suitable locations for housing and business development and the provision of local services:</p> <p>Alcester, Bidford-on-Avon, Henley-in-Arden, Kineton, Shipston-on-Stour, Southam, Studley and Wellesbourne</p> <p>The strategies for these settlements are set out in their individual Area Strategies and Policies AS.2 to AS.9.</p> <p>Development will take place:</p> <ul style="list-style-type: none"> • on allocated sites identified in the Area Strategies and shown on the Policies Map; • on sites identified in a Neighbourhood Plan; and • through the redevelopment and re-use of suitable land and property within their Built-Up Area Boundaries as defined on the Policies Map. <p>C. New Settlements</p> <p>The following two locations are identified as sustainable growth points for the creation of new communities, <u>providing for a range of uses and making a significant contribution to meeting the housing needs of Stratford-on-Avon District:</u></p> <ul style="list-style-type: none"> • Land in the vicinity of Gaydon and Lighthorne Heath to the west of the M40 is identified as a major new growth point in the District - the detailed provisions of this development are set out in Proposal

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			<p><u>GLH and the extent of the site is shown on the Policies Map.</u></p> <ul style="list-style-type: none"> • <u>Land at Long Marston Airfield - the detailed provisions of this development are set out in Proposal LMA and the extent of the site is shown on the Policies Map.</u> <p>The detailed provisions of this development are set out in Proposal GLH and the extent of the site is shown on the Policies Map.</p> <p>D. Local Service Villages</p> <p>A wide range of villages fall into this category, in accordance with the level of local services available. The status of an individual settlement could alter if the availability of services changes.</p> <p>The scale of housing development that is appropriate in each village is specified in Policy CS.16 Housing Development.</p> <p>Development will take place:</p> <ul style="list-style-type: none"> • On sites to be identified in the Site Allocations Development Plan Document; • on sites identified in a Neighbourhood Plan; and • through small-scale schemes on unidentified but suitable sites within their Built-Up Area Boundaries (where defined) or otherwise within their physical confines. <p>E. <u>Large Rural Brownfield Sites</u></p> <p><u>To encourage the effective use of previously developed land, development will take place on Large Rural Brownfield Sites in accordance with Policy AS.11.</u></p> <p>F. All other settlements</p> <p>Development is restricted to small-scale community-led schemes which meet a need identified by the local community.</p> <p>G. Local Needs Schemes</p> <p>In <u>Within and adjacent to all settlements in this hierarchy</u>, development may include small-scale community-led schemes brought forward to meet a need identified by that community. Dwellings provided through such schemes will contribute to the overall housing requirement for the District.</p> <p>7 Requirements</p>

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			<p>All development at existing settlements is expected to protect and enhance the character of the settlement involved and its setting. To achieve this, each individual proposal will be assessed against the following principles:</p> <ul style="list-style-type: none"> (a) in relation to residential development, the number of homes proposed is consistent with the overall scale of development identified for the settlement in Policy CS.16 Housing Development; (b) the scale of the development is appropriate to its immediate surroundings and to the overall size and character of the settlement; (c) the design of the development is well-related to, and can be readily integrated with, the existing form of the settlement; (d) the location and extent of the development does not have an unreasonably harmful impact on the surrounding landscape and setting of the settlement; (e) the location and extent of the development would not result in the identity and/or integrity of the settlement being undermined as a result of the reduction in the gap with an adjacent settlement; and (f) the scheme incorporates or provides for appropriate improvements to the infrastructure and services of the community. <p>For development proposals that are clearly larger than would be consistent with the principles set out above, a detailed Masterplan accompanying an application will be required to show:</p> <ul style="list-style-type: none"> • what specific and additional opportunities would be secured for the benefit of the local community; • how any impacts on the character of the existing settlement and community would be overcome effectively; • what arrangements would be made to phase the implementation of the development; and • how the necessary infrastructure and services to support the development would be provided. <p>It is expected that promoters of development schemes will engage with the local community, including through the neighbourhood planning process <u>where such a plan is under active preparation</u>, prior to the submission of a planning application.</p>

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MM31	83-85	CS.15 Explanation	<p>Amend text as follows:</p> <p>5.1.10 Based on this methodology, the following grouping of villages has been identified:</p> <p>Category 1: Bishop's Itchington, Harbury, Long Itchington, Quinton, Tiddington</p> <p>Category 2: Brailes, Fenny Compton, Lighthorne Heath, Napton-on-the-Hill, Salford Priors, <u>Stockton</u>, Tysoe, Welford-on-Avon, Wilmcote, Wootton Wawen</p> <p>Category 3: Claverdon, Earlswood, Ettington, Great Alne, Ilmington, Long Compton, Newbold-on-Stour, Snitterfield, Stockton, Temple Herdewycke, Tredington</p> <p>Category 4: Alderminster, Alveston, Aston Cantlow, Bearley, Clifford Chambers, Gaydon, <u>Halford</u>, Hampton Lucy, Ladbroke, Lighthorne, Long Marston, Loxley, Mappleborough Green, Moreton Morrell, Northend, Oxhill, Pillerton Priors, Priors Marston, Tanworth-in-Arden, Wood End</p> <p>5.1.11 The scope for individual villages to accommodate development, and the assessment of specific sites for their suitability for development, will take into account the presence of environmental designations, such as Green Belt, <u>the Cotswolds AONB</u>, Special Landscape Areas and Conservation Areas. <u>Within the Green Belt development will reflect the provisions of Policy CS.10, the National Planning Policy Framework and the Planning Practice Guidance.</u></p> <p>5.1.12 The process of allocating sites for development in the LSVs will be carried out through the preparation by the Council of a separate Site Allocations Development Plan Document. It would also be appropriate for neighbourhood plans to identify such sites, subject to this being consistent with the provisions of the Core Strategy.</p> <p>5.1.15 For this reason, the Council has consistently made it clear that it might need to consider the role that a different form of development would have in meeting part of the overall amount of future growth in the area. This need has intensified as a result of the increased housing requirement to 40,800 <u>14,600</u> dwellings.</p> <p>5.1.16 Following a rigorous technical assessment of a wide range of options, including large-scale extensions to existing settlements, the Council has concluded that making provision for a <u>two</u> new settlements in the vicinity of Gaydon/Lighthorne Heath is the most appropriate means of contributing to the District's housing requirement during the plan period. This location is adjacent to a major employment site occupied by Jaguar Land Rover and Aston Martin which supports a substantial</p>

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			<p>number of jobs. It has convenient access to the M40 at Junction 12 and express bus services can readily be provided to link it with nearby towns, railway stations and other attractions. The site does not have any overriding physical constraints, the necessary infrastructure can be provided effectively and the development can be implemented without delay.</p> <p>5.1.17 <u>The location of the new community at Gaydon/Lighthorne Heath is adjacent to a major employment site occupied by Jaguar Land Rover and Aston Martin Lagonda which supports a substantial number of jobs. It has convenient access to the M40 at Junction 12 and express bus services can readily be provided to link it with nearby towns, railway stations and other attractions. The site does not have any overriding physical constraints, the necessary infrastructure can be provided effectively and the development can be implemented without delay. The new settlement is expected to deliver 3,000 homes, of which around 2,500 2,300 will be built during the plan period up to 2031. In the longer term, once completed, the new settlement will become the second largest community in the District after Stratford-upon-Avon.</u> The site is very well contained, making it unlikely that the settlement would grow to any appreciable extent beyond the scale now envisaged. The Council believes that this is the right place in which to create a new community, as it will benefit from and enhance existing networks, relationships and patterns of movement. This location for creating a new community also has the added benefit of having a close relationship with Jaguar Land Rover's intentions to expand its activities and create a substantial number and range of new jobs on adjacent land.</p> <p>5.1.18 <u>The location of the new community at Long Marston Airfield is west of the B4632 on a part-greenfield/part-brownfield site. A new community can be created predominantly on an area of previously developed land. This site will deliver new housing well-related to Stratford-upon-Avon, but is of sufficient size to support a wide range of local facilities on the site. Its relationship to the town offers the prospect of different options for sustainable travel. However, the transport benefits would include a south-western relief road to Stratford-upon-Avon in addition to new public transport links. The new settlement is expected to deliver 3,500 homes, of which around 2,100 will be built during the plan period up to 2031.</u></p> <p>5.1.189 <u>In terms of the settlement hierarchy pattern across the District, the new settlements will become the equivalents of a Main Rural Centre and complement their role.</u></p>
MM32	86	CS.15 DMCs	Amend DMC(1) as follows:

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			<p>(1) Local Needs Schemes are defined as small-scale community-led schemes to meet a need identified by that community. They include but are not limited to housing schemes. Local Needs Schemes will be supported in principle where they are in or adjacent to <u>in any</u> settlement across the District, in accordance with Part 7G of the policy, whether Stratford-upon-Avon, Main Rural Centre, Local Service Village or other village or hamlet.</p>
MM33	87-88	CS.16	<p>Insert additional Strategic Objective:</p> <p><u>(NEW) Previously developed sites in sustainable locations will have been re-used for purposes that are of an appropriate type and scale, while retaining their important natural, historic and other features.</u></p> <p>Amend policy as follows:</p> <p>Housing Development</p> <p>A. Housing Requirement</p> <p>Stratford-on-Avon District will meet its objectively assessed housing needs for the period 2011 to 2031. Provision will be made for around at least 10,800 <u>14,600</u> additional homes, distributed as follows based on the <u>sustainable locations identified</u> settlement hierarchy set out in Policy CS.15:</p> <ul style="list-style-type: none"> • Stratford-upon-Avon: approximately 2,500 <u>3,500</u> homes • Main Rural Centres: approximately 2,830 <u>3,800</u> homes • New Settlement at Lighthorne Heath: approximately 3,000 <u>2,300</u> homes of which 2,500 will be built within the plan period • <u>New settlement at Long Marston Airfield: approximately 2,100 homes</u> • Local Service Villages: approximately 1,950 <u>2,000</u> homes • Large Rural Brownfield Sites: approximately 500 <u>1,245</u> homes • Other Rural Locations: approximately 590 <u>750</u> homes

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			<p>B. Strategic Allocations</p> <p>To deliver the housing requirement, the Core Strategy identifies the following strategic allocations for housing and housing-led mixed-use development during the plan period. The detailed provisions for each site allocation are set out in Section 6 Area Strategies.</p> <ul style="list-style-type: none"> • 650 homes <u>within the plan period from a total of approximately 1,010 homes</u> on the Canal Quarter Regeneration Zone, Stratford-upon-Avon (SUA.1) • <u>65 homes South of Alcester Road, Stratford-upon-Avon (SUA.2)</u> • <u>500 homes North of Bishopton Lane, Stratford-upon-Avon (SUA.4)</u> • 190 homes North of Allimore Lane (southern part), Alcester (ALC.1) • 160 homes North of Allimore Lane (northern part), Alcester (ALC.2) • 200 homes West of Banbury Road, Southam (SOU.1) • 165 homes West of Coventry Road, Southam (SOU.2) • <u>530 homes South of Daventry Road, Southam (SOU.3)</u> • 2,500 <u>2,300</u> homes <u>within the plan period from a total of approximately 3,000 homes</u> at Gaydon/Lighthorne Heath New Settlement (GLH) • <u>2,100</u> homes <u>within the plan period from a total of approximately 3,500 homes</u> at Long Marston Airfield New Settlement (LMA) <p>A further strategic allocation of approximately 1,950 <u>2,000</u> homes is identified for the Local Service Villages. Policy CS.15 identifies four categories of Local Service Village, to which the following housing requirements apply:</p> <ul style="list-style-type: none"> • Category 1 - approximately 76 to 100 <u>450</u> homes in each <u>total</u>, of which no more than around <u>25% should be provided in an individual settlement.</u> • Category 2 - approximately 51 to 75 <u>700</u> homes in each <u>total</u>, of which no more than around <u>12% should be provided in an individual settlement.</u>

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			<ul style="list-style-type: none"> Category 3 - approximately 26 to 50 <u>450</u> homes in each <u>total</u>, of which no more than around 13% should be provided in an individual settlement. Category 4 - approximately 40 to 25 <u>400</u> homes in each <u>total</u>, of which no more than around 8% should be provided in an individual settlement. <p><u>Within the Green Belt Local Service Villages, housing development will take place wholly in accordance with the provisions of Policy CS.10.</u></p> <p>C. Site Allocations <u>Neighbourhood Planning</u></p> <p>The Council is committed to giving local people the opportunity to influence where homes are built in their communities and encourages Parish Councils to prepare Neighbourhood Plans that identify sites to meet or exceed the housing requirements set out above. However, to ensure that the housing requirement for the Local Service Villages is delivered, the Council will prepare a Site Allocations Plan by 2016. Based on monitoring of housing supply and progress on Neighbourhood Plans, the Site Allocations Plan will identify and allocate sites to meet the housing requirement in the Local Service Villages.</p> <p>D. Phasing and Delivery</p> <p>The accompanying Housing Trajectory Table shows how the housing requirement will be delivered. The provision of new homes will be monitored <u>at least annually</u> to ensure <u>the trajectory is being met and to assess the housing land supply</u>. continuous delivery across the plan period, to avoid either over- or under-provision of housing against the overall District requirement. Allocated sites will only come forward ahead of their phasing timescale if monitoring shows a significant shortfall in housing delivery across the previous phases and there appears to be no reasonable prospect of earlier phased sites being developed within the plan period. The calculation of 5 year housing land supply as set out in the latest Authority Monitoring Report (AMR) will provide the mechanism for managing housing delivery and updating the Housing Trajectory to bring forward additional sites if required.</p> <p>As a contingency, the Site Allocations Plan will also consider any need to identify further housing sites in Stratford-upon-Avon and the Main Rural Centres. Such sites will only be identified and released during the plan period if monitoring shows there is a significant shortfall in the amount of housing being delivered.</p> <p><u>The Site Allocations Plan will identify Reserve Housing Sites providing flexibility to ensure that the</u></p>

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			<p><u>District can meet in full its agreed housing requirement (the share of the housing needs arising in the Coventry and Warwickshire Housing Market Area to 2031) and/or to respond to the need to meet housing need arising outside the Coventry and Warwickshire Housing Market Area (HMA). The location of any reserve sites will take account of the settlement pattern and the overall balance of distribution of development set out in Policy CS.15. Reserve sites will have the capacity to deliver up to 20% of the total housing requirement to 2031.</u></p> <p><u>Reserve sites will be released in the following circumstances:</u></p> <ul style="list-style-type: none"> <u>To rectify any identified shortfall in housing delivery in order to maintain a 5 year supply of housing land in Stratford-on-Avon District;</u> <u>To contribute to meeting any identified additional need for housing in relation to a net growth in jobs at Jaguar Land Rover arising from development of the employment allocation at Gaydon Lighthorne Heath;</u> <u>To contribute to meeting within the District any identified shortfall in housing across the Coventry and Warwickshire HMA as demonstrated through the agreed outcomes of ongoing joint working between the Coventry and Warwickshire local planning authorities;</u> <u>To contribute to meeting any housing needs arising outside the Coventry and Warwickshire HMA that it is accepted through co-operation between the relevant councils as needing to be met within the HMA and most appropriately being met within the District.</u> <p><u>In accordance with Policy CS.xx, the Council will bring forward a review of the Core Strategy if it is evident that the required scale of additional housing site provision is beyond that which can properly be addressed within the context of the Site Allocations Plan process.</u></p>
MM34	88-92	CS.16 Explanation	<p>Amend text as follows:</p> <p>5.2.1 Stratford-on-Avon District Council is required to boost significantly the supply of housing. The housing requirement of 40,800 <u>14,600</u> for the 20 year period 2011 to 2031 (or an average of 540 homes per annum) <u>is based on derived from</u> an objective assessment of housing needs based on up- to-date technical evidence as required by the National Planning Policy Framework (NPPF). <u>The OAN for the District is 14,600 homes (or 730 homes per annum).</u></p>

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			<p>5.2.2 The starting point for objectively assessing housing need is to use trend-based demographic forecasts that make assumptions about likely household formation rates, rates of fertility and mortality, and levels of in-migration into the District from other parts of the UK. These projections then need to be tailored to local circumstances, <u>taking account of employment forecasts, housing market signals and indicators of housing affordability.</u> Whilst there is a broad relationship between the number of homes and the number of jobs, the relationship is affected by patterns of commuting and economic activity rates.</p> <p>5.2.3 In Stratford-on-Avon District, of the 40,800 <u>14,600</u> new homes required, only some 4,700 <u>2,258</u> are needed to house the increase expected from the existing population: the vast majority of new homes being to house in-migrants to the District. <u>Based on the latest demographic assumptions as set out in the 2012 Sub-National Population Projections, the housing required to meet identified need is 9,236 (462 homes per annum), rising to 11,534 (577 homes per annum) to take account of migration rates over a 10 year period. However, once adjusted to take into account the factors outlined above, the calculation of OAN rises by 153 homes per annum to 14,600. This is the level of development required to balance the number of homes with the expected number of jobs in the District to 2031, whilst maintaining the 2011 commuting ratio of 0.96:1. The high probability is that the in-migrants will include a disproportionate number of retired people and those intending to commute to jobs outside the District. Provision of further additional housing above the 40,800 11,300, therefore, is considered likely to lead to a further unbalancing of the population.</u></p> <p><u>5.2.4 The housing requirement to be planned for in the Core Strategy is based on three different annual rates of delivery: 566 homes per annum in Phase 1 of the plan period, 894 homes per annum in Phase 2 and 730 homes per annum in Phases 3 and 4. This 'step-change' in delivery is considered appropriate firstly because of the fact that the Core Strategy period is at the end of Phase 1 and it would be perverse to retrospectively apply a significantly higher housing target to past years, and secondly because the Council recognises the importance of meeting the OAN and acknowledges the need to plan on the basis of an identified element of contingency or 'headroom' (see below).</u></p> <p>(Note: the Figure 1 Housing Trajectory Table and Graph are updated to reflect this approach and can be found at the end of the schedule.)</p> <p>5.2.45 The Fig.1 Housing Trajectory - Table and Graph show how the housing requirement is being met through expected rates of delivery across the plan period. Although the Core Strategy will be adopted in 2015, it covers the 20 year period from 2011 to 2031 and follows on from the end of</p>

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			<p>the Local Plan Review 2006 <u>in 2011</u>. More information on the housing trajectory can be found in the <u>Housing Implementation Strategy that accompanies the Core Strategy</u>. The graph also shows the annual housing target of 540 565 (horizontal orange line) and the managed delivery target (dashed purple line). By taking into account the number of homes built, the managed delivery target shows the number of homes still needing to be built to achieve the housing requirement. The slight rise between 2011/12 and 2016/17 above the annualised average rate reflects the shortfall in provision during the early years of the plan period whilst the tailing off reflects the overprovision between 2016/17 and 2020/21. The ‘negative’ end to the target corresponds to the slight over-provision in overall delivery that is anticipated by 2031.</p> <p>5.2.5 The Council acknowledges that the anticipated high-level annual delivery between 2016/17 and 2018/19 (reaching a peak of approximately 1,319 homes in 2017/18) is ambitious and exceeds by some margin the previous highest rate of annual supply of 806 homes in 2004/05. However, this reflects the need to correct the previous undersupply of housing in the short-term, as required by the NPPF. In doing so, it also requires commitment by developers and homebuilders to deliver new homes for which they have been granted planning permission. The stepped decrease in housing provision over the plan period reflects anticipated oversupply in phase 2, enabling the Council to demonstrate a continuous 5-year supply of housing as required by the NPPF. The Core Strategy will need to be reviewed prior to 2031 to identify the housing requirement post 2031, enabling continuous supply of housing beyond the plan period.</p> <p><u>5.2.6 As can be seen from the Trajectory Table, sufficient provision is made for at least 15,842 homes to be delivered by 2031, exceeding the requirement of 14,600 by approximately 9%. The step-change in annual supply and the Council’s commitment to meeting the housing needs of the District is also evident when contrasting the delivery of 132 homes in 2011/12 with the projected delivery of (at the peak point) some 1,979 homes in 2019/20. The highest levels of delivery are expected in Phase 2 reflecting the need to remedy the undersupply in previous years.</u></p> <p><u>5.2.7 Annual completions (actual, expected in current year and estimated in future years) are shown by the columns in the Trajectory Graph. The Council acknowledges that the anticipated high-level annual delivery between 2016/17 and 2020/21 is ambitious and exceeds by some margin the previous highest rate of annual supply of 806 homes in 2004/05. However, this reflects the need to correct the previous undersupply of housing in the short-term, as required by the NPPF. In doing so, it also requires commitment by developers and homebuilders to deliver new homes for which they have been granted planning permission. The stepped decrease in housing provision over the plan period reflects</u></p>

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			<p><u>anticipated oversupply in phase 2, enabling the Council to demonstrate a continuous 5 year supply of housing as required by the NPPF. The Core Strategy will need to be reviewed prior to 2031 to identify the housing requirement post 2031, enabling a continuous supply of housing beyond the plan period.</u></p> <p><u>5.2.8 The graph also shows the annualised OAN target of 730 (horizontal dashed line) and the annual plan target (horizontal solid line), with the step-change between 2015/16 and 2016/17. The managed delivery target (dotted line) shows the number of homes still needing to be built to achieve the housing requirement. The slight rise between 2011/12 and 2016/17 above the annualised average rate reflects the shortfall in provision during the early years of the plan period whilst the tailing off reflects the overprovision between 2016/17 and 2020/21. The 'negative' end to the target corresponds to the over-provision in overall delivery that is anticipated by 2031.</u></p> <p><u>5.2.69 The housing trajectory comprises homes already built (known as completions), homes with planning permission and homes on allocated sites (known as commitments). The trajectory shows the number of homes already built and the number of homes with planning permission and expected to be built. These are known as completions and commitments, respectively, and count towards meeting the housing requirement of 10,800. Commitments include 800 homes at 'Land West of Shottery, Stratford-upon-Avon', a further 465 homes at Meon Vale (ie. The Large Rural Brownfield Site of the former Engineers Depot, Long Marston), as well as three of the sites identified as strategic allocations in this Core Strategy that, which were granted permission in early 2014/15: 350 homes North of Allimore Lane, Alcester (sites ALC.1 and ALC.2); and 236 homes West of Banbury Road, Southam (SOU.1); 165 homes West of Coventry Road, Southam (SOU.2); and 82 homes at Warwick House, part of the Canal Quarter Regeneration Zone, Stratford-upon-Avon. The remainder of the housing requirement is being delivered through the remaining strategic allocations as set out in Policy CS.15, with an allowance made for 'windfall' sites.</u></p> <p><u>5.2.10 The figure for the Large Rural Brownfield Sites refers to those listed in Policy AS.11 and represents the number of homes with planning permission from these sites. Whilst further homes may come forward from this source in accordance with Policy AS.11, the District Council is not relying on this supply to meet its housing requirement. Any additional homes would therefore comprise an additional source of windfall supply. The remainder of the housing requirement is being delivered through the remaining strategic allocations as set out in Policy CS.16; on identified Strategic Housing Land Availability Assessment (SHLAA) sites, and with a small allowance made for 'windfall' sites. Notwithstanding the above, it should be noted that whilst the Council considers the housing requirement to be appropriate for the District, local communities may wish to make additional provision through the auspices of Neighbourhood Planning.</u></p>

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			<p><u>5.2.11 The Council has also committed to preparing a Site Allocations Plan to allocate reserve sites in accordance with Policy CS.16 to meet any shortfall in housing within the District and help meet housing needs arising from outside the District. The Site Allocations Plan therefore builds additional robustness into the housing trajectory and makes doubly sure that the housing needs of the District will be met.</u></p> <p>5.2.712 'Windfalls' are those homes that get permission and are built on unidentified sites such as small infill schemes and conversions or where a larger site unexpectedly comes forward for development, such as a former factory. Given the nature of the District, with its numerous settlements each comprising a mix of older and newer built areas and the past high rate of windfall development it is appropriate to continue to include an allowance for windfall development in pPhases 2, 3 and 4 of the plan period. This allowance is based on an analysis of the rate of windfalls on small sites (i.e. less than 5 homes) excluding residential garden land. In reality, the level of windfall development may be much higher, particularly since a number of larger rural exception affordable housing schemes may also come forward for development. As such, the windfall allowance should not be seen as a ceiling, although the Council will monitor the cumulative supply of windfalls to ensure that there is not a significant overprovision of housing across the District.</p> <p>5.2.8 The Core Strategy also includes a further allowance for large windfalls (i.e. sites of between 5 and 99 homes) in Phases 2 and 3 of 160 homes in Stratford-upon-Avon and 660 homes across the Main Rural Centres. Whilst the Council acknowledges that this is potentially a large number of homes that have not been allocated in the Core Strategy itself, the Council has committed itself to preparing a Site Allocations Plan to accompany the Core Strategy by the end of 2015/16. The Council anticipates many of these homes will have obtained planning permission and be under construction by 2015/16. Thus, the Site Allocations Plan will identify and allocate land to meet any residual shortfall in supply, taking account of the overall supply of windfalls across the District. This pragmatic and flexible approach is consistent with the Planning Practice Guidance which allows for Core Strategies to be found sound where they do not identify specific sites in years 11-15. The Site Allocations Plan will also allocate sites to meet any shortfall of housing in each Local Service Village as appropriate, and will assess the need for further contingent housing sites to be identified in Stratford-upon-Avon and the Main Rural Centres. These contingent sites would only be released during the plan period if monitoring shows there is a significant shortfall in the amount of housing already delivered.</p> <p>The following paragraphs remain as originally submitted but are renumbered as follows:</p>

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			<p>5.2.9 and 5.2.10 are amalgamated and become 5.2.<u>13</u></p> <p>5.2.11 becomes 5.2.<u>14</u></p> <p>5.2.12 becomes 5.2.<u>15</u></p> <p>5.2.13 becomes 5.2.<u>16</u></p> <p><u>5.2.17 As identified at paragraph 1.3.9, the planned long-term expansion by Jaguar Land Rover at Gaydon involves a development that is likely to be of more than local significance. The precise nature and timing of this development is currently unknown. In the event that development creating a substantial number of new jobs is brought forward in the earlier part of the plan period, this could have implications for the scale of housing growth that should be planned for beyond 2021. The Council will keep this matter under active review, in co-operation with other authorities in the housing market area.</u></p> <p><u>5.2.18 The Council is required to demonstrate the equivalent of 5 years' worth of housing land supply (5YHLS) on adoption and throughout the plan period. This is known as the 5YHLS calculation. It is a comparison of the anticipated supply of new homes against the number of new homes that are required to be built (the housing requirement). It is expressed as the number of years' worth of supply. So as to avoid being skewed by annual fluctuations in housing supply, it is calculated over a 5 year period. It should therefore exceed 5. Any 5YHLS is a snapshot in time. The 5 year period is a 'forward look' produced on at least an annual basis and standard practice is for the starting point to be 1 April each year.</u></p> <p><u>5.2.19 As of 31 March 2016, based on the housing trajectory set out in Figure 1, the Council can demonstrate a 5-year supply with a 20% buffer applied, which is necessary at the date of adoption because there has been a record of persistent under delivery of housing in the District for a number of years, albeit, as a result of the moratorium, for reasons outside of the Council's control. The calculation seeks to deal with the shortfall from previous years fully within the 5 year period, applies a conservative 5% deduction for non-implementation and excludes an additional allowance for windfalls within the 5 year period above those homes already committed. The calculation should also be seen in the context of the Core Strategy including a contingency of some 9%.</u></p> <p>(Note: ahead of adoption, Figure 2 will be updated to reflect the position as at April 2016 for the 5 year period 2016-2021.)</p>

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MM35	n/a	n/a	<p>Insert an additional policy:</p> <p><u>Policy CS.xx</u></p> <p><u>Accommodating Housing Need Arising from Outside Stratford-on-Avon District</u></p> <p><u>The existence of unmet housing need arising outside Stratford-on-Avon District will not render this Plan out of date. However, the Plan will be reviewed if evidence demonstrates that significant housing needs arising outside the District should be met within the District and cannot be adequately addressed without a review. To establish this, the Council will work with other local authorities in the Coventry and Warwickshire Housing Market Area to:</u></p> <ul style="list-style-type: none"> <u>a. prepare and maintain a joint evidence base including housing need and housing land availability;</u> <u>b. take part in a process to agree the strategic approach to address any shortfall of land availability to deliver in full the Housing Market Area's Objectively Assessed Housing Need or other evidenced housing need arising outside the District; and</u> <u>c. where the evidence and the duty to co-operate process clearly indicates that there is a housing need that cannot be met within the administrative boundaries of the authority in which the need arises and part or all of the need could most appropriately be met within Stratford-on-Avon District, the Council will seek to identify the most appropriate sites to meet this need and will review the Local Plan to do this, should it be required.</u> <p><u>Explanation</u></p> <p><u>The six local planning authorities within the Coventry and Warwickshire Housing Market Area (HMA) have agreed to cooperate together to ensure the HMA's housing need of at least 4,277 dwellings per annum is met in full. It is recognised that this is important in supporting the growth ambitions of Coventry and Warwickshire as well as ensuring local plans and core strategies within the sub-region comply with national policy and guidance.</u></p> <p><u>However, it is recognised that there may be physical or policy constraints which make it difficult for one or more of the local planning authorities within the sub-region to meet their local objectively assessed housing need in full. In these circumstances it will be necessary for the six authorities to work closely together to address this potential shortfall and to ensure the HMA's overall housing need is met in full.</u></p>

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			<p><u>The process for doing this has been set out and agreed by the Coventry and Warwickshire Shadow Joint Committee. The starting point of this process is a shared evidence base relating to strategic issues. It is recognised that the following assessments/ studies are likely to be the key elements of this shared evidence base:</u></p> <ul style="list-style-type: none"> <u>• A Joint Strategic Housing Market Assessment: it is important to ensure that the objectively assessed housing need of the HMA and each of the Councils within the HMA is understood and that the evidence to support this is kept up to date.</u> <u>• A Joint Approach to Strategic Housing Land Availability Assessments: it is important that housing land availability is assessed consistently across the HMA so that the overall and local supply of potential housing sites is understood.</u> <u>• Joint Employment Land Assessment: it is important to ensure that employment land requirements and supply are understood, and planned for, alongside housing. A shared evidence base will help to understand the sub-regional and local employment land requirements as well as the availability of sub-regional and local sites to meet these requirements.</u> <u>• A Green Belt Study: the West Midlands Green Belt covers significant parts of the Coventry and Warwickshire HMA. The Green Belt study needs to be up to date to inform a sub-regional approach.</u> <p><u>In the event that there is a shortfall arising from one or more District within the HMA, and in the context of a shared evidence base, the six local planning authorities have agreed to work together to develop and maintain a strategy to meet the HMA's housing requirement. This process will seek to identify the most suitable available sites to meet any shortfall. Stratford-on-Avon District Council will participate actively in the process on an on-going basis.</u></p> <p><u>Should this strategy identify that sites within Stratford-on-Avon District are required to meet some or all of a housing need arising from outside the District, the Council will undertake work to establish the most appropriate sites to do this and if this indicates that significant modifications are required to the Local Plan, the Council is committed to undertaking an early review of the Plan to address this.</u></p> <p><u>A further issue that may need to be addressed through this process is the potential for a shortfall in housing land arising from outside the Coventry and Warwickshire HMA, in particular from the Greater Birmingham area. In the event that such a shortfall may need to be partially addressed within the Coventry and Warwickshire HMA, the six local planning authorities have agreed to work together using the process described above.</u></p>

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MM36	93-94	CS.17	<p>Amend policy as follows:</p> <p>A. Requirement and Thresholds</p> <p>All new residential development <u>that incorporates or comprises use as a dwelling house within Use Class C3, including that proposed to meet specialised needs, on sites of 0.2 hectares or more and/or comprising 5 or more self-contained homes,</u> will be required to contribute to the provision of affordable housing <u>in accordance with the following thresholds:</u></p> <ul style="list-style-type: none"> • <u>In the parishes of Alcester and Kinwarton, Bidford-on-Avon, Henley-in-Arden and Beaudesert, Kineton, Shipston-on-Stour, Southam, Stratford-upon-Avon, Studley and Mappleborough Green, Tanworth-in-Arden, and Wellesbourne; development providing:</u> <ul style="list-style-type: none"> ○ <u>11 or more dwellings; or</u> ○ <u>6 or more dwellings with a combined gross floorspace of more than 1,000sqm</u> • <u>In all other parishes; development providing 6 or more dwellings.</u> <p><u>The Council will have regard to the nature of a scheme, including the relevant planning unit, in order to determine whether it comes within Use Class C3 and is subject to the provisions of this policy. The affordable housing will comprise a minimum of 35% of the homes, unless credible site specific evidence of viability indicates otherwise. Schemes proposing more than 35% affordable housing provision, including rural exceptions, will also be supported where it meets an identified need. The Council will also support Use Class C2 and C2a schemes that contribute to the provision of affordable housing.</u></p> <p>B. Site Size Thresholds <u>On-site Provision</u></p> <p><u>On all schemes proposing between 5 and 9 fewer than 11 homes a contribution to off-site affordable housing provision in the District will be provided where on-site provision (in whole or part) is not proposed. On schemes proposing 10 or more homes, affordable housing will be provided on-site.</u></p> <p><u>The application of the minimum affordable housing requirement may result in a fractional level of provision. Given the distributional strategy of this Plan and the preference for smaller sites, fractional provision assumes greater importance for reasons of equitability. On sites of between 5 and 9 fewer than 11 homes, the fractional requirement will be provided as an off-site contribution. For sites proposing between 10 and 20 homes the requirement for on-site provision will be rounded down to</u></p>

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			<p>the nearest whole unit (unless the applicant proposes rounding up), with the balance to be provided as an off-site contribution. For sites proposing 21 homes or more, affordable housing will be provided on-site to the nearest whole unit.</p> <p><u>Full or partial off-site provision of general needs affordable housing on sites proposing 11 or more homes will only be permitted where exceptional circumstances have been demonstrated to the Council's satisfaction. Schemes providing specialised accommodation may provide affordable housing off-site where such provision has been justified to the Council's satisfaction. In both circumstances the alternative form of provision will be equivalent or better in all respects to the affordable housing were this to have been provided on-site in accordance with Part A of the Policy.</u></p> <p>C. Affordability and Tenure</p> <p>Affordable housing is defined as social rented, affordable rented, and intermediate housing provided to eligible households whose needs are not met by the market. Such housing will:</p> <ol style="list-style-type: none"> (1) Ensure the development of cohesive and stable communities, through the provision of appropriate stock and tenure profiles and management arrangements on each site. (2) Effectively meet the needs of households, including through its availability at a cost low enough for them to afford, determined with regard to local house price and market rent levels. (3) Include provision for homes to remain at an affordable cost for future eligible households or, exceptionally if relevant restrictions are lifted, for the subsidy involved in their development to be fully recycled for alternative affordable housing provision. <p>On each site to which this policy applies, an appropriate tenure profile will be determined based on the principle that total affordable housing costs (rents and sale prices together with any applicable service charges) must be set at levels which will ensure that the accommodation is genuinely affordable to all households on low incomes, including those in work and/or with special needs. The expectation is that the following tenure mix will apply, as updated by the Development Requirements Supplementary Planning Document in accordance with the housing type, size and mix set out in Policy CS.18, unless evidence relating to specific local circumstances indicates otherwise: In accordance with the housing size and mix required by Policy CS.18, the following preferred tenure mix will also apply. The final mix achieved on any site will be informed by the up-to-date position set out in the Development Requirements SPD, which shall take into account any change to the definition of affordable housing established via national guidance, any relevant site specific issues and evidence of local</p>

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			<p><u>circumstances.</u></p> <ul style="list-style-type: none"> • Maximum 20% Affordable Rented Housing • Maximum 20% Intermediate Housing • Minimum 60% Social Rented Housing <p>D. On-site Provision and Integration</p> <p>To contribute to the achievement and maintenance of sustainable communities, affordable housing will be provided on-site in accordance with Part B of this policy. To ensure community cohesion and good design, affordable homes will be fully integrated in the design of the overall scheme, being physically and visually indistinguishable from the market units and 'pepper-potted' dispersed across the site in clusters appropriate to the size and scale of the development.</p> <p>Full or partial off-site provision will only be permitted where exceptional circumstances have been demonstrated to the Council's satisfaction. In such cases, the alternative form of provision will be equivalent or better in all respects to the affordable housing, were this to have been provided on-site in accordance with Part A of the policy.</p> <p>E. Delivery</p> <p>The provision of affordable housing will be required irrespective of the availability of public subsidy. Schemes must have effective mechanisms in place to ensure their timely delivery, proper allocation and management, and retention in perpetuity. Schemes will remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. All homes will reflect the Council's <u>The Council will identify quality benchmark standards in respect of affordable housing allocation, monitoring and management arrangements as set out in the in its Development Requirements SPD.</u></p>
MM37	94-96	CS.17 Explanation	<p>Insert at end of paragraph 5.3.1:</p> <p><u>Applications for low cost market housing would be determined on the same basis as open-market housing. However, low cost market housing could also be brought forward as Local Needs Schemes in accordance with Policy CS.15.</u></p>

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			<p>Insert at end of paragraph 5.3.5:</p> <p><u>The SHMA evidence has been supplemented by the Updated Assessment of Housing Need (September 2015) which identifies an increased need of at least 233 affordable homes per annum. The impact of any change to the definition of affordable housing arising from national planning guidance, such as the provision of Starter Homes, should be considered at housing market area level. The outcome should be reflected in the Council's Development Requirements SPD or, if required, via a review of this policy.</u></p> <p>Insert text at end of paragraph 5.3.6:</p> <p><u>The viability evidence also found that development of the Canal Quarter Regeneration Zone was less viable with 35% affordable housing provision. Given the housing mix expected to be provided, and the potential for a higher quantum of flatted homes, it is recommended that a lower affordable housing requirement is set for this particular site. This is included in Proposal SUA.1.</u></p> <p>In paragraph 5.3.7, insert <u>fewer than 11 dwellings</u> after the word “for”</p> <p>Insert additional paragraph:</p> <p><u>5.3.8 It is considered appropriate that there should be a lower threshold for the provision of affordable housing on sites within rural parishes. The majority of parishes in Stratford-on-Avon District were designated as rural under Statutory Instrument 2004 No.2681. The parishes of Mappleborough Green, Lighthorne Heath and Wilmcote were not listed in the Order because at the time they were part of the parishes of Studley, Lighthorne and Aston Cantlow, respectively. Thus, the designation that applies to these parishes applies to the three new parishes accordingly. In accordance with the settlement hierarchy in Policy CS.15, which identifies 8 Main Rural Centres, the Council has chosen not to apply the lower threshold to the parishes of Alcester and Kinwarton, Bidford-on-Avon, Henley-in-Arden and Beaudesert, Kineton, Shipston-on-Stour, Southam, Studley and Mappleborough Green, and Wellesbourne. The upper threshold also applies to the parish of Tanworth-in-Arden (which has a population of just over 3,000) and the town of Stratford-upon-Avon.</u></p>
MM38	96-97	CS.17 DMCs	Insert two additional DMCs:

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			<p>(1) <u>The majority of the District is designated as a rural area wherein the Council will seek the lower affordable housing threshold of 5 dwellings or fewer. In non-rural designated areas, for the higher threshold of 10 homes or fewer to apply the combined gross floorspace must not exceed 1,000sqm. For schemes in non-designated rural areas where the combined gross floorspace exceeds 1,000sqm, the Council will seek affordable housing on schemes of 6 or more homes. It should be noted that the floorspace threshold does not apply to the lower threshold. For the avoidance of doubt, the following table sets out examples of how Policy CS.17 would apply:</u></p> <table> <tr> <th rowspan="2"><u>Number of Homes</u></th><th colspan="2"><u>Alcester and Kinwarton, Bidford-on-Avon, Henley-in-Arden and Beaudesert, Kineton, Shipston-on-Stour, Southam, Stratford-upon-Avon, Studley and Mappleborough Green, Tanworth-in-Arden, and Wellesbourne</u></th><th rowspan="2"><u>All Other Parishes</u></th></tr> <tr> <th><u>10 homes or fewer and maximum combined gross floorspace of more than 1,000sqm</u></th><th><u>10 homes or fewer and maximum combined gross floorspace of less than 1,000sqm</u></th></tr> <tr><td><u>1</u></td><td><u>No provision</u></td><td><u>No provision</u></td><td><u>No provision</u></td></tr> <tr><td><u>2</u></td><td><u>No provision</u></td><td><u>No provision</u></td><td><u>No provision</u></td></tr> <tr><td><u>3</u></td><td><u>No provision</u></td><td><u>No provision</u></td><td><u>No provision</u></td></tr> <tr><td><u>4</u></td><td><u>No provision</u></td><td><u>No provision</u></td><td><u>No provision</u></td></tr> <tr><td><u>5</u></td><td><u>No provision</u></td><td><u>No provision</u></td><td><u>No provision</u></td></tr> <tr><td><u>6</u></td><td><u>Off-site provision</u></td><td><u>No provision</u></td><td><u>Off-site provision</u></td></tr> <tr><td><u>7</u></td><td><u>Off-site provision</u></td><td><u>No provision</u></td><td><u>Off-site provision</u></td></tr> <tr><td><u>8</u></td><td><u>Off-site provision</u></td><td><u>No provision</u></td><td><u>Off-site provision</u></td></tr> <tr><td><u>9</u></td><td><u>Off-site provision</u></td><td><u>No provision</u></td><td><u>Off-site provision</u></td></tr> <tr><td><u>10</u></td><td><u>Off-site provision</u></td><td><u>No provision</u></td><td><u>Off-site provision</u></td></tr> <tr><td><u>11</u></td><td><u>On-site</u></td><td><u>On-site</u></td><td><u>On-site</u></td></tr> </table>	<u>Number of Homes</u>	<u>Alcester and Kinwarton, Bidford-on-Avon, Henley-in-Arden and Beaudesert, Kineton, Shipston-on-Stour, Southam, Stratford-upon-Avon, Studley and Mappleborough Green, Tanworth-in-Arden, and Wellesbourne</u>		<u>All Other Parishes</u>	<u>10 homes or fewer and maximum combined gross floorspace of more than 1,000sqm</u>	<u>10 homes or fewer and maximum combined gross floorspace of less than 1,000sqm</u>	<u>1</u>	<u>No provision</u>	<u>No provision</u>	<u>No provision</u>	<u>2</u>	<u>No provision</u>	<u>No provision</u>	<u>No provision</u>	<u>3</u>	<u>No provision</u>	<u>No provision</u>	<u>No provision</u>	<u>4</u>	<u>No provision</u>	<u>No provision</u>	<u>No provision</u>	<u>5</u>	<u>No provision</u>	<u>No provision</u>	<u>No provision</u>	<u>6</u>	<u>Off-site provision</u>	<u>No provision</u>	<u>Off-site provision</u>	<u>7</u>	<u>Off-site provision</u>	<u>No provision</u>	<u>Off-site provision</u>	<u>8</u>	<u>Off-site provision</u>	<u>No provision</u>	<u>Off-site provision</u>	<u>9</u>	<u>Off-site provision</u>	<u>No provision</u>	<u>Off-site provision</u>	<u>10</u>	<u>Off-site provision</u>	<u>No provision</u>	<u>Off-site provision</u>	<u>11</u>	<u>On-site</u>	<u>On-site</u>	<u>On-site</u>
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			12	<u>On-site</u>	<u>On-site</u>	<u>On-site</u>
			<p>(2) <u>Gross floorspace is defined as the area of the dwelling measured externally at each floor level. It includes perimeter wall thickness and external projections, areas occupied by internal walls and partitions, integral garages and conservatories. It excludes attached garages, parking areas and canopies etc, and greenhouses and stores.</u></p> <p>Insert three additional bullet points at end of previous DMC(1), now DMC(3):</p> <ul style="list-style-type: none"> • <u>Self-build housing</u> • <u>Residential extensions; and,</u> • <u>Extra-care housing.</u> <p>Amend 1st sentence in previous DMC(7), now DMC(9):</p> <p>Full or partial off-site provision of schemes of 40 <u>11</u> or more homes will only be permitted where exceptional circumstances have been demonstrated to the District Council's satisfaction.</p> <p>Delete 1st sentence from beginning of previous DMC(10), now DMC(12):</p> <p>The stated 35% proportion represents the minimum expected level of provision.</p>			
MM39	98-99	CS.18	<p>Amend Policy as follows:</p> <p>B. General Needs Housing Mix</p> <p>The expectation is that the following type and size mix will apply, as updated by the Development Requirements Supplementary Planning Document, and in accordance with the tenure mix set out in Policy CS.17 Affordable Housing, unless evidence relating to specific local circumstances indicates otherwise.</p> <p><u>The following table sets out the preferred type and mix of homes that will apply, in accordance with the tenure mix set out in Policy CS.17 Affordable Housing, but the final mix achieved on any site will be informed by the up-to-date position set out in the Development Requirements SPD, taking account</u></p>			

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			<p><u>of any relevant site specific issues and evidence of local market circumstances.</u></p> <table border="1"> <thead> <tr> <th>Dwelling type</th><th>Market housing</th><th>Social rented or Affordable rented Housing</th><th>Intermediate affordable housing</th></tr> </thead> <tbody> <tr> <td>1 bed (2 person)</td><td>5% <u>5-10%</u></td><td>40% <u>15-20%</u></td><td>0%</td></tr> <tr> <td>2 bed (3 or 4 person)</td><td>40% <u>35-40%</u></td><td>40% 35-40%</td><td>50%</td></tr> <tr> <td>3 bed (5 or 6 person)</td><td>40% <u>40-45%</u></td><td>30% <u>35-40%</u></td><td>40%</td></tr> <tr> <td>4+ bed (6, 7 or 8+ persons)</td><td>45% <u>15-20%</u></td><td>20% <u>5-10%</u></td><td>10%</td></tr> </tbody> </table> <p>To maximise flexibility of in the housing stock, 1 and 2 bed affordable homes will <u>should</u> be provided through an appropriate mix of bungalows, flats, apartments, maisonettes and houses, whilst 3 and 4 bed affordable homes will <u>should</u> be provided as houses. Affordable homes, irrespective of tenure, will not be provided as flats or apartments. Intermediate affordable housing should not be provided as 1-bed homes unless an exceptional justification is advanced as part of a planning application. All 1 and 2 bed affordable houses will <u>homes should</u> be built with bedrooms capable of satisfactorily accommodating 2 occupiers in each bedroom (i.e. double or twin bedrooms) <u>unless an exceptional justification is advanced as part of a planning application.</u></p> <p>Replace 1st paragraph in Part C:</p> <p>Schemes proposing housing that meets the needs of vulnerable people whilst promoting independent living, including extra care accommodation, will be supported in accordance with Policy CS.16 Housing Development provided all of the following criteria are met:</p> <p><u>Specialised accommodation is housing that meets the needs of vulnerable people of whatever age and includes the broad range of accommodation for older people such as, for example, 'extra care' housing accommodation for elderly people. Schemes that provide specialised accommodation whilst promoting independent living will be supported in accordance with Policy CS.16 Housing Development provided all of the following criteria are met:</u></p>	Dwelling type	Market housing	Social rented or Affordable rented Housing	Intermediate affordable housing	1 bed (2 person)	5% <u>5-10%</u>	40% <u>15-20%</u>	0%	2 bed (3 or 4 person)	40% <u>35-40%</u>	40% 35-40%	50%	3 bed (5 or 6 person)	40% <u>40-45%</u>	30% <u>35-40%</u>	40%	4+ bed (6, 7 or 8+ persons)	45% <u>15-20%</u>	20% <u>5-10%</u>	10%
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			In Part D, delete the sentences: All homes will be built to the optional higher level of accessibility as set out in Building Regulations (Part M). Proposals for affordable housing will meet the national space standard for new homes.
MM40	99-100	CS.18 Explanation	<p>Amend text as follows:</p> <p><u>5.4.1 Meeting housing needs is not just about delivering additional housing; it is about ensuring the right type of additional housing is delivered. The Strategic Housing Market Assessment (SHMA) for the Coventry and Warwickshire sub-region provides guidance on the appropriate mix of housing in Stratford-on-Avon District. The majority of need and demand is for 2 and 3 bed homes. The size and type mix has been informed by the Coventry and Warwickshire Strategic Housing Market Assessment (SHMA). Regard has also been had to the deliverability of affordable housing by the Council's partner housing associations.</u></p> <p><u>Insert 3 new paragraphs:</u></p> <p><u>5.4.2 The Core Strategy covers the period to 2031. This is a long period of time during which there will be changes to market conditions and Government policies. The nature of these changes is unknown but will inevitably affect both housing needs and demand. Change can take place with short lead-in times and can also relate to matters not directly related to housing and planning – for example, changes to eligibility for social care or support – but which nevertheless impacts on housing requirements. Thus a measure of flexibility is needed to ensure that the mix of both affordable and market housing that is delivered is capable of timely adjustment to ensure that the housing needs of different types of households are effectively met.</u></p> <p><u>5.4.3 Stratford-on-Avon is a large rural District and affordable housing is widely, but unevenly, dispersed across the District. According to the 2011 Census, 13% of the housing stock is affordable housing. Demand for affordable housing is high and the turnover of the stock is generally low. Changes to policy and legislation can have a disproportionate impact on the ability of people requiring affordable housing to access housing appropriate to their needs. This makes it important to plan for a range and mix of housing which is sufficiently flexible to cater for changing household needs.</u></p> <p><u>5.4.4 The majority of need and demand is for 2 and 3 bed market and affordable homes. Some provision for 4 bedroom affordable houses is sought, particularly to reflect the circumstances of smaller villages, which have lost stock of this size under Right to Buy legislation. Experience has</u></p>

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			<p><u>also shown that there is very little demand for 1-bed shared ownership affordable homes in particular.</u></p> <p><u>Delete paragraph 5.4.5 and renumber subsequent paragraphs.</u></p>
MM41	100-101	CS.18 DMCs	<p>Amend DMC(2) as follows:</p> <p>Part B of this policy does not apply to <u>schemes providing specialised accommodation in accordance with Part C</u>. Schemes that do not meet the requirements of Part C will be treated as general needs housing and subject to the provisions of this policy.</p> <p>Insert an additional DMC:</p> <p>(3) <u>In respect of Part B, in line with providing an appropriate mix of affordable homes, such onsite provision should reflect the broad range of market homes. For example, a scheme for 3 and 4 bed market homes should not normally provide all affordable homes as 1 and 2 bed homes.</u></p> <p>Delete DMC (4): Specialised accommodation, including Extra Care schemes, that provide self-contained units of accommodation (irrespective of level of care provided or Use Class) will provide affordable housing in accordance with Policy CS.17 and count as supply against the District housing requirement.</p> <p>Amend DMC(5): Schemes, including Extra Care, should meet the internal space standards and care support arrangements specified in the latest relevant Warwickshire County Council guidance contained in Market Position Statements. The first suite of these statements includes 'Services for People with Disabilities' and 'Services for Older People'. They are available to view at www.warwickshire.gov.uk. Extra Care schemes should be provided in accordance with Warwickshire County Council's 'Extra Care Housing Strategy for Older People in Warwickshire'. This document sets out the justification for the Council's approach. Additional information in respect of arrangements to ensure the delivery of appropriate care and support packages will be set out in the Development Requirements SPD.</p> <p>Insert an additional DMC:</p>

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			(6) <u>Specialised accommodation is housing for any age group that is purpose designed and designated in a planning obligation for a specific client group. The delivery of support or care will not result in the categorisation of housing as specialised accommodation if the housing is not purpose designed and designated.</u>
MM42	102-103	CS.19	<p>Amend 2nd paragraph in Part A:</p> <p>The subdivision or conversion of existing buildings into dwellings or existing houses into flats or Homes in Multiple Occupation (HMO) will be supported where the residential use is acceptable in principle and the conversion provides a satisfactory <u>safe</u> living environment and amenity for the intended occupiers and there would be no significant adverse impact on the amenities of neighbouring properties by virtue of the intensification of use.</p>
MM43	105-106	CS.20	<p>Amend Policy as follows:</p> <p>Proposals for the provision of permanent, temporary and transit Gypsy and Traveller pitches and Travelling Showpeople plots will be supported where all of the following criteria are met <u>considered against the following criteria:</u></p> <p>(d) the site will not be at high risk of flooding in accordance with Environment Agency requirements; <u>the site should avoid areas prone to fluvial, pluvial or surface water flooding, and exclude areas with a 1 in 100 or greater annual probability of flooding;</u></p> <p>(g) the site will be in a sustainable location in reasonable proximity to local services and facilities, including health <u>and emergency</u> services, making them accessible by modes of transport more sustainable than the private car;</p> <p>(i) the development and use of the site makes best use of previously developed, untidy or derelict land <u>where available and suitable</u> and will not have unacceptable adverse impacts on the landscape, biodiversity or the built environment;</p>
MM44	106	CS.20 Explanation	Amend text as follows:

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			<p>5.6.1 The National Planning Policy Framework (NPPF) requires the Council to identify sites to meet the accommodation needs of the gypsy and traveller community. Even though government policy requires the identification of sites for permanent and temporary pitches, the Council's Gypsy and Traveller Needs Assessment (2011) indicates that at present there is no need for Travelling Showpeople sites <u>the Council's Gypsy and Traveller Needs Assessment 2014 Update indicates that there is no</u> There is also no demonstrated need for transit site provision in the District. The County Council is seeking to bring forward Emergency Stopping Places in the County and the District Council and its neighbours will be key partners in this process. Temporary planning permission was granted in November 2013 for a facility in Stratford-on-Avon District for up to 12 caravans and towing vehicles near Southam. The permission runs to November 2016, enabling the effects of the use to be gauged over a temporary period.</p>
MM45	106	CS.20 DMCs	<p>Delete DMC (2): Site development must accord with the national guidance on site design and facility provision set out in the 'Designing Gypsy and Traveller Sites: Good Practice Guide' (May 2008, as amended).</p>
MM46	108-109	CS.21	<p>Amend 2nd paragraph in Policy as follows:</p> <p>Provision will be made for an additional <u>at least</u> 35 hectares of employment land over the plan period 2011-2031.</p> <p>Amend 4th paragraph of Policy as follows:</p> <p>In addition, approximately 100 hectares of land are identified at Gaydon/Lighthorne Heath to enable the expansion of Jaguar Land Rover's activities <u>and a further 4.5 hectares to enable the expansion of Aston Martin Lagonda.</u> (See Proposal GLH)</p>
MM47	109-111	CS.21 Explanation	<p>Amend text as follows:</p>

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			<p>5.7.7 Stratford-on-Avon District has experienced a higher increase of in-commuting than other parts of Warwickshire, rising from about 20% in 1981 to nearly 36% in 2001. There has also been an increase in out-commuting during the same period, from about 32% to nearly 40%, again the highest in the county. Overall, there was a daily net outflow of commuters to surrounding areas of around 3,600 people according to the 2001 Census. Between 2001 and 2011, the District moved from experiencing a net outflow to a net inflow of commuters. At the time of the 2011 Census there were 2,635 more people travelling into the District to work than residents finding employment outside the District. There were nearly 23,300 people living and working in the District, which is 38% of its residents in employment, and a further 10,500 residents who mainly work at or from home. Generally, those commuting out of the District to work are more highly skilled than those commuting into the area. This is more likely to reflect the high levels of skills in the resident population than a deficit in highly skilled jobs within the District. High levels of commuting are also a reflection of the high cost of housing in the District for people on low wages.</p> <p>Insert additional paragraph:</p> <p><u>5.7.20 The proposals for employment provision set out in the Core Strategy reflect the wider anticipated performance of the local economy. There is a projected net growth of 12,100 jobs over the plan period to meet the local needs of the District. This increase reflects a fairly buoyant economy, although a significant proportion of these jobs are likely to be relatively low paid and part-time. Further jobs are expected to be created by the strategically significant investments proposed by Jaguar Land Rover and Aston Martin Lagonda, but the scale and trajectory of this additional job provision is uncertain.</u></p>
MM48	113-114	CS.22	<p>Amend 1st paragraph:</p> <p>Retail development and other commercial uses will <u>should</u> be provided in a manner that helps to strengthen the function and character of the District's town and rural centres for the benefit of residents, businesses and visitors.</p> <p>Amend 3rd paragraph:</p> <p>Large-scale retail development, defined as <u>comparison retailing schemes</u> exceeding 1,000 square</p>

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			<p>metres (gross) <u>and convenience retailing schemes exceeding 2,500 square metres (gross)</u>, should be located within or on the edge of Stratford-upon-Avon town centre, or the commercial core of a Main Rural Centre identified in Policy CS.15 Distribution of Development, or to serve the needs of the proposed new settlements <u>at Gaydon/Lighthorne Heath and Long Marston Airfield.</u></p> <p>Amend 7th paragraph:</p> <p>The cumulative impact of large-scale retail schemes outside Stratford-upon-Avon town centre and the commercial core of Main Rural Centres, including those in other local authority areas, on the vitality and viability of these centres will be taken into account. Retail proposals of less than 1,000 square metres (gross) other than large-scale retail development, as defined above, are appropriate in principle outside Stratford-upon-Avon town centre and in any of the Main Rural Centres. <u>However, evidence regarding impact will be sought in relation to such schemes where there is concern about their potential effect on existing centres.</u></p>
MM49	114-115	CS.22 Explanation	<p>Amend text as follows:</p> <p>5.8.10 The Convenience Goods Retail Study commissioned by the Council specifically covered the towns of Stratford-upon-Avon, Alcester, Shipston-on-Stour and Southam. The Council is applying the scenario whereby no further large foodstore should be provided in any of the main rural settlements. Given the lack of suitable sites within or on the edge of the commercial core <u>centres</u> of these <u>and other main settlements centres in the District</u>, the Council is concerned about the impact a large foodstore on the edge of a main rural <u>such a</u> settlement would have on the role of the existing centre. Although it is acknowledged that such stores would widen choice for local residents and help to reduce the need to travel, the <u>However,</u> the extensive geographical nature of the District means that communities <u>also</u> tend to look to those shopping centres which are the most convenient and relatively close to them. The provisions of the policy provide scope for the impact of a proposed store to be assessed in detail on a case by case basis.</p> <p>Amend text as follows:</p> <p>5.8.12 The policy makes specific allowance for the provision of retail floorspace associated with the</p>

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			<p>proposed new settlements at Gaydon/Lighthorne Heath <u>and Long Marston Airfield</u>. The scale of <u>these</u> overall developments will make it them the second and <u>third</u> largest settlements in the District, equivalent to the size of Alcester. As such, it will be important to provide sufficient shops and services to meet the needs of the new <u>communities</u>. A village centre incorporating a range of facilities is an integral part of Proposal GLH <u>and Proposal LMA</u>. However, the scale of retail provision should be directly related to the function of the new settlements in itself themselves and within their <u>local</u> area.</p>
MM50	116	CS.22 DMCs	<p>Delete final sentence from DMC(1):</p> <p>The NPPF provides a local authority with the scope to set its own threshold for when a Retail Impact Assessment should be required (para. 26). This should be based on local circumstances and the view is taken that the modest size of even the larger settlements in the District justifies a lower threshold than the default threshold of 2,500 sq.m specified in the NPPF for comparison retailing schemes. The policy therefore specifies that a Retail Impact Assessment will be required for <u>comparison retail</u> proposals over 1,000 sq.m and <u>convenience retail</u> proposals over 2,500 sq. m for sites outside Stratford-upon-Avon town centre. Applicants will be expected to provide a RIA as part of a planning application and to pay the District Council to get it independently verified. Evidence regarding impact will be sought in relation to smaller schemes where there is concern about their potential effect on existing centres.</p>
MM51	117-118	CS.23	<p>Amend 3rd paragraph as follows:</p> <p>Elsewhere in the District, <u>unless established through other provisions of the Plan such as Policy AS.11 Large Rural Brownfield Sites</u>, large-scale proposals for new and major extensions to existing tourism-related development, including accommodation, will need to be justified taking into account:</p> <p>Amend 7th paragraph as follows:</p> <p>Increased access to and use of canals and navigable waterways in the District will be encouraged, including the provision of moorings and marinas <u>where it respects and works with the natural features and function of the watercourse</u>. Any proposed extension to or creation of new navigable waterways <u>must ensure there are no overall detrimental impacts on the natural environment</u>. Additional</p>

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			<p>permanent moorings and marinas will only be supported where there is adequate access, availability of existing facilities such as transport links or shops, and where they will not <u>adequate water resources and foul waste infrastructure and it can be demonstrated that the Water Framework Directive status of navigable rivers will not deteriorate.</u> Such schemes should not compromise the use or operation of existing navigable waterway features such as junctions or locks.</p>
MM52	123-126	6.1	<p>Insert at end of paragraph 6.1.25:</p> <p><u>These are specifically provided on land south of Alcester Road and at Atherstone Airfield.</u></p> <p>Amend paragraph 6.1.30:</p> <p>Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 23,500 homes are to be provided in the town over the plan period. <u>Policy CS.16 also indicates that Reserve Sites may need to be identified in the town through the Site Allocations Plan and/or the Neighbourhood Plan. As such, the above figure should be seen as a minimum to be provided for over the plan period.</u></p>
MM53	126-127	AS.1	<p>Insert additional sentence after the 1st sentence of the policy:</p> <p><u>It will assess the extent to which each of these principles is applicable to an individual development proposal.</u></p> <p>Amend 12th bullet point in A. Environmental:</p> <ul style="list-style-type: none"> • Provide additional <u>access to</u> natural accessible greenspace, specifically in the Tiddington area, given the shortfall against the standard set out in Policy CS.24 Healthy Communities. <p>Amend 6th bullet point in B. Social:</p> <ul style="list-style-type: none"> • Support the provision of <u>emergency services and the enhancement of</u> enhanced health and

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			medical facilities at Stratford Hospital. Replace all bullet points with roman numerals.	
MM54	128	SUA.1	Amend parts of proposal as follows:	
			What is to be delivered:	<ul style="list-style-type: none">• Housing – approx. 650 dwellings by 2031 <u>of which up to 25% will be provided as a mix of affordable homes</u>• Class B1 uses on a minimum of 3 hectares• <u>9,000 sq m of Class B1 distributed throughout the Canal Quarter</u>• Linear park alongside canal• Multi-purpose community facility (if required)
			When it is to be delivered	Phases 1 – 4 (2011/12 – 2030/31) and post 2031 <u>Phase 2 (2016/17 - 2020/21) approx. 80 homes</u> <u>Phase 3 (2021/22 - 2025/26) approx. 270 homes</u> <u>Phase 4 (2026/27 - 2030/31) approx. 300 homes</u> <u>Post 2031 approx. 350 homes</u>
			Specific requirements	Production of a Masterplan Supplementary Planning Document to establish a comprehensive approach to the whole area, to include, inter alia: <ul style="list-style-type: none">• environmental, ecological and recreational enhancement of the canal corridor• pedestrian and cycle links through the area and with adjacent parts of the town and a vehicular crossing over the canal linking development off Masons Road and Timothy's Bridge Road• <u>traffic management measures</u>

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				<ul style="list-style-type: none"> • improve links to Stratford railway station • ensure implementation of the Steam Railway Centre is not prejudiced • appropriate treatment of any contamination • scope to de-culvert watercourses <p>The Masterplan will also incorporate Design Codes and a Delivery Strategy, in conjunction with Proposal SUA.2 and Proposal SUA.3.</p> <p><u>Production of a Framework Masterplan Supplementary Planning Document (SPD) to guide developers and the local planning authority in respect of environmental, social, design and economic objectives as they seek to create a new community in the Canal Quarter. The SPD will set out broad principles to show how the policy requirements, together with other policy requirements in this Core Strategy, should be delivered on the site. The SPD will also incorporate a Delivery Strategy in conjunction with Proposal SUA.2 and Proposal SUA.5.</u></p> <p><u>The development will:</u></p> <ul style="list-style-type: none"> • <u>secure environmental, ecological and recreational enhancement of the canal corridor</u> • <u>provide pedestrian and cycle links through the area and with adjacent parts of the town and a vehicular crossing over the canal linking development off Masons Road and Timothy's Bridge Road</u> • <u>deliver traffic management measures</u> • <u>improve links to Stratford railway station</u> • <u>ensure implementation of the Steam Railway Centre is not prejudiced</u> • <u>secure appropriate treatment of any contamination de-culvert watercourses</u> 	

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MM55	129	SUA.2	Amend parts of Proposal as follows:	
			Where it is to be delivered	<p>South of Alcester Road, west of Wildmoor roundabout</p> <p>Approx. 20 <u>25</u> hectares (gross)</p>
			What is to be delivered	<p>Employment uses comprising:</p> <p>(i) Class B1(a) office and Class B1(b) research and development uses, although scope for B1(c) light industry will be considered</p> <p>(ii) Relocation of businesses from the Canal Quarter Regeneration Zone</p> <p>During the plan period up to 10 hectares will be released, plus additional land to correspond with the area taken up by businesses relocating from the Regeneration Zone.</p> <p><u>Housing – approx. 65 dwellings on land to east of Western Relief Road.</u></p>
			Specific requirements	<ul style="list-style-type: none"> • vehicle access <u>to the employment development</u> directly off Wildmoor Roundabout or proposed Western Relief Road • extensive landscaping within the site and on the southern and western boundaries <u>of the employment development</u> <p><u>If a plot that has been developed on that part of the site allocated for the relocation of businesses from the Canal Quarter Regeneration Zone becomes available it should be marketed for a period of three months in order that another business in the Regeneration Zone has the opportunity to take it up. This provision will be applied for a period of two years from when that plot was originally implemented.</u></p>

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MM56	129-130	SUA.3	Delete Proposal in its entirety.	
MM57	n/a	n/a	Insert new Proposal:	
			<u>Proposal SUA.4: North of Bishopton Lane</u>	
			<u>Where it is to be delivered</u>	<u>North of Bishopton Lane between the canal and The Ridgeway</u> <u>Approx. 25 hectares (gross)</u>
			<u>What is to be delivered</u>	<ul style="list-style-type: none">• <u>Housing – approx. 500 dwellings</u>• <u>Primary school - land and financial contribution</u>• <u>Public open space, including adjacent to canal and alongside A46 Northern Bypass</u>
			<u>When it is to be delivered</u>	<u>Phases 2 - 3 (2016/17 – 2025/26)</u>
			<u>How it is to be delivered</u>	<u>Private sector</u>
		<u>Specific requirements</u>	<ul style="list-style-type: none">• <u>appropriate layout and design to mitigate noise impact from A46</u>• <u>surface water attenuation measures</u>• <u>provision of an appropriate form of crossing over the canal to cater for vehicles, pedestrians and cyclists</u>• <u>improvements to the canal towpath and access to it</u>• <u>contribution to community facilities (on and/or off-site)</u>	

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MM58	n/a	n/a	<div>Insert new Proposal:</div> <table><tr><td colspan="2"><u>Proposal SUA.5: Atherstone Airfield</u></td></tr><tr><td><u>Where it is to be delivered</u></td><td><u>Atherstone Airfield, east of Shipston Road, Preston-on-Stour</u> <u>Approx. 10 hectares gross (5 hectares net), plus a ‘reserve ‘ of approx. 9 hectares gross (5 hectares net) should it be required, all to assist in the delivery of the Canal Quarter Regeneration Zone (see Proposal SUA.1)</u></td></tr><tr><td><u>What is to be delivered</u></td><td><u>Employment uses comprising:</u> <u>(i) The relocation of businesses from the Canal Quarter Regeneration Zone falling within Use Classes B1c, B2 or B8; (ii) The relocation of businesses from elsewhere in the District falling within Use Classes B1c, B2 or B8 but only insofar as this would help to facilitate (i) above and not in respect of the ‘reserve’ of approx. 9 hectares gross unless an exceptional justification is advanced as part of a planning application.</u></td></tr><tr><td><u>When it is to be delivered</u></td><td><u>Phases 2 – 4 (2016/17 – 2030/31), subject to the reserve only being released at a point where it is demonstrated as part of a planning application that there is insufficient land at either SUA.2 or the first phase of SUA.5 to meet the needs of businesses relocating from the Canal Quarter Regeneration Zone.</u></td></tr></table>	<u>Proposal SUA.5: Atherstone Airfield</u>		<u>Where it is to be delivered</u>	<u>Atherstone Airfield, east of Shipston Road, Preston-on-Stour</u> <u>Approx. 10 hectares gross (5 hectares net), plus a ‘reserve ‘ of approx. 9 hectares gross (5 hectares net) should it be required, all to assist in the delivery of the Canal Quarter Regeneration Zone (see Proposal SUA.1)</u>	<u>What is to be delivered</u>	<u>Employment uses comprising:</u> <u>(i) The relocation of businesses from the Canal Quarter Regeneration Zone falling within Use Classes B1c, B2 or B8; (ii) The relocation of businesses from elsewhere in the District falling within Use Classes B1c, B2 or B8 but only insofar as this would help to facilitate (i) above and not in respect of the ‘reserve’ of approx. 9 hectares gross unless an exceptional justification is advanced as part of a planning application.</u>	<u>When it is to be delivered</u>	<u>Phases 2 – 4 (2016/17 – 2030/31), subject to the reserve only being released at a point where it is demonstrated as part of a planning application that there is insufficient land at either SUA.2 or the first phase of SUA.5 to meet the needs of businesses relocating from the Canal Quarter Regeneration Zone.</u>
<u>Proposal SUA.5: Atherstone Airfield</u>											
<u>Where it is to be delivered</u>	<u>Atherstone Airfield, east of Shipston Road, Preston-on-Stour</u> <u>Approx. 10 hectares gross (5 hectares net), plus a ‘reserve ‘ of approx. 9 hectares gross (5 hectares net) should it be required, all to assist in the delivery of the Canal Quarter Regeneration Zone (see Proposal SUA.1)</u>										
<u>What is to be delivered</u>	<u>Employment uses comprising:</u> <u>(i) The relocation of businesses from the Canal Quarter Regeneration Zone falling within Use Classes B1c, B2 or B8; (ii) The relocation of businesses from elsewhere in the District falling within Use Classes B1c, B2 or B8 but only insofar as this would help to facilitate (i) above and not in respect of the ‘reserve’ of approx. 9 hectares gross unless an exceptional justification is advanced as part of a planning application.</u>										
<u>When it is to be delivered</u>	<u>Phases 2 – 4 (2016/17 – 2030/31), subject to the reserve only being released at a point where it is demonstrated as part of a planning application that there is insufficient land at either SUA.2 or the first phase of SUA.5 to meet the needs of businesses relocating from the Canal Quarter Regeneration Zone.</u>										

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			New text is <u>underlined</u> / deleted text is struck through	
			<div>How it is to be delivered</div> <div>Private sector</div>	
			<div>Specific requirements</div> <div> <ul style="list-style-type: none"> • <u>improvements to the access off Shipston Road if required in order to achieve a satisfactory access</u> • <u>mitigation to local road network where identified in a detailed transport assessment which should accompany a planning application</u> • <u>structural landscaping around the boundaries of the site to consolidate and complement that which already exists</u> </div>	
MM59	131-133	6.2	<p>Amend paragraph 6.2.22:</p> <p>Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 480 homes are to be provided in the town over the plan period. <u>Policy CS.16 also indicates that Reserve Sites may need to be identified in the town through the Site Allocations Plan and/or the Neighbourhood Plan. As such, the above figure should be seen as a minimum to be provided for over the plan period.</u></p>	
MM60	133-134	AS.2	<p>Insert additional sentence after the 1st sentence of policy:</p> <p><u>It will assess the extent to which each of these principles is applicable to an individual development proposal.</u></p> <p>Replace all bullet points with roman numerals.</p>	

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MM61	135	ALC.3	<div>Amend parts of Proposal as follows:</div> <table><tr><td>Specific requirements</td><td><div>Amend 2nd bullet point:<ul style="list-style-type: none">• protect <u>and enhance the</u> watercourse that runs along southern boundary</div><div>Insert additional bullet point:<ul style="list-style-type: none">• <u>the form of development should cause no harm to the setting of Coughton Court</u></div><div>Insert at end: <u>Outside the area allocated, and within the Green Belt, the provision of structural landscaping or a secondary/emergency access off Tything Road (if required) will be treated as ‘very special circumstances’ in accordance with paragraph 88 of the NPPF.</u></div></td></tr></table>	Specific requirements	<div>Amend 2nd bullet point:<ul style="list-style-type: none">• protect <u>and enhance the</u> watercourse that runs along southern boundary</div> <div>Insert additional bullet point:<ul style="list-style-type: none">• <u>the form of development should cause no harm to the setting of Coughton Court</u></div> <div>Insert at end: <u>Outside the area allocated, and within the Green Belt, the provision of structural landscaping or a secondary/emergency access off Tything Road (if required) will be treated as ‘very special circumstances’ in accordance with paragraph 88 of the NPPF.</u></div>
Specific requirements	<div>Amend 2nd bullet point:<ul style="list-style-type: none">• protect <u>and enhance the</u> watercourse that runs along southern boundary</div> <div>Insert additional bullet point:<ul style="list-style-type: none">• <u>the form of development should cause no harm to the setting of Coughton Court</u></div> <div>Insert at end: <u>Outside the area allocated, and within the Green Belt, the provision of structural landscaping or a secondary/emergency access off Tything Road (if required) will be treated as ‘very special circumstances’ in accordance with paragraph 88 of the NPPF.</u></div>				
MM62	136-137	6.3	<div>Amend first sentence of paragraph 6.3.11 to replace “be limited given” with “<u>reflect</u>”.</div> <div>Amend paragraph 6.3.17:</div> <div>Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 220-500 homes are to be provided in the village over the plan period. <u>Policy CS.16 also indicates that Reserve Sites may need to be identified in the village through the Site Allocations Plan and/or the Neighbourhood Plan. As such, the above figure should be seen as a minimum to be provided for over the plan period.</u></div>		

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MM63	137-138	AS.3	<p>Insert additional sentence after the 1st sentence of policy:</p> <p><u>It will assess the extent to which each of these principles is applicable to an individual development proposal.</u></p> <p>Replace all bullet points with roman numerals.</p>
MM64	139-140	6.4	<p>Amend paragraph 6.4.16:</p> <p>Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 6575 homes are to be provided in the town over the plan period. <u>Policy CS.16 also indicates that Reserve Sites may need to be identified in the town through the Site Allocations Plan and/or the Neighbourhood Plan. As such, the above figure should be seen as a minimum to be provided for over the plan period.</u></p>
MM65	140-141	AS.4	<p>Insert additional sentence after the 1st sentence of policy:</p> <p><u>It will assess the extent to which each of these principles is applicable to an individual development proposal.</u></p> <p>Insert additional bullet point in A. Environmental:</p> <ul style="list-style-type: none"> • <u>Investigate the removal of weirs and/or the provision of fish passes on the River Alne through the town.</u> <p>Insert additional bullet point in B. Social:</p> <ul style="list-style-type: none"> • <u>Provide additional allotments/community orchards given the shortfall against the standard set out in Policy CS.24 Healthy Communities.</u> <p>Replace all bullet points with roman numerals.</p>

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MM66	142-143	6.5	<p>Amend paragraph 6.5.18:</p> <p>Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 400<u>130</u> homes are to be provided in the village over the plan period. <u>Policy CS.16 also indicates that Reserve Sites may need to be identified in the village through the Site Allocations Plan and/or the Neighbourhood Plan. As such, the above figure should be seen as a minimum to be provided for over the plan period.</u></p>
MM67	144	AS.5	<p>Insert additional sentence after the 1st sentence of policy:</p> <p><u>It will assess the extent to which each of these principles is applicable to an individual development proposal.</u></p> <p>Insert additional bullet point in A. Environmental:</p> <ul style="list-style-type: none"> <u>Investigate the removal of weirs and/or the provision of fish passes on the River Dene.</u> <p>Insert additional bullet point in B. Social:</p> <ul style="list-style-type: none"> <u>Support the replacement or major refurbishment of Kineton High School including the upgrading of the swimming pool to become a community facility to serve the eastern area of the District.</u> <p>Replace all bullet points with roman numerals.</p>
MM68	145-147	6.6	<p>Replace final sentence in paragraph 6.6.16:</p> <p>According to the Retail Study, a modest additional amount of convenience goods floorspace is justified to bolster the role of Shipston, and this should be located within or adjacent to the town</p>

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Main Mod. Reference	Submission Page no.	Core Strategy Section/Policy	Proposed Modification New text is <u>underlined</u> / deleted text is struck through
			<p>centre. <u>According to the Convenience Goods Retail Study there is a quantitative case for providing additional floorspace in the town. Ideally this should be located within or adjacent to the town centre.</u></p> <p>Amend paragraph 6.6.21:</p> <p>Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 235 <u>a minimum of 500</u> homes are to be provided in the town over the plan period. <u>Policy CS.16 also indicates that Reserve Sites may need to be identified in the town through the Site Allocations Plan and/or the Neighbourhood Plan. As such, the above figure should be seen as a minimum to be provided for over the plan period.</u></p>
MM69	147-148	AS.6	<p>Insert additional sentence after the 1st sentence of policy:</p> <p><u>It will assess the extent to which each of these principles is applicable to an individual development proposal.</u></p> <p>Amend 1st bullet point in A. Environmental:</p> <ul style="list-style-type: none"> Minimise the risk of flooding in the town from the River Stour and other sources <u>ensuring that land that may be required for flood alleviation measures is kept free from development.</u> <p>Amend 5th bullet point in A. Environmental:</p> <ul style="list-style-type: none"> Investigate and identify a suitable area to be designated as a Local Nature Reserve in the Shipston area, <u>possibly through the provision of a wetland area in association with measures aimed at managing flood risk upstream of the town.</u> <p>New 6th bullet-point:</p> <ul style="list-style-type: none"> <u>Investigate the scope to utilize land to the east of the town for alleviation and biodiversity purposes.</u>

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Main Mod. Reference	Submission Page no.	Core Strategy Section/Policy	Proposed Modification New text is <u>underlined</u> / deleted text is struck through
			<p>Replace 3rd bullet point in B. Social:</p> <ul style="list-style-type: none"> Refurbish or replace the Townsend Hall to improve leisure facilities in the town. <u>Improve leisure facilities in the town, both built and open spaces, including the refurbishment of Townsend Hall.</u> <p>Amend 5th bullet point in B. Social:</p> <ul style="list-style-type: none"> Improve the public rights of way network, in particular access to open countryside to the west of the town. <p>Delete 7th bullet point in B. Social:</p> <ul style="list-style-type: none"> Provide additional parks, gardens and amenity greenspace given the shortfall against the standard set out in Policy CS.24 Healthy Communities. <p>Replace all bullet points with roman numerals.</p>
MM70	149-150	6.7	<p>Amend paragraph 6.7.20:</p> <p>Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 440<u>1,100</u> homes are to be provided in the town over the plan period. <u>Policy CS.16 also indicates that Reserve Sites may need to be identified in the town through the Site Allocations Plan and/or the Neighbourhood Plan. As such, the above figure should be seen as a minimum to be provided for over the plan period.</u></p>
MM71	151-152	AS.7	<p>Insert additional sentence after the 1st sentence of policy:</p> <p><u>It will assess the extent to which each of these principles is applicable to an individual development proposal.</u></p> <p>Insert additional bullet points in A. Environmental:</p>

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			<ul style="list-style-type: none">• <u>Create flood storage upstream of Southam to alleviate flooding in the town.</u>• <u>Investigate river restoration opportunities at the confluence of the River Stowe with the River Itchen to promote fish passage and improve migratory opportunities.</u> <p>Insert additional bullet-point at end of B. Social:</p> <ul style="list-style-type: none">• <u>Investigate the scope to designate additional land along the Stowe valley to the west of the town as public open space.</u> <p>Replace all bullet points with roman numerals.</p>						
MM72	n/a	n/a	<p>Insert new Proposal:</p> <table><tr><td colspan="2"><u>Proposal SOU.3: South of Daventry Road</u></td></tr><tr><td><u>Where it is to be delivered</u></td><td><u>South of Daventry Road and north of Welsh Road East</u> <u>Approx. 25 hectares (gross)</u></td></tr><tr><td><u>What is to be delivered</u></td><td><ul style="list-style-type: none">• <u>Housing – approx. 500 dwellings</u>• <u>Financial contribution towards primary education in the town</u>• <u>General store of approx. 280 sq.m. net – land and building</u>• <u>Public open space, including approximately 1.6 hectares of sports pitches</u>• <u>Multi-purpose community building of approximately 500 sq.m, to include a hall, kitchen facility, toilets, storage space and changing rooms for sports pitches, together with associated car parking and</u></td></tr></table>	<u>Proposal SOU.3: South of Daventry Road</u>		<u>Where it is to be delivered</u>	<u>South of Daventry Road and north of Welsh Road East</u> <u>Approx. 25 hectares (gross)</u>	<u>What is to be delivered</u>	<ul style="list-style-type: none">• <u>Housing – approx. 500 dwellings</u>• <u>Financial contribution towards primary education in the town</u>• <u>General store of approx. 280 sq.m. net – land and building</u>• <u>Public open space, including approximately 1.6 hectares of sports pitches</u>• <u>Multi-purpose community building of approximately 500 sq.m, to include a hall, kitchen facility, toilets, storage space and changing rooms for sports pitches, together with associated car parking and</u>
<u>Proposal SOU.3: South of Daventry Road</u>									
<u>Where it is to be delivered</u>	<u>South of Daventry Road and north of Welsh Road East</u> <u>Approx. 25 hectares (gross)</u>								
<u>What is to be delivered</u>	<ul style="list-style-type: none">• <u>Housing – approx. 500 dwellings</u>• <u>Financial contribution towards primary education in the town</u>• <u>General store of approx. 280 sq.m. net – land and building</u>• <u>Public open space, including approximately 1.6 hectares of sports pitches</u>• <u>Multi-purpose community building of approximately 500 sq.m, to include a hall, kitchen facility, toilets, storage space and changing rooms for sports pitches, together with associated car parking and</u>								

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			New text is <u>underlined</u> / deleted text is struck through	
				<u>secure cycle stands.</u>
			<u>When it is to be delivered</u>	<u>Phases 2 - 3 (2016/17 – 2025/26)</u>
			<u>How it is to be delivered</u>	<u>Private sector</u>
			<u>Specific requirements</u>	<ul style="list-style-type: none"> • <u>extensive landscaping along eastern boundary of the site</u> • <u>appropriate treatment and management of mature hedgerows along road frontages</u> • <u>contribution to community facilities (on and/or off-site)</u> • <u>enhancements to the appearance and environment of the existing underpass of the A423 Southam Bypass, including improvements to the lighting and drainage in the area as appropriate</u> • <u>signalised pedestrian crossing at junction of A425 Daventry Road and A423 Southam Bypass</u>
MM73	154-155	6.8	<p>Amend paragraph 6.8.19:</p> <p>Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about <u>95100</u> homes are to be provided in the village over the plan period. <u>Policy CS.16 also indicates that Reserve Sites may need to be identified in the village through the Site Allocations Plan and/or the Neighbourhood Plan. As such, the above figure should be seen as a minimum to be provided for over the plan period.</u></p>	
MM74	156	AS.8	<p>Insert additional sentence after the 1st sentence of policy:</p>	

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			<p><u>It will assess the extent to which each of these principles is applicable to an individual development proposal.</u></p> <p>Insert additional bullet point in A. Environmental:</p> <ul style="list-style-type: none"> • <u>Investigate river restoration opportunities to promote fish passage and improve migratory opportunities.</u> <p>Replace all bullet points with roman numerals.</p>
MM75	157-159	6.9	<p>Delete 1st sentence from paragraph 6.9.19:</p> <p>The Study also recommended that the established flying function of the airfield should be retained due to its importance to the local economy.</p> <p>Amend paragraph 6.9.21:</p> <p>Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 385830 homes are to be provided in the village over the plan period. <u>Policy CS.16 also indicates that Reserve Sites may need to be identified in the village through the Site Allocations Plan and/or the Neighbourhood Plan. As such, the above figure should be seen as a minimum to be provided for over the plan period.</u></p>
MM76	159-160	AS.9	<p>Insert additional sentence after the 1st sentence of policy:</p> <p><u>It will assess the extent to which each of these principles is applicable to an individual development proposal.</u></p> <p>Delete 4th bullet point in B. Social:</p>

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			<ul style="list-style-type: none"> • Provide additional parks, gardens and amenity greenspace given the shortfall against the standard set out in Policy CS.24 Healthy Communities. <p>Amend 2nd bullet point in C. Economic:</p> <ul style="list-style-type: none"> • Retain and support the <u>enhancement of</u> the established flying functions <u>and aviation related facilities</u> at Wellesbourne Airfield. <p>Replace all bullet points with roman numerals.</p>
MM77	161-164	6.10	<p>Gaydon/Lighthorne Heath</p> <p>Amend introductory text as follows:</p> <p>6.10.2 The proposal covers approximately 290 hectares. It comprises a new settlement of approximately 3,000 dwellings (with 2,500 <u>2,300</u> dwellings to be built by 2031) and associated services, facilities and necessary off-site infrastructure, together with provision for Jaguar Land Rover <u>and Aston Martin Lagonda</u> to expand <u>their</u> its operations.</p> <p>6.10.6 Jaguar Land Rover is a major international business which has a network of sites within the West Midlands and the North of England. The company is one of the nation's most important businesses and, as an advanced manufacturing firm developing leading technologies including in low emissions vehicles, it is a key driver of economic recovery. <u>Aston Martin Lagonda is similarly well established at Gaydon, which is the global headquarters of the business. The Company is of international renown and invests considerable resources into research, development, testing and manufacture of vehicles. It is important within the local and regional economy, generating skilled and well paid jobs both directly and within the supply chain.</u></p> <p>6.10.10 One of the key elements of the proposal is to provide Jaguar Land Rover with the scope required to expand its well-established operations at the adjacent Gaydon Site. The company requires sufficient and appropriately located land to support its growth and future business needs in order to maintain its competitiveness and high skilled workforce. It requires this certainty in order to have confidence in its ability to invest, expand and broaden operations in the future as part of a long term plan which will be of benefit to the local, sub-regional and national economy. <u>In similar vein but</u></p>

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			<p>at a much reduced scale, Aston Martin Lagonda also requires expansion land that can be secured <u>as part of the overall proposal.</u></p> <p>6.10.13 It is important that the overall vision is clearly established to help develop the community's own identity. To this end, the Council will facilitate the production of a <u>Framework Masterplan Supplementary Planning Document (SPD)</u> with input from the existing local communities alongside the promoters/developers of the new community and Jaguar Land Rover. This will be approved before the Council grants any planning permissions for the new development, unless exceptional circumstances arise. Proposals will need to be in accordance with the detailed requirements of this SPD and the evolving business requirements of Jaguar Land Rover. <u>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. The SPD will need to be approved before the Council grants any planning permissions for the new development, unless exceptional circumstances arise. Planning applications will need to generally accord with the broad objectives of the SPD. Planning applications 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. As regards Jaguar Land Rover, the proposals will reflect the evolving business requirements of the company.</u></p> <p>Development Proposal</p> <p>6.10.14 To contribute to meeting the future needs of the District, the following site is allocated for development. The extent of the site is defined on the Policies Map.</p> <table><tr><td colspan="2">Proposal GLH: Gaydon/Lighthorne Heath</td></tr><tr><td>Where it is to be Delivered</td><td>Land largely bounded by M40, B4451 and B4100 and to north and east of Lighthorne Heath Approx. 290 hectares (gross)</td></tr><tr><td></td><td></td></tr></table>	Proposal GLH: Gaydon/Lighthorne Heath		Where it is to be Delivered	Land largely bounded by M40, B4451 and B4100 and to north and east of Lighthorne Heath Approx. 290 hectares (gross)		
Proposal GLH: Gaydon/Lighthorne Heath									
Where it is to be Delivered	Land largely bounded by M40, B4451 and B4100 and to north and east of Lighthorne Heath Approx. 290 hectares (gross)								

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			What is to be Delivered	<ul style="list-style-type: none"> • Land comprising approximately 100 hectares <u>at the southern end of the allocation</u> to enable the expansion of Jaguar Land Rover (JLR) to meet the business needs for uses that can include: <ul style="list-style-type: none"> ○ 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. • <u>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 of the company for uses that can include:</u> <ul style="list-style-type: none"> ○ <u>Research, design, testing and development of motor vehicles and ancillary related activities.</u> ○ <u>Other advanced engineering technologies and products.</u> ○ <u>Low volume manufacturing and assembly operations.</u> ○ <u>Offices.</u> ○ <u>Automotive education, conference and training including ancillary accommodation.</u> ○ <u>Leisure, promotional and marketing uses related to existing uses on the site.</u> ○ <u>Ancillary new and replacement car parking.</u> ○ <u>Complementary and ancillary uses for staff and visitors.</u> ○ <u>Ancillary car storage.</u>

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				<ul style="list-style-type: none"> Housing – approximately 3,000 dwellings (2,500 <u>2,300</u> dwellings by 2031) <u>to include (alongside private sector housing):</u> <ul style="list-style-type: none"> <u>Extra care for the elderly;</u> <u>Private sector rental;</u> <u>Opportunities for self-build residential accommodation, and</u> <u>The delivery of 35% affordable housing in accordance with Policy CS.17.</u> One main village centre, appropriately located to serve both the overall development and the existing resident and workforce communities, comprising a range of shops and services to support these existing and new communities and to include community, health & leisure facilities and a primary school. <u>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:</u> <ul style="list-style-type: none"> <u>a range of shops and services to support the existing and new communities, and</u> <u>a community hub to include a meeting space, health, police office and leisure facilities, and</u> <u>a three form entry primary school,</u> <u>all as identified within the Infrastructure Delivery Plan.</u> A contribution to support off-site provision for secondary (including sixth form) schooling. A comprehensive green infrastructure strategy incorporating: 	

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				<ul style="list-style-type: none"> ○ 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 spaces to include provision for children's play, formal sports, allotments and community woodland. <u>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.</u> • Highway improvements in the vicinity of the site and to the wider network that mitigate the impact of the development • Walking and cycling links within the site and to integrate with the surrounding countryside. • A comprehensive pedestrian and cycle network to <u>provide links to the surrounding countryside, villages and employment areas.</u> • <u>The phased delivery of utilities and infrastructure to include:</u> <ul style="list-style-type: none"> ○ <u>New primary substation</u> ○ <u>New mains gas pipeline</u> ○ <u>Upgrade work to the foul sewer infrastructure</u> ○ <u>Superfast fibre optic broadband</u> 	

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				<ul style="list-style-type: none"> • The phased delivery of <u>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.</u> • Frequent, express bus services to Warwick/Leamington and Banbury, including railway stations.
			When it is to be Delivered	Phases 2-4 (2016/17 to 2030/31) and post 2031 <u>JLR Development:</u> <u>Phases 2-4 (2016/17 to 2030/31) and post 2031</u> <u>AML Development:</u> <u>Phases 2-4 (2016/17 to 2030/31)</u> <u>Housing and related development:</u> <u>Phase 2 (2016/17 – 2020/21) approx. 425 homes</u> <u>Phase 3 (2021/22 – 2025/26) approx. 875 homes</u> <u>Phase 4 (2026/27 – 2030/31) approx. 1,000 homes</u> <u>Post 2031 approx. 500 homes</u>
			How it is to be Delivered	Private sector, public sector, infrastructure and service agencies
			Specific Requirements	Production of a <u>Framework Masterplan Supplementary Planning Document (SPD) to determine the key principles of land uses, layout, design, phasing, infrastructure and mitigation. The SPD will need to accord with the following specific requirements: guide developers and the local planning authority in respect of environmental, social, design and economic objectives as they seek to create a new community at Gaydon/Lighthorne Heath. The SPD will set</u>

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				<p><u>out broad principles to show how the above policy requirements, together with other policy requirements in this Core Strategy should be delivered on the site. It will need to accord with the following specific requirements:</u></p> <ul style="list-style-type: none"> • All elements of the proposal, including both the new housing and related facilities and the expansion of the Jaguar Land Rover facility, will be considered comprehensively in order to promote an integrated approach to the overall development as far as this is practicable. • The proposed new housing and expansion of the Jaguar Land Rover facility will properly integrate with, complement and where appropriate deliver related enhancements to the existing employment land at the Gaydon Site and the existing urban fabric at Lighthorne Heath. • The expansion of the Jaguar Land Rover facility will be considered within the context of the wider long term aspirations for the existing Jaguar Land Rover operations on the Gaydon Site. • <u>Whilst respecting the operational requirements in both existing and proposed employment areas, land uses within the site and beyond should integrate both physically through the provision of public routes and visually through urban design principles.</u> • The first phase of residential development will be defined to include the initial phased delivery of the new primary school, community facilities and village centre. <p><u>The Masterplan SPD will identify:</u></p>

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				<ul style="list-style-type: none"> • Mix, type and tenure of dwellings including the opportunity for specialist accommodation to include extra care for the elderly, private sector rental and self-build opportunity. • Range and scale of community services and facilities to be provided. • Provision and phased implementation of all necessary infrastructure. • Clear guidance on how land uses within the site and beyond are integrated both physically through the provision of public routes and visually through urban design principles, whilst respecting the operational requirements of the business and security. • Integrated open space, ecological mitigation, and biodiversity strategy for the site as a whole and how this relates to a wider countryside accessibility strategy.
MM78	n/a	n/a	<p>Insert new Area Strategy (and Proposal):</p> <p><u>6.xx Long Marston Airfield</u></p> <p><u>All Strategic Objectives are relevant to this Area Strategy.</u></p> <p><u>Context</u></p> <p><u>The site is situated to the west of the B4632 Campden Road, approximately 5 kilometres (3 miles) south of Stratford-upon-Avon. The villages of Long Marston and Quinton are close by but physically separate from the proposed development. Also, to the south of the site is the former Long Marston Depot that is partly being redeveloped for housing, and now known as Meon Vale.</u></p>	

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			<p><u>The entire area involved extends to about 205 hectares. The airfield was an RAF training station between 1941 and 1954. It now comprises a range of uses including microlight flying, business, open storage and leisure, including major entertainment events.</u></p> <p><u>The main part of the site is flat and featureless, comprising runways and grassed areas between them, and a small number of remaining aircraft hangers. There are scattered areas of storage and other small-scale commercial activities. There is a long earth embankment along the western boundary of the airfield itself that was constructed as a noise bund for the drag racing activity. The western part of the site comprises an area of undeveloped land outside the curtilage of the historic airfield. It includes an area of woodland, hedgerows and a watercourse.</u></p> <p><u>About 3 kilometres to the south of the site is Meon Hill that lies within the Cotswolds Area of Outstanding Natural Beauty. Although views across the site are afforded from the top of Meon Hill, those from public vantage points on the rights of way around the hill are limited.</u></p> <p><u>Justification</u></p> <p><u>The Strategy set out in Section 5 of the Core Strategy for distributing housing development across the District is based on the need to protect Stratford-upon-Avon, the main rural centres and local service villages from excessive rates of development that would be harmful to their respective character, function and sustainability. Therefore, in order to meet the overall housing requirement for the District, a new settlement provides an appropriate and effective means of meeting those needs during the current plan period and beyond.</u></p> <p><u>Such an approach is acknowledged in the National Planning Policy Framework (NPPF), which states that ‘the supply of new homes can sometimes be best achieved through planning for larger scale developments, such as new settlements...that follow the principles of Garden Cities.’ (para. 52)</u></p> <p><u>The site is well-located to provide a substantial amount of housing close to and well-related to Stratford-upon-Avon without the need for a further large-scale expansion of the urban area, over and above that already committed during the current plan period. The wide range of shops, services and jobs provided in the town are accessible by various existing and potential modes of transport. Conversely, the size of the new settlement as proposed means that it is large enough to provide and support various facilities on the site, including retail, education, health and leisure, so that its residents will not need to travel to meet their day to day requirements.</u></p> <p><u>A large part of the site is brownfield and much of that which is greenfield is not within the area proposed for built forms of development. The site is largely unaffected by national or local constraints</u></p>

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			<p><u>and designations. There is a flood zone running along the western part of the site but this lies within an area proposed as an extensive open space and wildlife corridor rather than for development.</u></p> <p><u>A key aspect of the proposal is the scope that it offers to provide a major component of a new route around Stratford-upon-Avon from the south to the A46(T) Alcester Road at Wildmoor. From here, M40 Junction 15 at Warwick is only 12 kilometres to the north-east.</u></p> <p><u>Vision</u></p> <p><u>The design and layout of the new settlement will seek to identify and establish a character that draws from that of the surrounding area and its proximity to Stratford-upon-Avon. It will be a mixed-use development which provides a range of accessible services, facilities and employment opportunities that are convenient and accessible to the community itself and the local area. At the heart of the community will be a large local centre, positioned to be visible upon arrival and within walking distance of most residents.</u></p> <p><u>A wide range of transport choices will be available in order for the residents to gain access to Stratford-upon-Avon and all it has to offer. Vehicle movements into the town will be regulated in an effective way through traffic management measures. There will also be a convenient walking and cycling route into the town using the established Greenway that runs along the western edge of the site. Public transport services could take a number of forms, including the potential for a facility running alongside the Greenway.</u></p> <p><u>There will be a network of landscape corridors on the edge of and within the developed area which incorporate attractive open spaces, wildlife habitats, allotments and other amenities. Key spaces will be focused on formal and informal parks of varying sizes that coincide with features such as streams and vistas.</u></p> <p><u>The provision of a relief road running between Shipston Road (A3400) and Evesham Road (B439) on the western edge of Stratford-upon-Avon is an integral part of the proposal. The design of this road will need to take fully into account a number of significant issues, including flood risk, ecological mitigation and management, and impact on the character of the landscape. Specifically, through the use of mitigation where appropriate, proposals should seek to avoid harm to Racecourse Meadow Site of Special Scientific Interest, consistent with Policy CS.6.</u></p> <p><u>It is important that the overall vision is clearly established to help develop the community's own identity. To this end, the Council will facilitate the production of a Framework Masterplan Supplementary Planning Document (SPD) with input from the existing local communities alongside the</u></p>

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Main Mod. Reference	Submission Page no.	Core Strategy Section/Policy	Proposed Modification New text is <u>underlined</u> / deleted text is struck through						
			<p><u>promoters/developers of the new community, and the appropriate infrastructure and service agencies including bus operators. 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. An essential component of the SPD will be a clear indication as to when key aspects of infrastructure and services are expected to be provided to support the new settlement and its residents. The SPD will need to be approved before the Council grants any planning permissions for substantial new development, unless exceptional circumstances arise. Planning applications will need to generally accord with the broad objectives of the SPD. Planning applications 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.</u></p> <p><u>Development Proposal</u> <u>To contribute to meeting the future needs of the District, the following site is allocated for development. The extent of the site is defined on the Policies Map.</u></p> <table><tr><td colspan="2"><u>Proposal LMA: Long Marston Airfield</u></td></tr><tr><td><u>Where it is to be Delivered</u></td><td><u>Land west of B4632 Campden Road</u> <u>Approx. 210 hectares (gross)</u></td></tr><tr><td><u>What is to be Delivered</u></td><td><u>Housing – approximately 3,500 dwellings (2,100 dwellings by 2031)</u><ul style="list-style-type: none"><u>A main village centre comprising a range of shops and services to include community and leisure facilities. A community hub, including a shop, police office and community facility, to be delivered within the defined first phase of development</u><u>Two primary schools, and</u><u>A secondary school</u><u>all as identified within the Infrastructure Delivery Plan.</u></td></tr></table>	<u>Proposal LMA: Long Marston Airfield</u>		<u>Where it is to be Delivered</u>	<u>Land west of B4632 Campden Road</u> <u>Approx. 210 hectares (gross)</u>	<u>What is to be Delivered</u>	<u>Housing – approximately 3,500 dwellings (2,100 dwellings by 2031)</u> <ul style="list-style-type: none"><u>A main village centre comprising a range of shops and services to include community and leisure facilities. A community hub, including a shop, police office and community facility, to be delivered within the defined first phase of development</u><u>Two primary schools, and</u><u>A secondary school</u> <u>all as identified within the Infrastructure Delivery Plan.</u>
<u>Proposal LMA: Long Marston Airfield</u>									
<u>Where it is to be Delivered</u>	<u>Land west of B4632 Campden Road</u> <u>Approx. 210 hectares (gross)</u>								
<u>What is to be Delivered</u>	<u>Housing – approximately 3,500 dwellings (2,100 dwellings by 2031)</u> <ul style="list-style-type: none"><u>A main village centre comprising a range of shops and services to include community and leisure facilities. A community hub, including a shop, police office and community facility, to be delivered within the defined first phase of development</u><u>Two primary schools, and</u><u>A secondary school</u> <u>all as identified within the Infrastructure Delivery Plan.</u>								

Stratford-on-Avon District Core Strategy – Schedule of Main Modifications

Main Mod. Reference	Submission Page no.	Core Strategy Section/Policy	Proposed Modification New text is <u>underlined</u> / deleted text is struck through	
				<ul style="list-style-type: none"> • <u>A comprehensive Green Infrastructure strategy incorporating:</u> <ul style="list-style-type: none"> ○ <u>Structural landscaping and open space</u> ○ <u>A network of open spaces to include provision for children's play, formal sports, allotments and community woodland.</u> • <u>Employment – approximately 13 hectares in total (with no more than 8 hectares by 2031), of which no less than 10% should be in the form of small business workshops.</u> • <u>The phased delivery of highway and transport infrastructure as set out in the Infrastructure Delivery Plan, to include:</u> <ul style="list-style-type: none"> ○ <u>a connection to the strategic highway network (A46) at Wildmoor through the construction of a south-western relief road between A3400 Shipston Road and B439 Evesham Road, together with a road between B439 and A46 Alcester Road to be provided by others</u> ○ <u>any specific schemes that may be identified as necessary to mitigate local traffic impacts, including in Stratford-upon-Avon and rural communities.</u> • <u>Walking and cycling network within the site, together with links to the surrounding countryside and to Long Marston village.</u> • <u>Frequent public transport services to Stratford-upon-Avon, including the station, and Honeybourne Station, potentially using the route of the former railway line between Stratford and Honeybourne.</u> • <u>Land safeguarded for the possible provision of a railway station adjacent to the former Stratford to Honeybourne line.</u>

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Main Mod. Reference	Submission Page no.	Core Strategy Section/Policy	Proposed Modification New text is <u>underlined</u> / deleted text is struck through	
				<ul style="list-style-type: none"> The phased delivery of utilities infrastructure to include: <ul style="list-style-type: none"> New primary substation Upgrade work to the foul sewer infrastructure Superfast fibre optic broadband
			<u>When it is to be Delivered</u>	<u>Phases 2-4 (2016/17 to 2030/31) and post 2031</u>
			<u>How it is to be Delivered</u>	<u>Private sector, public sector, infrastructure and service agencies</u>
			<u>Specific Requirements</u>	<p><u>Production of a Framework Masterplan Supplementary Planning Document (SPD) to guide developers and the local Planning authority in respect of environmental, social, design and economic objectives as they seek to create a new community at Long Marston Airfield. The SPD will set out broad principles to show how the above policy requirements, together with other policy requirements in this Core Strategy should be delivered on the site. It will need to accord with the following specific requirements:</u></p> <ul style="list-style-type: none"> <u>All elements of the proposal will be considered comprehensively in order to promote an integrated approach to the overall development as far as this is practicable.</u> <u>Land uses within the site and beyond should integrate both physically through the provision of public routes and visually through urban design principles.</u> <u>Completion of a south-western relief road before more than 400 dwellings can be occupied, unless a transport assessment demonstrates a higher threshold is appropriate.</u>

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Main Mod. Reference	Submission Page no.	Core Strategy Section/Policy	Proposed Modification New text is <u>underlined</u> / deleted text is struck through
MM79	165-166	AS.10	<p>Insert the following text at the beginning of the Policy:</p> <p><u>This policy applies to all parts of the District apart from those which lie within the Built-Up Areas Boundaries defined for Stratford-upon-Avon and the Main Rural Centres, the area covered by Proposal GLH, the area covered by Proposal LMA and land covered by Policy AS.11 Large Rural Brownfield Sites.</u></p> <p>Amend following two paragraphs as follows:</p> <p>In order to help maintain balanced <u>the vitality</u> of rural communities and a strong rural economy, provision will be made for a wide range of activities and development in rural parts of the District.</p> <p>All proposals will be subject to a thorough assessment <u>thoroughly assessed against the principles of sustainable development</u>, including the need to:</p> <p>Replace 6th bullet point:</p> <ul style="list-style-type: none"> • Avoid development on best and most versatile agricultural land. • <u>Seek to avoid the loss of large areas of higher quality agricultural land.</u> <p>Insert at end of (b):</p> <p><u>and Policy CS.16 Housing Development.</u></p>
MM80	167-168	AS.10 Explanation	<p>Delete paragraph:</p> <p>6.11.1 This policy applies to all of the District apart from those areas which lie within the Built-Up Area Boundaries defined for specific settlements, land identified for development in the Core Strategy or Site Allocations Development Plan Document, and land covered by Policy AS.11 Large Rural Brownfield Sites.</p>

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MM81	171-173	AS.11	<p>Insert additional Strategic Objective:</p> <p><u>(NEW) Previously developed sites in sustainable locations will have been re-used for purposes that are of an appropriate type and scale, while retaining their important natural, historic and other features.</u></p> <p>1. Gaydon Site</p> <p>Add to the existing bullet points as follows:</p> <ul style="list-style-type: none"> • Automotive education, <u>conference</u> and training including ancillary accommodation; • <u>Leisure, promotional and marketing uses related to existing uses on the site;</u> • <u>ancillary new and replacement car parking;</u> • <u>complementary and ancillary uses for staff and visitors; and</u> • <u>car storage.</u> <p>Amend criterion (c):</p> <p>(c) provide comprehensive structural landscaping around the perimeter and within the site <u>as appropriate;</u></p> <p>Amend criterion (d):</p> <p>(d) <u>retain and enhance</u> minimise the impact of development on ecological and archaeological features within <u>on</u> the site; <u>and</u></p> <p>Delete criterion (e):</p> <p>(e) assess the effects of the proposed development on the demand for housing and local services; and</p> <p>Amend criterion (f):</p> <p>(f) assess the impact of traffic arising from the proposed development on the local road network and the need for any off-site highway improvements <u>or other appropriate mitigation measures,</u> including to Junction 12 on the M40.</p>

Stratford-on-Avon District Core Strategy – Schedule of Main Modifications

Main Mod. Reference	Submission Page no.	Core Strategy Section/Policy	Proposed Modification New text is <u>underlined</u> / deleted text is struck through
			<p>2. Former Engineer Resources Depot, Long Marston</p> <p>Replace 2nd bullet point</p> <ul style="list-style-type: none"> • storage and distribution (Class B8), subject to acceptable traffic impact; • <u>employment uses within Classes B1, B2 and B8;</u> <p>Replace 4th bullet point</p> <ul style="list-style-type: none"> • residential development of a form and scale that meets local needs or is justified in relation to other uses on the site. • <u>residential development that is consistent with the approach set out in Policies CS.15 and CS.16.</u> <p>Replace (a): (a) take into account the Masterplan that has been produced for the site or justify any significant departure from its provisions; <u>provide a fresh Masterplan in advance of any future development proposals on the site that materially depart from the existing commitments and thereafter justify any significant departures from its provisions.</u></p> <p>3. Former Southam Cement Works, Long Itchington</p> <p>Replace 2nd bullet point</p> <ul style="list-style-type: none"> • employment and residential development of a form and scale that meets local needs or is justified in relation to other uses on the site. • <u>residential and employment development that is consistent with the approach set out in Policies CS.15, CS.16 and CS.21.</u> <p>Insert at end of criterion (b): <u>and secure biodiversity enhancement;</u></p>

Stratford-on-Avon District Core Strategy – Schedule of Main Modifications

Main Mod. Reference	Submission Page no.	Core Strategy Section/Policy	Proposed Modification New text is <u>underlined</u> / deleted text is struck through
			<p>4. Former Harbury Cement Works, Bishop's Itchington</p> <p>Replace 3rd bullet point</p> <ul style="list-style-type: none"> • employment and residential development of a form and scale that meets local needs or is justified in relation to other uses on the site. • <u>Residential development that is consistent with the approach set out in Policies CS.15 and CS.16.</u> <p>Modify (a) as follows:</p> <p>Comply with the Masterplan for the site that has been adopted as a Supplementary Planning Document <u>Take into account the Masterplan that has been produced for the site and</u> or justify any significant departure from its provisions.</p>
MM82	175-176	6.13 Redditch	<p>Amend paragraph 6.13.4:</p> <p>With regard to housing, land on the northern edge of Redditch in Bromsgrove District has been identified to accommodate 3,400 dwellings to meet the town's housing requirements. There may be scope for some housing development on the eastern edge of the town within Redditch Borough itself. Adjacent land in Stratford-on-Avon District to the west of the A435 could have some very limited capacity <u>consistent with the scale of development identified in Policy CS.16</u>, but this is constrained by landscape issues and the importance of retaining the identity and character of Mappleborough Green. This area will be assessed through the preparation of the Site Allocations Development Plan Document.</p>
MM83	176	REDD.1	<p>Insert two additional Specific requirements:</p> <ul style="list-style-type: none"> • <u>de-culvert and enhance the existing watercourse feature</u> • <u>protect priority habitats within the site</u>

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Main Mod. Reference	Submission Page no.	Core Strategy Section/Policy	Proposed Modification New text is <u>underlined</u> / deleted text is struck through
MM84	176	REDD.2	<p>Insert two additional Specific requirements:</p> <ul style="list-style-type: none"> • <u>protect and enhance the Pool and Blacksoils Brook</u> • <u>protect priority habitats within the site</u>
MM85	179-180	CS.24	<p>Amend penultimate paragraph in Part B:</p> <p>New open space provision will be designed to complement and enhance the existing open space provision in the area. <u>Where appropriate, improvements to the quality and/or accessibility of existing provision will be sought.</u> Where developments are of a suitable scale provision will be made on site.</p> <p>Delete DMC(4):</p> <p>(4) Other principles, such as accessibility and quality of provision, are equally important as the standards set. Where it is justified, opportunities to enhance existing facilities should be sought.</p>
MM86	184-185	CS.25	<p>Amend Part A to read:</p> <p>Development proposals should be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Warwickshire Local Transport Plan (LTP), including its area strategies. Stratford-on-Avon District Council, and Warwickshire County Council <u>and, where appropriate, Highways England</u> will work together to achieve the objectives and implement the proposals in the LTP, with particular emphasis on encouraging modal shift with greater use of more sustainable forms of transport and improving the safety of all road users.</p> <p>Insert additional text at end of 2nd paragraph in Part D:</p> <p><u>There is a presumption against development that would prejudice the implementation of any individual scheme that is safeguarded to the extent to which it is shown on the Policies Map</u></p>

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Main Mod. Reference	Submission Page no.	Core Strategy Section/Policy	Proposed Modification New text is <u>underlined</u> / deleted text is struck through
			<p>Amend Part E to read:</p> <p>General aviation activity within the District will be confined to <u>supported at</u> the existing airfields at of Long Marston, Snitterfield and Wellesbourne. Proposals for the expansion of development associated with aviation activity requiring planning permission will only be permitted where they are within the established limits of an existing airfield <u>subject to them</u> and will not have <u>having</u> an unacceptable effect on the environment of adjacent areas and on local residents and businesses.</p> <p>Amend 2nd bullet point in Part F to read:</p> <ul style="list-style-type: none"> • a community led <u>an existing</u> local access network; or <p>Amend final paragraph in Part F to read:</p> <p>Major infrastructure development must provide ducting that is available for strategic fibre deployment or community owned local access networks. Developers are encouraged to have early discussions with strategic providers or local broadband groups.</p>
MM87	187-188	CS.25 DMCs	<p>Insert additional text in DMC(2):</p> <p>All developments which generate significant amounts of movement, <u>including all proposals where there is expected to be a material impact on the Strategic Road Network</u>, should have a Travel Plan detailing provision for sustainable transport movements (pedestrian and cycle provision and public/community transport); safe and secure layouts; incorporation of facilities for plug-in and other low emission vehicles where feasible; and that consideration has been given to the needs of disabled people by all modes of transport.</p> <p>In DMC(4) delete Long Marston,</p> <p>Insert additional DMC:</p> <p><u>(6) Any proposals for broadband infrastructure under Part F of the policy should be assessed to ensure that they are fit for purpose and capable of being upgraded and/or expanded in future as appropriate. Provision should ideally be provided on a wholesale basis to allow a range of ISPs to</u></p>

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			<p><u>provide services. CSW Broadband Project and its successors will provide assistance in assessing Connectivity Statements and will provide information on local access points and the development of the strategic network.</u></p>
MM88	193-194	8.1 Policies Map	<p>All Maps which have been added, deleted or modified since the Core Strategy was submitted in 2014 are shown in a separate document titled Policies Map. They include all the modifications listed below.</p> <p>Insert additional text after paragraph 8.1.3:</p> <p><u>A. Green Belt</u></p> <p><u>The following boundaries of the Green Belt are proposed to be amended in accordance with Policy CS.10:</u></p> <ul style="list-style-type: none"> • <u>Land north of Arden Road, Alcester</u> • <u>Land at Gorcott Hill, Mappleborough Green</u> <p><u>In new Section B (SLAs), land North of Arden Road, Alcester and land at Gorcott Hill, Mappleborough Green to be excluded from the Arden SLA (consequent upon Proposals ALC.3 and REDD.2)</u></p> <p><u>In new Section C (AoR), land at London Road, Shipston-on-Stour and south of Holywell Road/Mill Crescent, Southam to be excluded from the respective AoRs.</u></p> <p>Insert new Section D:</p> <p><u>D. Vale Of Evesham Control Zone</u></p> <p><u>The following boundary change is proposed (See Policy CS.14)</u></p> <ul style="list-style-type: none"> • <u>Atherstone Airfield – removed from Vale of Evesham Control Zone</u> <p>Original Section C becomes new <u>Section E</u></p> <p>Proposed Site Allocations Maps (now Section F):</p> <p>Update the list of proposed allocations as follows:</p>

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			<p>Proposed Site Allocation: East of Birmingham Road, Stratford-upon-Avon (see Proposal SUA.3) Proposed Site Allocation: North of Bishopton Lane, Stratford-upon-Avon (see Proposal SUA.4) Proposed Site Allocation: Land at Atherstone Airfield (see Proposal SUA.5) Proposed Site Allocation: South of Daventry Road, Southam (see Proposal SOU.3) Proposed Site Allocation: New Settlement at Long Marston Airfield (see Proposal LMA)</p> <p>Add new Section G: <u>G. Safeguarded Land</u></p> <p><u>The following land is proposed to be safeguarded (See Policy CS.25)</u></p> <ul style="list-style-type: none"> • <u>Stratford-upon-Avon, South Western Relief Road</u> • <u>Stratford-upon-Avon, West of Shottery Relief Road</u> • <u>Former railway line southwards from Stratford railway station to Long Marston:</u> <ul style="list-style-type: none"> ○ <u>Land at Station Road, Long Marston</u> ○ <u>Land at Milcote Crossing</u> <p>Replace 2nd sentence of 3rd bullet point in paragraph 8.1.4:</p> <p>Sites that are allocated for development in the Core Strategy will not be included within a BUAB until planning permission has been granted. Sites at Stratford-upon-Avon and the Main Rural Centres that are confirmed as allocations upon adoption of the Core Strategy will be included within the BUABs.</p>
MM89	227-237	Appendix 1	Replace written text with the revised text as shown in Appendix 1 to this schedule.
MM90	238-255	Schedule of Infrastructure Projects	Replace the tables with the new tables as shown in Appendix 2 to this schedule.

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Main Mod. Reference	Submission Page no.	Core Strategy Section/Policy	Proposed Modification New text is <u>underlined</u> / deleted text is struck through
MM91	256-259	Appendix 2	<p>In the table:</p> <p>Modify scores for Halford to read '1' in Public Transport column and '2' in Total column.</p> <p>Modify scores for Stockton to read '2' in Shop column, '3' in Public Transport column and '8' in Total column.</p> <p>In section 3:</p> <p>Insert Halford in Category 4.</p> <p>Reposition Stockton from Category 3 to Category 2.</p> <p>Amend penultimate paragraph:</p> <p>The following scale of housing has been identified for each category of LSV over the plan period, which is considered to be both appropriate and achievable subject to the satisfaction of policies in the Core Strategy that seek to regulate the amount, location and nature of development:</p> <p>Category 1: 76 to 100 dwellings <u>approximately 450 homes in total, of which no more than around 25% should be provided in an individual settlement.</u></p> <p>Category 2: 51-75 dwellings <u>approximately 700 homes in total, of which no more than around 12% should be provided in an individual settlement.</u></p> <p>Category 3: 26 to 50 dwellings <u>approximately 450 homes in total, of which no more than around 13% should be provided in an individual settlement.</u></p> <p>Category 4: 10 to 25 dwellings <u>approximately 400 homes in total, of which no more than around 8% should be provided in an individual settlement.</u></p> <p><u>Within the Green Belt Local Service Villages, housing development will take place wholly in accordance with the provisions of Policy CS.10.</u></p>

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Main Mod. Reference	Submission Page no.	Core Strategy Section/Policy	Proposed Modification New text is <u>underlined</u> / deleted text is struck through
MM92	264-274	Glossary	<p>Affordable Housing:</p> <p>Insert the following text at end: <u>See also definitions for General Needs Housing, Low Cost Market Housing and Specialised Accommodation</u></p> <p>Insert the following: <u>Community facilities:</u> The term community facilities includes provision for health and social care, education, emergency services, meeting spaces and cultural facilities (including libraries, arts and places of worship), open space, sports venues and local shops and pubs.</p> <p>Extra-care Housing:</p> <p>Amend the definition: Housing designed with the needs of frail/older people in mind and offering varying levels of care and support on site. People who live in extra-care housing have their own self-contained homes, their own front doors and a legal right to occupy the property. It is also known as ‘very sheltered housing’. It comes in many forms, including blocks of flats, bungalow estates and retirement villages. It can often provide an alternative to a care home.</p> <p><u>Extra care' housing developments comprise self-contained homes with design features and support and care services available to enable self-care and independent living. Each household has its own front door. It is for people whose disabilities, frailty or health needs make ordinary housing unsuitable but who do not need or want to move to long term care (residential or nursing homes.</u></p> <p>Insert the following definitions:</p> <p><u>General Needs Housing:</u> All housing of any tenure other than that which is specialised housing. See also definition of Specialised Accommodation.</p> <p><u>Low Cost Market Housing:</u> Low cost market housing is sold at a price lower than the normal market value. By definition, although it is more ‘affordable’ to potential purchasers, low cost market housing does not fall within the planning definition of affordable housing as set out in the NPPF.</p>

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			<p><u>Specialised Accommodation:</u> Specialised accommodation is housing for any age group that is purpose designed and designated in a planning obligation for a specific client group. The delivery of support or care will not result in the categorisation of housing as specialised accommodation if the housing is not purpose designed and designated.</p>

Stratford-on-Avon District Core Strategy – Schedule of Main Modifications

Figure 1 – Trajectory Table

For the plan period 1 April 2011 to 31 March 2031			Phase 1					Phase 2					Phase 3					Phase 4				
Location	% of Total	Total (Net)	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
SUA.1 - Canal Quarter		652							41	41			30	60	60	60	60	60	60	60	60	60
SUA.2 - South of Alcester Road		68							28	40												
SUA.4 - North of Bishopton Lane		500							25	100	100	100	100	75								
West of Shottery		800							100	100	100	102	50	50	50	50	50	50	50	48		
Other Sites		1,423	52	149	164	93	201	202	117	101	171	51	50	50	20		2					
Windfall		50											5	5	5	5	5	5	5	5	5	5
Stratford-upon-Avon	22.0%	3,493	52	149	164	93	201	202	311	382	371	253	235	240	135	115	117	115	115	113	65	65
ALC.1 - North of Allimore Lane (South)		190							40	40	40	40	30									
ALC.2 - North of Allimore Lane (North)		160									40	40	40	40								
Other Sites		176			57	39	35	1	3	2	38	1										
Alcester	3.3%	526	0	0	57	39	35	1	43	42	118	81	70	40	0	0	0	0	0	0	0	0
Bidford-on-Avon	3.1%	493	2	0	-1	97	132	51	56	72	42	42	0	0	0	0	0	0	0	0	0	0
Henley-in-Arden	0.5%	77	-1	39	10	9	6	1	4	8	1	0	0	0	0	0	0	0	0	0	0	0
Kineton	0.8%	134	-3	11	0	0	60	38	18	9	1	0	0	0	0	0	0	0	0	0	0	0
Shipston-on-Stour	3.1%	499	43	3	20	10	14	44	58	130	124	53	0	0	0	0	0	0	0	0	0	0
SOU.1 - West of Banbury Road		236					2	45	48	48	48	45										
SOU.2 - West of Coventry Road		165						30	40	40	40	15										
SOU.3 - South of Daventry Road		535								75	100	100	100	100	60							
Other Sites		146	6	2	4	1	3	1	21	60	45	1					2					
Southam	6.8%	1,080	6	2	4	1	3	76	109	223	233	161	100	100	60	0	2	0	0	0	0	0
Studley	0.6%	100	1	4	15	15	33	6	0	7	12	7	0	0	0	0	0	0	0	0	0	0
Wellesbourne	5.2%	830	0	20	2	73	115	144	70	52	102	50	50	50	50	50	2	0	0	0	0	0
MRC Windfall		100											10	10	10	10	10	10	10	10	10	10
Main Rural Centres	24.2%	3,839	48	79	107	244	398	361	358	543	633	394	230	200	120	60	14	10	10	10	10	10
Category 1 LSV		764	13		17	40	103	22	86	213	188	82										
Category 2 LSV		551	5	8	6	22	72	41	58	162	126	41					10					
Category 3 LSV		429	4	5	10	24	33	18	11	87	128	74	32				3					
Category 4 LSV		237	2	9	6	7	24	18	28	31	91	20	1									
LSV Windfall		100											10	10	10	10	10	10	10	10	10	10
Local Service Villages	13.1%	2,081	24	22	39	93	232	99	183	493	533	217	43	10	10	10	23	10	10	10	10	10
GLH - Gaydon Lighthorne Heath	14.5%	2,300	0	0	0	0	0	0	0	125	150	150	150	150	175	200	200	200	200	200	200	200
LMA - Long Marston Airfield	13.3%	2,100	0	0	0	0	0	0	0	60	120	120	120	130	150	200	200	200	200	200	200	200
Long Marston Depot (Meon Vale)		965			5	155	115	76	78	116	102	118	60	60	60	20						
Harbury Cement Works		280								20	40	40	40	40	40	40	20					
Large Rural Brownfield Sites	7.9%	1,245	0	0	5	155	115	76	78	136	142	158	100	100	100	60	20	0	0	0	0	0
Rural Elsewhere		519	7	29	24	38	75	46	66	96	69	58	5			-1	7					
Rural Villages		145	2	15	5	7	25	20	17	24	11	17					2					
Rural Windfall		120											12	12	12	12	12	12	12	12	12	12
Other Rural Locations	4.9%	784	9	44	29	45	100	66	83	120	80	75	17	12	12	11	21	12	12	12	12	12
District Total	100.0%	15,842	133	294	344	630	1,046	804	1,013	1,859	2,029	1,367	895	842	702	656	595	547	547	545	497	497

Stratford-on-Avon District Core Strategy – Schedule of Main Modifications

Figure 1 – Graph

