

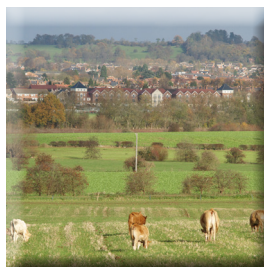
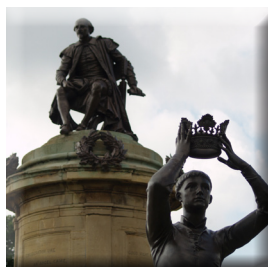
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# Core Strategy

Proposed modifications  
in response to the Inspector's  
Interim Conclusions

August 2015



# Core Strategy: Proposed Modifications in Response to Inspector's Interim Conclusions – August 2015

Note: Those modifications that the District Council submitted to the Inspector during the Examination Hearings in January 2015 are incorporated into this document (where applicable) and are not highlighted.

The modifications to which representations are invited are shown as track changes in this document.

## Contents

### 5. Development Strategy

- 5.1 Distribution of Development – Policy CS.15
- 5.2 Housing Development – Policy CS.16
- 5.3 Affordable Housing – Policy CS.17

### 6. Area Strategies

- 6.1 Stratford-upon-Avon – Policy AS.1: Proposals SUA.1, [SUA.2](#), SUA.3, [SUA.4](#)
- 6.7 Southam – Policy AS.7: Proposals SOU.1, SOU.2, [SOU.3](#)
- 6.10 Gaydon/Lighthorne Heath New Settlement – Proposal GLH
- [6.xx Long Marston Airfield New Settlement – Proposal LMA](#)

### 8. Policies Map

#### E. Proposed Site Allocations

Proposed Site Allocation: Canal Quarter Regeneration Zone – see Proposal SUA.1

Proposed Site Allocation: South of Alcester Road, Stratford-upon-Avon – see Proposal SUA.2

[Proposed Site Allocation: North of Bishopton Lane, Stratford-upon-Avon – see Proposal SUA.4](#)

[Proposed Site Allocation: South of Daventry Road, Southam – see Proposal SOU.3](#)

Proposed Site Allocation: Gaydon/Lighthorne Heath – see Proposal GLH

[Proposed Site Allocation: Long Marston Airfield – see Proposal LMA](#)

#### F. Safeguarded Land – Policy CS.25

[Proposed route of South-Western Relief Road for Stratford-upon-Avon](#)

# 5.0 Development Strategy

## 5.1 Distribution of Development

*All Strategic Objectives are relevant to this policy.*

### Policy CS.15

#### Distribution of Development

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 sustainable locations across the District:

##### 1. Main Town: Stratford-upon-Avon

The town is the principal settlement in the District and as such is a main focus for housing and business development. 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.

The specific strategy for the town is set out in its Area Strategy and Policy AS.1 Stratford-upon-Avon.

Development will take place:

- 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.

##### 2. Main Rural Centres

The following rural market towns and large villages are identified as suitable locations for housing and business development and the provision of local services:

Alcester, Bidford-on-Avon, Henley-in-Arden, Kineton, Shipston-on-Stour, Southam, Studley and Wellesbourne

The strategies for these settlements are set out in their individual Area Strategies and Policies AS.2 to AS.9.

Development will take place:

- 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.

##### 3. New Settlements

The following two locations are identified as sustainable growth points for the creation of new communities, providing for a range of uses and making a significant contribution to meeting the housing needs of Stratford-on-Avon District:

- 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 GLH and the extent of the site is shown on the Policies Map.
- 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.

#### **4. Local Service Villages**

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.

The scale of housing development that is appropriate in each village is specified in Policy CS.16 Housing Development.

Development will take place:

- 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.

#### **5. Large Rural Brownfield Sites**

To encourage the effective use of previously developed land, development will take place on Large Rural Brownfield Sites in accordance with Policy AS.11.

#### **6. All other settlements**

Development is restricted to small-scale community-led schemes which meet a need identified by the local community.

#### **7. Local Needs Schemes**

Within and adjacent to settlements, 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.

#### **8. Requirements**

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:

- (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.

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:

- 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.

It is expected that promoters of development schemes will engage with the local community, including through the neighbourhood planning process where such a plan is under active preparation prior to the submission of a planning application.

## Explanation

5.1.1 The National Planning Policy Framework (NPPF) expects development to be focussed in the most sustainable locations in terms of availability of shops, facilities and services, as well as access by modes of transport other than the private car. But it has also placed emphasis on providing some development in rural areas to meet housing needs and to support the vitality of village communities.

5.1.2 In considering the appropriate pattern of development in the District it is important to acknowledge and assess the distinct functions that its different parts have now and should possess in the future. The Council believes there is a clear and well-established arrangement to the way in which the District is perceived and performs.

5.1.3 The starting point of the spatial strategy is for the District's communities to become more sustainable over time. Sustainable communities are diverse and there is no standard template to fit them all. Nor is it likely that all communities will score highly on all factors. The challenge is recognising the specific issues affecting the various distinctive components of our District.

5.1.4 The principle of sustainability relates to a wide range of factors - environmental, economic and social – and not just to a limited issue such as the need to travel. To the Council it is important to ensure that communities of all types can be sustained into the future, preferably as a result of gradual and organic growth that is generally more readily assimilated than development of a more substantial scale. That is why it supports the former Commission for Rural Communities in its statement that *'Our challenge is to chart a course by which rural communities, equally with urban communities, can become more sustainable in the future'*.

5.1.5 At the outset of preparing the Core Strategy, a number of options for the spatial distribution of development were identified. These options were to:

1. Concentrate development in and on the edge of Stratford-upon-Avon
2. Concentrate development in and on the edge of the larger rural towns and villages
3. Spread development around most towns and villages throughout the District
4. Focus development in the form of a new settlement or as a major expansion of an existing settlement
5. Locate development along main public transport routes (existing or potential), and
6. Focus development on large brownfield (previously developed) land in the countryside.

5.1.6 Informed by the outcome of public consultation and technical assessment, the Council concluded that, given the nature of the District, a dispersed approach to development is the most appropriate option to take. Although it offers less scope to reduce the use of the private car, it provides greater scope to meet needs where they arise and to support those who are disadvantaged. However, in response to this tension, it is appropriate to focus development on settlements that can support local facilities (existing or potential) and/or have good access, preferably by modes other than the private car, to nearby settlements that have such facilities.

5.1.7 In reality, the dispersed approach includes an element of many of the other options rather than concentrating most development in a particular type of settlement or location. However, the manner in which this approach is put into effect needs to reflect and be sensitive to the specific circumstances of each settlement.

5.1.8 On that basis, the overall development strategy incorporates the following components as shown on the Key Diagram (Section 1.4):

- Stratford-upon-Avon is the largest settlement in the District, albeit it is relatively modest in size with a resident population of 27,000 according to the 2011 Census. The town supports an extensive range of shops and services for its size, partly due to the substantial numbers of visitors it attracts. It is also connected by a range of bus services to various towns and cities as well as many smaller communities in the District, and by rail services to Birmingham, Leamington Spa and London. Over the plan period as a whole, opportunities for development are provided within and on the edge of the town. Whilst this will continue to put pressure on some elements of infrastructure, it is evident that the development can be accommodated either within the capacity provided by that existing infrastructure or through improvements that can reasonably be delivered.
- Since the inception of the first District Local Plan in the early 1990s, a number of market towns and large villages have been identified as the focus of development in rural parts of the District, namely: Alcester, Bidford-on-Avon, Henley-in-Arden, Kineton, Shipston-on-Stour, Southam, Studley and Wellesbourne. They provide a good range of shops, facilities and jobs compared with smaller villages. They also tend to have more frequent public transport services than most of the District's smaller settlements. Provision is made over the plan period as a whole for development in each of these settlements, known as Main Rural Centres, but with a varying amount in each reflecting the specific constraints and opportunities that apply and the importance of retaining their individual character and distinctiveness.
- It is important that provision is made for some new housing in villages across the District. The approach taken to the scale of development seeks to minimise impact on their character while helping to sustain their future. An allowance is made for small-scale development in a wide range of smaller settlements, known as Local Service Villages, to help meet the needs of these communities, to provide some scope for new households to move into them, and to help support the services they provide.

5.1.9 The villages across the District display a wide range of sizes, functions and characteristics. As a means of applying the dispersal approach to future housing development, a methodology was devised to identify an appropriate set of Local Service Villages (see Appendix 2). The approach applied an assessment of the presence and comparative quality of three key services - general store, primary school and public transport - together with the existing size of the settlement. The latter has been applied as the overriding factor, by which a settlement has to have at least 100 dwellings to be identified as a Local Service Centre regardless of the presence of key services.

5.1.10 Based on this methodology, the following grouping of villages has been identified:

Category 1: Bishop's Itchington, Harbury, Long Itchington, Quinton, Tiddington

Category 2: Brailes, Fenny Compton, Lighthorne Heath, Napton-on-the-Hill, Salford Priors, Stockton, Tysoe, Welford-on-Avon, Wilmcote, Wootton Wawen

Category 3: Claverdon, Earlswood, Ettington, Great Alne, Ilmington, Long Compton, Long Marston, Newbold-on-Stour, Snitterfield, Temple Herdewycke, Tredington

Category 4: Alderminster, Alveston, Aston Cantlow, Bearley, Clifford Chambers, Gaydon, Halford, Hampton Lucy, Ladbroke, Lighthorne, Loxley, Mappleborough Green, Moreton Morrell, Northend, Oxhill, Pillerton Priors, Priors Marston, Tanworth-in-Arden, Wood End

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 the Cotswolds AONB, Special Landscape Areas and Conservation Areas. Within the Green Belt development will reflect the provisions of Policy CS.10, the National Planning Policy Framework and the Planning Practice Guidance.

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.

5.1.13 The principle of Local Choice was introduced in the previous District Local Plan as a way of providing scope to meet the needs of rural communities at a time when the strategy did not make provision for any development in smaller villages. Whilst it is acknowledged that the strategy has now changed, the flexibility of a local approach is widely supported by communities, and the Council believes that it is desirable to continue to support development that meets the specifically identified needs of a community. Since publication of the Local Plan Review in 2006, the Government has introduced a new tier of neighbourhood planning at the town and parish level. Whilst neighbourhood planning gives communities new powers and responsibilities to meet the development challenges and opportunities faced in their area, the Council believes that local needs schemes can sit alongside neighbourhood planning, providing opportunities to meet identified local needs where communities do not wish to go down the formal route of producing a neighbourhood plan. As such, this policy endorses the approach to local needs but extends it to all settlements across the District. Further information on Local Needs Schemes will be set out in the Development Requirements Supplementary Planning Document (SPD).

5.1.14 Throughout the preparation of the Core Strategy, the Council has acknowledged that there is a limit to which existing settlements should be expected to grow during the plan period. This is due to the importance of retaining their character and also because of specific constraints in terms of capacity in relation to infrastructure and services.

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 ~~11,320~~ 14,480 dwellings.

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 two 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.

5.1.17 The location of the new community at Gaydon Lighthorne Heath This location is adjacent to a major employment site occupied by Jaguar Land Rover and Aston Martin 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 2,350 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.~~ 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.

5.1.18 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.

5.1.19 In terms of the settlement pattern across the District, the new settlements will become the equivalents of a Main Rural Centre and complement their role.

### Development Management Considerations

- (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 in any settlement across the District, in accordance with Part 7 of the policy, whether Stratford-upon-Avon, Main Rural Centre, Local Service Village or other village or hamlet.
- (2) Where a Local Needs Scheme proposes to meet identified local housing needs, a particular scheme can provide for either affordable or market housing with a local connection, or a mix of both. Evidence of identification of need should come from a recent Parish Housing Needs Survey or surveys and/or technical work prepared as part of any parish plan / neighbourhood plan. Such Local Needs Schemes are required to demonstrate adequate management arrangements are in place prior to commencement to ensure that the scheme meets an identified need both initially and in perpetuity. Further guidance on the implementation of Local Needs Schemes will be set out in the Development Requirements SPD.
- (3) The list of Local Service Villages (LSV) is 'dynamic' in order to reflect the sustainability of a particular LSV at any point in time. In determining the appropriateness of development schemes, consideration should be given to the methodology for identifying LSVs which is included at Appendix 2 of the Core Strategy.

### Implementation and Monitoring

<b>Responsible agencies</b>	Stratford-on-Avon District Council, developers, infrastructure and service providers
<b>Delivery mechanism</b>	Through the determination of planning applications
<b>Funding</b>	Not applicable
<b>Timescale</b>	Throughout the plan period
<b>Risk</b>	If housing, employment and other forms of development do not take place across the District in the manner proposed, the character of its settlements and countryside could be undermined.
<b>Monitoring indicators</b>	<ul style="list-style-type: none"> <li>• Amount and type of development that takes place in each category of location identified.</li> </ul>



## 5.2 Housing Development

### Strategic Objectives

(14) An additional ~~41,320~~ 14,480 dwellings (an average of ~~566~~ 724 per annum) will have been granted planning permission and built across the District on brownfield and greenfield sites, reflecting the dispersed settlement pattern of 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. In addition, the needs of Gypsies and Travellers will have been met through the provision of 41 additional pitches by 2019 and an additional 30 pitches thereafter, a total of 71 pitches by 2031.

(15) 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.

### Policy CS.16

#### Housing Development

##### A. Housing Requirement

Stratford-on-Avon District will meet its objectively assessed housing needs for the period 2011 to 2031. Provision will be made for at least ~~41,320~~ 14,485 additional homes, distributed as follows based on the sustainable locations identified in Policy CS.15:

- Stratford-upon-Avon: approximately ~~2,690~~ 3,300 homes
- Main Rural Centres: approximately ~~2,910~~ 3,900 homes
- New Settlement at Gaydon/Lighthorne Heath: approximately ~~2,500~~ 2,300 homes
- New Settlement at Long Marston Airfield: approximately 2,100 homes
- Local Service Villages: approximately 2,000 homes
- Large Rural Brownfield Sites: approximately ~~700~~ 1,250 homes
- Other Rural Locations: approximately ~~640~~ 625 homes

##### B. Strategic Allocations

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.

- 650 homes within the plan period from a total of approximately 1,010 homes on the Canal Quarter Regeneration Zone, Stratford-upon-Avon (SUA.1)
- 65 homes South of Alcester Road, Stratford-upon-Avon (SUA.2)
- 450 homes North of Bishopton Lane, Stratford-upon-Avon (SUA.4)
- 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)
- 500 homes South of Daventry Road, Southam (SOU.3)

- ~~2,500~~2,300 homes within the plan period from a total of approximately 3,000 homes at Gaydon/Lighthorne Heath New Settlement (GLH)
- 2,100 homes within the plan period from a total of approximately 3,500 homes at Long Marston Airfield New Settlement (LMA)

A further strategic allocation of approximately 2,000 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:

- Category 1 – approximately 450 homes in total, of which no more than around 25% should be provided in an individual settlement.
- Category 2 – approximately 700 homes in total, of which no more than around 12% should be provided in an individual settlement.
- Category 3 – approximately 450 homes in total, of which no more than around 13% should be provided in an individual settlement.
- Category 4 - approximately 400 homes in total, of which no more than around 8% should be provided in an individual settlement.

Within the Green Belt Local Service Villages, housing development will take place wholly in accordance with the provisions of Policy CS.10.

### **C. Site Allocations**

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.

### **D. Phasing and Delivery**

The accompanying Housing Trajectory Table shows how the housing requirement will be delivered. The provision of new homes will be monitored at least annually to ensure the trajectory is being met and to assess the housing land supply. 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.

The Site Allocations Plan will identify Reserve Housing Sites providing flexibility to ensure that the 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 reflect the settlement pattern and maintain the overall balance of distribution of development set out in Policy CS.15. Reserve sites will have the capacity to deliver up to 10% of the total housing requirement to 2031.

Reserve sites will be released in the following circumstances:

- To bring forward alternative sites to respond to an identified shortfall in the amount of housing being delivered;
- 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;
- 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;

- 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.

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.

## Explanation

5.2.1 Stratford-on-Avon District Council is required to boost significantly the supply of housing. The housing requirement of 41,320 14,485 for the 20 year period 2011 to 2031 (or an average of 566 homes per annum) is based on derived from an objective assessment of housing needs (OAN) based on up-to-date technical evidence as required by the National Planning Policy Framework (NPPF). The OAN for the District is 14,480 homes (or 724 homes per annum).

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, taking account of employment forecasts, housing market signals and indicators of housing affordability. ~~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.~~

5.2.3 In Stratford-on-Avon District, of the 41,320 14,480 new homes required, only some 4,700 2,240 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. Based on the latest demographic assumptions, the housing required to meet identified need is 11,440 (572 homes per annum). However, once adjusted to take into account the factors outlined above, the calculation of OAN rises by 152 homes per annum to 14,480. 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 11,320, therefore, is considered likely to lead to a further unbalancing of the population.~~

5.2.4 The actual housing requirement to be planned for in the Core Strategy differs very slightly from the OAN because it is based on two different annual rates of delivery: 566 homes per annum in each of the first 5 years 2011/12 to 2015/16 and 777 homes per annum in each of the remaining 15 years. The 566 figure represents the previously proposed annual requirement from December 2014; the 777 figure being the balance annualised across 15 years. This 'step-change' in delivery is considered appropriate firstly, because of the fact that the Core Strategy period is nearing 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).

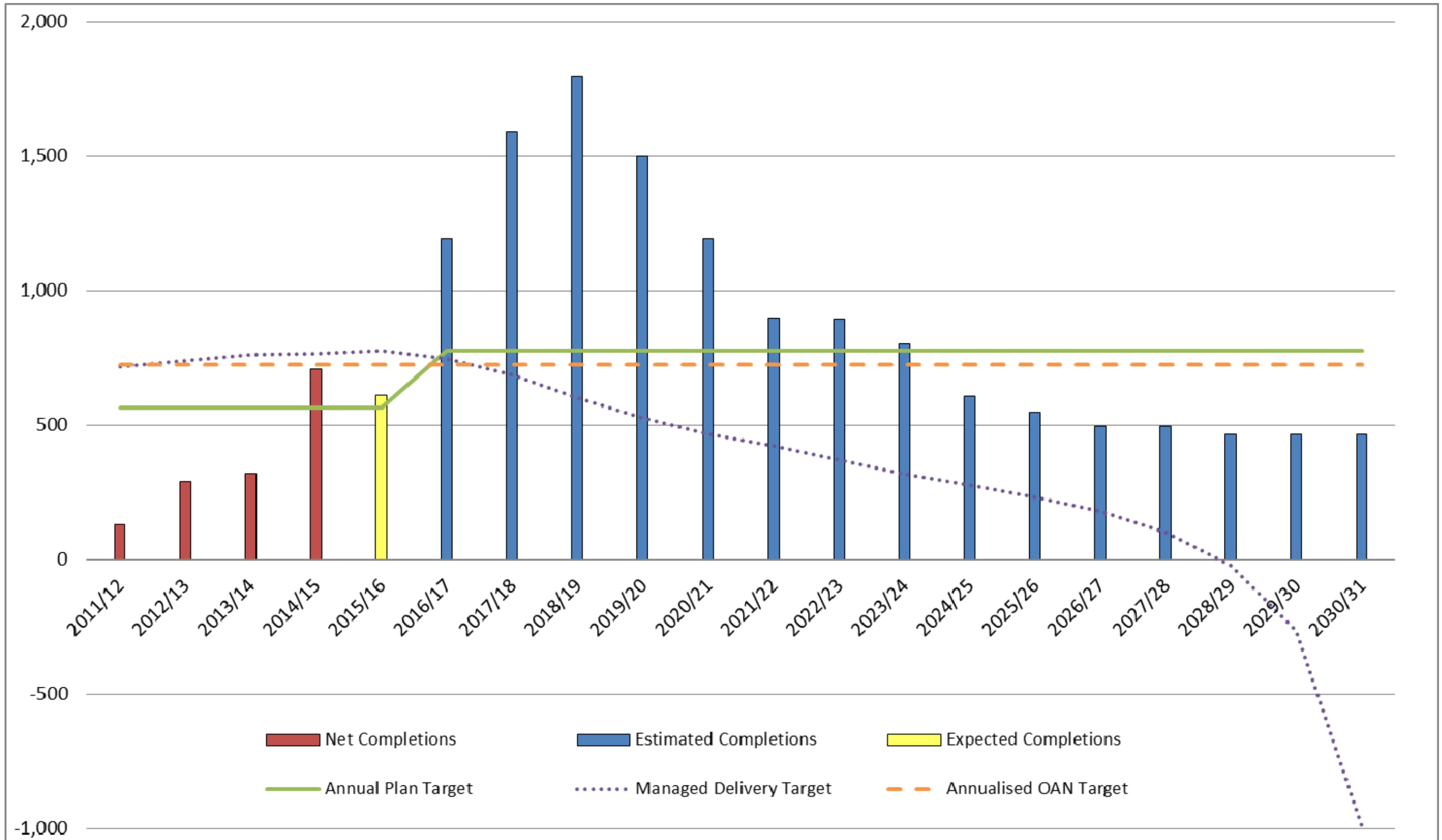
5.2.5 The Fig.1 Housing Trajectory - Table and Graph show how the housing requirement is being met through expected rates of delivery across the plan period. Although the Core Strategy will be adopted in 2015, it covers the 20 year period from 2011 to 2031 and follows on from the end of the Local Plan Review 2006 in 2011. More information on the housing trajectory can be found in the Housing Implementation Strategy that accompanies the Core Strategy.

5.2.6 As can be seen from the Trajectory Table, sufficient provision is made for a total of up to 15,479 homes to be delivered by 2031, exceeding the requirement of 14,485 by some 7%. 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 1,799 homes in 2018/19. The highest levels of delivery are expected in Phase 2 reflecting the need to remedy the undersupply in previous years.

Fig.1 Housing Trajectory – Table

For the plan period 1 April 2011 to 31 March 2031		Phase 1					Phase 2					Phase 3					Phase 4				
Location	Total (Net)	1 2011/12	2 2012/13	3 2013/14	4 2014/15	5 2015/16	6 2016/17	7 2017/18	8 2018/19	9 2019/20	10 2020/21	11 2021/22	12 2022/23	13 2023/24	14 2024/25	15 2025/26	16 2026/27	17 2027/28	18 2028/29	19 2029/30	20 2030/31
SUA.1 - Canal Quarter	652							41	41	40	40	40	80	90	80	40	40	40	40	40	
SUA.2 - South of Alcester Road	65								30	35											
SUA.4 - North of Bishopton Lane	450							40	80	80	80	80	80	10							
West of Shottery	800						50	100	100	100	100	100	100	50							
Other Sites	1,167	52	148	164	95	133	140	184	113	88	50										
Windfall	55									5	5	5	5	5	5	5	5	5	5	5	
<b>Stratford-upon-Avon</b>	<b>3,189</b>	<b>52</b>	<b>148</b>	<b>164</b>	<b>95</b>	<b>133</b>	<b>190</b>	<b>365</b>	<b>364</b>	<b>303</b>	<b>275</b>	<b>225</b>	<b>225</b>	<b>195</b>	<b>145</b>	<b>85</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>45</b>
ALC.1 - North of Allimore Lane (South)	190						40	80	50	20											
ALC.2 - North of Allimore Lane (North)	160								50	80	30										
Other Sites	132			57	39	33	3														
<b>Alcester</b>	<b>482</b>			<b>57</b>	<b>39</b>	<b>33</b>	<b>43</b>	<b>80</b>	<b>100</b>	<b>100</b>	<b>30</b>										
<b>Bidford-on-Avon</b>	<b>450</b>	<b>2</b>	<b>0</b>	<b>-1</b>	<b>125</b>	<b>67</b>	<b>76</b>	<b>52</b>	<b>49</b>	<b>40</b>	<b>40</b>										
<b>Henley-in-Arden</b>	<b>71</b>	<b>-1</b>	<b>39</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>6</b>													
<b>Kineton</b>	<b>109</b>	<b>-3</b>	<b>11</b>			<b>20</b>	<b>30</b>	<b>33</b>	<b>18</b>												
<b>Shipston-on-Stour</b>	<b>487</b>	<b>43</b>	<b>3</b>	<b>20</b>	<b>18</b>	<b>11</b>	<b>66</b>	<b>96</b>	<b>74</b>	<b>46</b>	<b>46</b>	<b>45</b>	<b>19</b>								
SOU.1 - West of Banbury Road	236					20	40	50	50	50	26										
SOU.2 - West of Coventry Road	165						40	40	40	45											
SOU.3 - South of Daventry Road	500							30	80	80	80	80	80	70							
Other Sites	128	6	2	-24	35	42	7	20	28	2	10										
<b>Southam</b>	<b>1,029</b>	<b>6</b>	<b>2</b>	<b>-24</b>	<b>35</b>	<b>62</b>	<b>87</b>	<b>140</b>	<b>198</b>	<b>177</b>	<b>116</b>	<b>80</b>	<b>80</b>	<b>70</b>							
<b>Studley</b>	<b>92</b>	<b>1</b>	<b>4</b>	<b>15</b>	<b>15</b>	<b>23</b>	<b>3</b>	<b>13</b>	<b>18</b>												
<b>Wellesbourne</b>	<b>481</b>		<b>20</b>	<b>2</b>	<b>73</b>	<b>83</b>	<b>156</b>	<b>99</b>	<b>46</b>		<b>2</b>										
MRC Windfall	110									10	10	10	10	10	10	10	10	10	10	10	
<b>Main Rural Centres</b>	<b>3,311</b>	<b>48</b>	<b>79</b>	<b>79</b>	<b>314</b>	<b>305</b>	<b>463</b>	<b>519</b>	<b>503</b>	<b>363</b>	<b>244</b>	<b>135</b>	<b>109</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	
<b>SUA &amp; MRC SHLAA Allowance</b>	<b>720</b>						<b>40</b>	<b>40</b>	<b>110</b>	<b>120</b>	<b>90</b>	<b>120</b>	<b>120</b>	<b>80</b>							
<b>Local Service Villages</b>	<b>2,000</b>	<b>23</b>	<b>22</b>	<b>40</b>	<b>97</b>	<b>92</b>	<b>241</b>	<b>335</b>	<b>432</b>	<b>264</b>	<b>173</b>	<b>65</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>28</b>	<b>28</b>			
<b>GLH - Gaydon Lighthorne Heath</b>	<b>2,300</b>							<b>50</b>	<b>75</b>	<b>150</b>	<b>150</b>	<b>150</b>	<b>150</b>	<b>175</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	
<b>LMA - Long Marston Airfield</b>	<b>2,100</b>							<b>80</b>	<b>120</b>	<b>120</b>	<b>80</b>	<b>50</b>	<b>100</b>	<b>150</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	
Long Marston Depot (Meon Vale)	1,050			5	155	80	127	95	115	115	108	90	90	70							
Harbury Cement Works	200								20	30	50	50	50								
<b>Large Rural Brownfield Sites</b>	<b>1,250</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>155</b>	<b>80</b>	<b>127</b>	<b>95</b>	<b>135</b>	<b>145</b>	<b>158</b>	<b>140</b>	<b>140</b>	<b>70</b>							
Rural Elsewhere	387	7	30	25	39	-8	111	83	56	36	8										
Rural Villages	90	2	11	6	8	11	21	22	4		5										
Rural Windfall	132										12	12	12	12	12	12	12	12	12	12	
<b>Other Rural Locations</b>	<b>609</b>	<b>9</b>	<b>41</b>	<b>31</b>	<b>47</b>	<b>3</b>	<b>132</b>	<b>105</b>	<b>60</b>	<b>36</b>	<b>25</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	
<b>Core Strategy Allocated Sites Total</b>	<b>6,818</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>120</b>	<b>411</b>	<b>616</b>	<b>660</b>	<b>486</b>	<b>400</b>	<b>450</b>	<b>485</b>	<b>490</b>	<b>480</b>	<b>440</b>	<b>440</b>	<b>440</b>	<b>440</b>	<b>440</b>
<b>Core Strategy Assigned Sites Total</b>	<b>1,553</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>80</b>	<b>190</b>	<b>200</b>	<b>197</b>	<b>187</b>	<b>187</b>	<b>147</b>	<b>67</b>	<b>67</b>	<b>55</b>	<b>55</b>	<b>27</b>	<b>27</b>	<b>27</b>
<b>Core Strategy Unallocated Sites Total</b>	<b>7,108</b>	<b>132</b>	<b>290</b>	<b>319</b>	<b>708</b>	<b>593</b>	<b>1,033</b>	<b>1,098</b>	<b>993</b>	<b>641</b>	<b>512</b>	<b>310</b>	<b>259</b>	<b>170</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>District Total</b>	<b>15,479</b>	<b>132</b>	<b>290</b>	<b>319</b>	<b>708</b>	<b>613</b>	<b>1,193</b>	<b>1,589</b>	<b>1,799</b>	<b>1,501</b>	<b>1,195</b>	<b>897</b>	<b>896</b>	<b>802</b>	<b>607</b>	<b>547</b>	<b>495</b>	<b>495</b>	<b>467</b>	<b>467</b>	<b>467</b>

Fig.1 Housing Trajectory - Graph



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 (reaching a peak of approximately 1,799 homes in 2018/19) 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.

~~5.2.5 The Council acknowledges that the anticipated high-level annual delivery between 2016/17 and 2018/19 (reaching a peak of approximately 1,343 homes in 2016/17) 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.~~

5.2.8 The graph also shows the annualised OAN target of 724 (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.

5.2.9 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 11,320. Commitments include 800 homes at 'Land West of Shottery, Stratford-upon-Avon', a further 550 homes at Meon Vale (i.e. the Large Rural Brownfield Site of the former Engineers Depot, Long Marston) as well as the sites identified as strategic allocations in this Core Strategy ~~that~~, which were granted permission in 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.

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~~15~~; on identified Strategic Housing Land Availability Assessment (SHLAA) sites, through the Site Allocations Plan; 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. Extra care housing and other self-contained units of accommodation, irrespective of use class, will count towards the meeting the overall District housing requirement.

5.2.711 The housing trajectory also includes an allowance for some 720 homes to come forward on identified SHLAA sites. This is a pragmatic and measured response to ensuring delivery of a number of suitable, non-strategic sites in the short-term in Stratford-upon-Avon and the Main Rural Centres. The figure represents less than 5% of total supply and is considered achievable, particularly since a number of sites have already been granted planning consent. The Council has committed to preparing a Site Allocations Plan by the end of 2016. The Site Allocations Plan will identify further sites to meet the housing requirement, in particular in the Main Rural Centres and the Local Service Villages, although the Council anticipates that a proportion of this provision will have obtained planning permission and be under construction by the time of adoption. 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 Reserve Housing Sites to be identified across the District. These reserve sites would be released during the plan period in accordance with Policy CS.16.

5.2.12 The Council has also committed to preparing a Site Allocations Plan to allocate any residual sites across the Local Service Villages (LSV) and to identify reserve sites in accordance with Policy CS.16 to help meet housing needs arising from outside the District. As of 31 March 2015, a residual of 536 homes remains to be found across the LSVs. The Council expects the majority of homes to be identified through neighbourhood plans and is supporting parish councils in bringing forward plans for their communities. The Site Allocations Plan also has the potential, if necessary, to allocate further sites if sufficient identified SHLAA sites were not to come forward as expected, thus building additional robustness into the housing trajectory and making doubly sure that the housing needs of the District will be met.

5.2.813 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 phases 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.

5.2.914 Policy CS.15 supports the principle of Local Needs schemes for housing. These are small-scale community-led schemes that meet a need identified by that community. The provision of Local Needs schemes applies across the District in all settlements. Further information on Local Needs Schemes will be set out in the Development Requirements Supplementary Planning Document (SPD). Prior to the preparation of the Site Allocations Plan, any Local Needs scheme coming forward in a Local Service Village (as opposed to the parish) will count towards the target for that village. Any Local Needs scheme coming forward elsewhere (i.e. Stratford-upon-Avon town, in one of the eight Main Rural Centres or in other rural locations) would be counted towards the District windfall target. Thus, once the Site Allocations Plan has been prepared, any Local Needs scheme will provide additional supply and count as further windfall.

5.2.154 It should also be noted that when adopted, Neighbourhood Plans will become part of the statutory Development plan for that neighbourhood area (alongside the Core Strategy and accompanying DPDs). A Neighbourhood Plan can seek to deliver more development than set out in the Core Strategy, providing it still complies with the strategic approach of the Core Strategy. Any additional development would be counted as windfall.

5.2.126 The Council will work with developers and the community to prepare ‘design concepts’ for sites identified in the Site Allocations Plan. These will succinctly establish the design principles for the site, providing greater certainty to both the developer and the community as to what is expected and what type of development is considered acceptable.

5.2.137 There are a number of mechanisms that can contribute to meeting the housing needs of the District and the Council supports the principle of schemes being delivered as self-build projects or by community land trusts. Such schemes may contribute to ‘windfall’ development across the District. The Council will also consider the allocation of specific sites for self-build projects and community land trusts in the Site Allocations Plan.

5.2.148 As identified at paragraph 1.3.9, the planned long-term expansion by Jaguar and 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.

5.2.19 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.

*Figure 2: 5 Year Supply*

<u>5 Year Period: 2015/16-2019/20</u>	<u>Requirement to start of 5 year period</u>	<u>Completions (2011 – 2015)</u>	<u>Surplus / Shortfall</u>	<u>Commitments (within 5 year period)</u>	<u>5 Year Requirement (inc. Shortfall &amp; % Buffer)</u>	<u>5 Year Annualised Average</u>	<u>Land Supply (Years)</u>
<u>5% Buffer</u>	<u>2,264</u>	<u>1,449</u>	<u>815</u>	<u>6,164</u>	<u>4,713</u>	<u>943</u>	<u>6.5</u>
<u>20% Buffer</u>	<u>2,264</u>	<u>1,449</u>	<u>815</u>	<u>6,164</u>	<u>5,387</u>	<u>1,077</u>	<u>5.7</u>

**Breakdown of Commitments:**

The number of homes expected to be built within the five year period (avoiding double counting) from the following sources (figure may not sum due to rounding):

Under construction: 1,386

A 10% deduction for non-implementation is applied to the following commitments:

- Full planning permission but not started: 1,205
- Outline planning permission: 1,268
- Resolution to Grant: 692
- “Stalled” sites: 135
- Remaining Core Strategy Strategic Allocations: 1,019
- Core Strategy Local Service Village Allocations: 180
- Core Strategy SHLAA Allowance: 279
- Additional windfall allowance: 0

5.2.20 As of 31 March 2015, for the 5 year period 2015/16 to 2019/20, and based on the housing trajectory set out in Figure 1, the Council can demonstrate the equivalent of between 5.7 and 6.5 years’ worth of supply depending on the percentage ‘buffer’ applied (see Figure 2). The calculation seeks to deal with the shortfall from previous years fully within the 5 year period, applies a conservative 10% 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 7%.

### Development Management Considerations

- (1) The Council will refuse applications for development that would otherwise prejudice the delivery of an allocated site.
- (2) A scheme to bring forward an allocated site which is contrary to the principles set out in the Proposal relating to it will be refused. All proposals should be in accordance with the agreed Design Statement for the allocated site.
- (3) The housing requirements for each category of Local Service Village (LSV) represent what the Council considers to be appropriate in terms of strategic planning, in accordance with the Distribution of Development policy. However, these requirements do not prevent a particular community from delivering additional development if it considers that to be appropriate and it is supported either through the Neighbourhood Plan or through the development of a Local Needs scheme.
- (4) The Local Service Village housing requirements apply to development in and adjacent to the village settlement itself, not the wider parish. Housing delivered in rural locations outside settlements will count towards the rural area total.
- (5) For the avoidance of doubt, 'extra care' and other specialised accommodation comprising self-contained units of accommodation that meet the needs of households (whether Use Class C2 or C3) will be counted as part of the District housing requirement.

### Implementation and Monitoring

<b>Responsible agencies</b>	Private landowners, developers and housebuilders, registered providers
<b>Delivery mechanism</b>	Through the determination of planning applications
<b>Funding</b>	Private funding, Affordable Homes Programme (or successors), Stratford District Council's Affordable Housing Investment Programme fund and developer cross subsidies.
<b>Timescale</b>	Throughout the plan period
<b>Risk</b>	If the policy is not followed it could result in insufficient homes being built to meet the housing requirement or too many homes being built in the wrong place resulting in unsustainable development.
<b>Monitoring indicators</b>	<ul style="list-style-type: none"> <li>• Number of homes granted planning permission and number of homes completed against the annual housing target.</li> </ul>

## 5.3 Affordable Housing

### Strategic Objective

(15) *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.*

### Policy CS.17

#### Affordable Housing

##### A. Requirement and Thresholds

All new residential development that incorporates or comprises use as a dwelling house within Use Class C3 ~~comprising self-contained homes, including that proposed to meet specialised needs (excluding Use Classes C2 and C2a),~~ will be required to contribute to the provision of affordable housing in accordance with the following thresholds:

- 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:
  - 11 or more dwellings; or
  - 6 or more dwellings with a combined gross floorspace of more than 1,000sqm
- In all other parishes; development providing 6 or more dwellings

The affordable housing will comprise 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.

##### B. On-site Provision

On schemes proposing 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 11 or more homes, affordable housing will be provided on-site.

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 fewer than 11 homes, the fractional requirement will be provided as an off-site contribution. For sites proposing between 11 and 20 homes the requirement for on-site provision will be rounded down to 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.

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.

### **C. Affordability and Tenure**

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:

- (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.

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. 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, taking account of any relevant site specific issues and evidence of local circumstances.

- Maximum 20% Affordable Rented Housing
- Maximum 20% Intermediate Housing
- Minimum 60% Social Rented Housing

### **D. On-site Integration**

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 dispersed across the site in clusters appropriate to the size and scale of the development.

### **E. Delivery**

The provision of affordable housing will be required irrespective of the availability of public subsidy. Schemes will remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. All affordable housing will reflect the Council's quality benchmark standards in respect of affordable housing allocation, monitoring and management arrangements as set out in the Development Requirements SPD.

## **Explanation**

5.3.1 Affordable housing is housing provided at a cost below current market rates. For planning purposes, affordable housing has a specific definition as set by the National Planning Policy Framework (NPPF) and is defined as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. It should include provisions to remain affordable in perpetuity. It should be noted that 'low cost' housing for sale on the market does not constitute affordable housing. Notwithstanding this, in an affluent District like Stratford-on-Avon low cost market housing can play a very important role in helping people onto the 'housing ladder'. 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.

5.3.2 The Council's current Housing Strategy ([www.stratford.gov.uk/council/housing-strategy.cfm](http://www.stratford.gov.uk/council/housing-strategy.cfm)) sets out how the District Council and its partners will work together to ensure that more people in the District get the housing and housing related support that they need and choose. It covers all tenures including owner occupation, private rented accommodation and affordable housing and is a key document that assists with the implementation of the Core Strategy and in making planning decisions. Most affordable housing in Stratford-on-Avon District is managed by housing associations. More information on housing associations in Stratford-on-Avon District can be found at <https://www.stratford.gov.uk/housing/community-312.cfm>. Effective delivery is critical and all these associations have a good track record for providing affordable housing in this District.

5.3.3 High house prices and private rents exclude many working and non-working households from the housing market. For example:

- The District house price to income ratio in 2012 was 13.1 to 1 compared to a ratio across the West Midlands of 8.8 to 1 (National Housing Federation, 2014).
- Research carried out by the Council shows that many households struggle to afford or access the local private rented housing market (SDC, 2013). Other research by the National Housing Federation using Valuation Office Agency data shows that in the year to September 2013 private rents in the District averaged £835 per calendar month and were the highest in the West Midlands.

5.3.4 Consequently, demand for affordable housing is high. This District has consistently experienced a long-term shortage of affordable housing, as evidenced by a succession of surveys and assessments. Meeting this need is both a requirement of national guidance and an objective of the current Housing Strategy. Therefore, it is essential to maximise the provision of affordable housing as a proportion of overall housing supply consistent with viability considerations both to address identified unmet need and to compensate for losses from the existing stock.

5.3.5 To inform the Core Strategy, a Strategic Housing Market Assessment (SHMA) (November 2013) has been prepared for the Coventry and Warwickshire Sub-region. This technical study assesses housing need and demand across the housing market area and considers affordable housing, housing size and type, and the housing needs of specific groups. Given the high levels of in-migration to the District, the SHMA identifies a need in excess of 200 affordable homes per annum. This figure does not take account of any losses to the affordable housing stock such as through 'Right to Buy' sales or 'disposals' by housing associations.

5.3.6 Given this high level of need, the Council commissioned further technical work to assess the viability of its policy requirements. Based on best practice guidance using a range of typical assumptions regarding the costs associated with housing development in Stratford-on-Avon District, the Affordable Housing and Core Strategy Viability Assessment (March 2014) tested a range of notional schemes throughout the rural area and in Stratford-upon-Avon and the Main Rural Centres. This work demonstrated that on the whole, both the affordable housing proportion and tenure split were viable and would not adversely affect the delivery of housing in Stratford-on-Avon District. 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.

5.3.7 The affordable housing thresholds reflect the distributional strategy set out in Policy CS.15 and evidence on development viability. The distributional strategy is expected to result in more smaller housing sites coming forward for development and will particularly affect

many of the smaller villages where the affordable stock has been depleted and the supply of new affordable homes has been very limited. The intention is to maximise the overall supply of new affordable homes and to improve the prospects for delivery from smaller sites, especially in rural locations. However, the Council recognises that the particular circumstances of smaller housing schemes can vary widely and so the uniform application of a requirement for on-site provision may not always be appropriate. In the case of schemes for fewer than 11 dwellings, this Policy therefore seeks to incentivise overall housing delivery by allowing for a greater degree of flexibility over whether provision should take place on site, or by way of a financial contribution in lieu (or a combination thereof).

5.3.8 Policy CS.15 is also in accordance with national affordable housing threshold published in November 2014 which sought exemptions from small sites. This set a threshold of 10 units or fewer and a maximum combined gross floorspace not exceeding 1,000sqm from which affordable housing contributions should not be sought. Importantly, the national threshold does not apply to schemes for fewer than 10 units but exceeding 1,000sqm of combined gross floorspace. National guidance also permits Local Planning Authorities to set an optional lower threshold of 5 units or fewer in areas that have been designated as rural under Section 157 of the Housing Act.

5.3.9 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.

5.3.10 Effective affordable housing provision is not just about quantity. Of equal importance is ensuring the right *type* of provision. This affects such matters as how the housing is allocated, along with its type, size and tenure profile. This Policy must therefore, be read in conjunction with Policy CS.18 Housing Mix and Type.

5.3.11 By far the greatest need is for social rented housing, although there is also a more limited role for affordable rented and intermediate affordable housing. Decisions about exactly which intermediate tenure option(s) would be most likely to effectively meet local need in relation any particular scheme must be based on the principles set out in Part C of Policy CS.17. In practice, shared ownership housing is preferred as it is more likely to represent the most affordable form of Intermediate provision based on the District's experience and research since the 1990's. Other intermediate tenures will be allowed if it can be demonstrated to the Council's satisfaction that the products are more affordable than shared ownership.

## **Development Management Considerations**

- (1) Policy CS.17 is consistent with the Government's national affordable housing thresholds. 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 national threshold does not apply and 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:

Number of Homes	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		All Other Parishes
	10 homes or fewer and maximum combined gross floorspace of more than 1,000sqm	10 homes or fewer and maximum combined gross floorspace of less than 1,000sqm	
1	No provision	No provision	No provision
2	No provision	No provision	No provision
3	No provision	No provision	No provision
4	No provision	No provision	No provision
5	No provision	No provision	No provision
6	Off-site provision	No provision	Off-site provision
7	Off-site provision	No provision	Off-site provision
8	Off-site provision	No provision	Off-site provision
9	Off-site provision	No provision	Off-site provision
10	Off-site provision	No provision	Off-site provision
11	On-site	On-site	On-site
12	On-site	On-site	On-site

- (2) 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.
- (3) For the avoidance of doubt, the provisions of this policy do not apply to housing schemes that meet an identified community need in accordance with Part 7 of Policy CS.15. In addition, the following exceptions also apply:
- Ancillary accommodation and residential annexes (e.g. a manager's flat in a care home);
  - Holiday accommodation;
  - Homes with agricultural occupancy restrictions;
  - Homes with temporary planning permission;
  - Mobile homes;
  - Pitches for Gypsies and Travellers and plots for Travelling Showpeople;
  - Self-build housing; and,
  - Residential extensions.
- (4) In addition to the above exceptions, the provisions of this policy do not apply to replacement dwellings where there is no net increase in the number of dwellings on site. However, where there is a net increase in the number of dwellings and a particular development is facilitated by the demolition of an existing dwelling/s, or a building that was previously in residential use, in considering whether a development meets the threshold for providing affordable housing, the gross number of proposed dwellings, not the net increase, will be considered.

- (5) A self-contained unit of accommodation is defined as one that has bedroom, living, cooking and bathroom facilities behind an individual 'front door', irrespective of type of housing or the provision of additional communal facilities.
- (6) Where specialised needs accommodation is provided, the affordable housing element should also be provided as the same type of specialist accommodation.
- (7) Where affordable housing is not being provided on-site, the alternative form of provision will be a 'cash' contribution equivalent or better in all respects to the affordable housing, were this to have been provided on-site. Cash contributions in respect of fractional requirements will be sought on a pro rata basis towards the estimated costs of equivalent provision. Contributions will be pooled for District-wide provision. Further guidance on the Council's approach to off-site provision, including the 'parity rule', is set out in the Development Requirements SPD.
- (8) The phasing of a development, or the division of a site into separate parts, in order to create sites that are below the threshold, will not exclude the developer/s from providing affordable housing. Where a site can be clearly identified, irrespective of ownership, the entire site will be used to determine whether it meets the site size threshold for the provision of affordable housing.
- (9) Full or partial off-site provision of schemes of 11 or more homes will only be permitted where exceptional circumstances have been demonstrated to the District 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.
- (10) Before permission is granted, and in addition to ensuring the overall required proportion/number of affordable homes is provided as set out above, agreement shall be reached between the developer and the District Council regarding:
  - the timed release of affordable housing in phase with market housing and overall development timescales;
  - the tenure, size and type of affordable housing;
  - Nomination arrangements, the management of the scheme and the role of Registered Providers.
- (11) Affordable housing provided through this policy will meet District-wide needs. However, for all general needs housing and possibly specialised schemes the Council will normally apply a sequential cascade mechanism that prioritises those with a local connection.
- (12) Where an applicant proposes to make a lower affordable housing contribution evidence of exceptional circumstances will be required, including a financial viability assessment. Developers will be expected to fund any independent assessment of viability required by the Council. The appointment of independent assessors will rest with the Council.

## Implementation and Monitoring

<b>Responsible agencies</b>	District Council, Homes and Communities Agency, partner housing associations
<b>Delivery mechanism</b>	Through the determination of planning applications
<b>Funding</b>	Affordable Homes Programme (or successors), Stratford District Council's Affordable Housing Investment Programme fund and developer cross subsidies.
<b>Timescale</b>	Throughout the plan period
<b>Risk</b>	If the policy is not followed it could result in less good quality affordable housing being provided for those in need.
<b>Monitoring indicators</b>	<ul style="list-style-type: none"> <li>• Number of affordable dwelling completions.</li> <li>• Percentage of affordable homes provided on site.</li> </ul>

## 6.0 Area Strategies

### 6.1 Stratford-upon-Avon

<b>Proposal SUA.1: Canal Quarter Regeneration Zone</b>	
Where it is to be delivered	Land at Western Road, Wharf Road, Timothy's Bridge Road and Masons Road Approx. 27 hectares (gross)
What is to be delivered	<ul style="list-style-type: none"> <li>• Housing – approx 650 dwellings by 2031 of which up to 25% will be provided as a mix of affordable homes</li> <li>• 9,000 sq.m of Class B1 distributed throughout the Canal Quarter</li> <li>• Linear park alongside canal</li> <li>• Multi-purpose community facility (if required)</li> </ul>
When it is to be delivered	Phase 2 (2016/17 – 2020/21) approx.. <del>460</del> <u>120</u> homes Phase 3 (2021/22 – 2025/26) approx.. <del>280</del> <u>330</u> homes Phase 4 (2026/27 – 3030/31) approx.. <del>240</del> <u>200</u> homes Post 2031 approx. 350 homes
How it is to be delivered	Private sector, public sector, Canal & River Trust
Specific requirements	<p>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.3. The development will:</p> <ul style="list-style-type: none"> <li>• secure environmental, ecological and recreational enhancement of the canal corridor;</li> <li>• 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;</li> <li>• deliver traffic management measures;</li> <li>• improve links to Stratford railway station;</li> <li>• ensure implementation of the Steam Railway Centre is not prejudiced;</li> <li>• secure appropriate treatment of any contamination de-culvert watercourses</li> </ul>

*NB. There are no substantive changes to the Canal Quarter Regeneration Zone proposal. It is included for consistency of presenting all strategic sites.*



<b>Proposal SUA.2: South of Alcester Road</b>	
Where it is to be delivered	South of Alcester Road, <del>west of Wildmoor roundabout</del> Approx. <del>20</del> <u>22</u> hectares (gross)
What is to be delivered	Employment uses comprising: 1. Class B1(a) office and Class B1(b) research and development uses, although scope for B1(c) light industry will be considered 2. Relocation of businesses from the Canal Quarter Regeneration Zone  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.  <u>Housing – approx. 65 dwellings on land to east of Western Relief Road.</u>
When it is to be delivered	Phases 2 - 4 (2016/17 - 2030/31)
How it is to be delivered	Private sector
Specific requirements	<ul style="list-style-type: none"> <li>• vehicle access <u>to the employment development</u> directly off Wildmoor Roundabout or proposed Western Relief Road</li> <li>• improvements to Wildmoor Roundabout as required by Highways Agency</li> <li>• provision for improvements to A46 adjacent to the site as required by Highways Agency</li> <li>• extensive landscaping within <del>the site</del> and on southern and western boundaries <u>of the employment development</u></li> <li>• appropriate treatment and management of mature hedgerows along road frontages</li> <li>• protect and enhance ecological features</li> <li>• frequent bus service into the development</li> <li>• de-culvert the watercourse through the site and restore a natural sinuous channel</li> </ul>

## Proposal SUA.4: North of Bishopton Lane

<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"><li>• <u>Housing – approx. 450 dwellings</u></li><li>• <u>Primary school - land and/or financial contribution</u></li><li>• <u>Public open space, including adjacent to canal and alongside A46 Northern Bypass</u></li></ul>
<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"><li>• <u>appropriate layout and design to mitigate noise impact from A46</u></li><li>• <u>surface water attenuation measures</u></li><li>• <u>provision of an appropriate all-purpose bridge over the canal</u></li><li>• <u>improvements to the canal towpath and access to it</u></li><li>• <u>contribution to community facilities (on and/or off-site)</u></li></ul>

## 6.7 Southam

<b><u>Proposal SOU.3: South of Daventry Road</u></b>	
<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"> <li>• <u>Housing – approx. 500 dwellings</u></li> <li>• <u>Primary school - land and/or financial contribution</u></li> <li>• <u>General store (approx. 500 sq.m.) – land and building</u></li> </ul>
<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"> <li>• <u>extensive landscaping along eastern boundary of the site</u></li> <li>• <u>appropriate treatment and management of mature hedgerows along road frontages</u></li> <li>• <u>contribution to community facilities (on and/or off-site)</u></li> </ul>

## 6.10 Gaydon/Lighthorne Heath

***All Strategic Objectives are relevant to this Area Strategy.***

### **Context**

6.10.1 The site is located adjacent to the village of Lighthorne Heath and near to the villages of Gaydon and Lighthorne. It is largely bounded by the M40 to the east; the B4451 to the south; the B4100 to the west; and Chesterton Wood to the north. It also includes areas of land between the B4100 and Chesterton Road, Lighthorne.

6.10.2 The proposal covers approximately 290 hectares. It comprises a new settlement of approximately 3,000 dwellings (with ~~2,500~~ 2,300 dwellings to be built by 2031) and associated services, facilities and necessary off-site infrastructure, together with provision for Jaguar Land Rover and Aston Martin Lagonda to expand their operations.

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

6.10.4 The adjacent community of Lighthorne Heath and the nearby villages of Gaydon and Lighthorne collectively comprise about 650 dwellings. Lighthorne Heath was constructed to house military personnel associated with RAF Gaydon during the 1950s. The houses were transferred to the District Council in the 1970s or sold on the open market. The village of Gaydon was originally focused around the church. Subsequent 20th century development has infilled many of its open spaces and extended its physical form up to the junction of the Banbury Road and Southam Road. Lighthorne is a small village comprising traditional buildings nestling along a narrow steeply sided valley and more recent development on higher ground at its western end.

6.10.5 Directly adjacent to the proposed location is the Gaydon Site, one of the principal design and engineering centres for Jaguar Land Rover. Over the past thirty years or so a design and research centre and extensive test track facilities have become established, now used for the development of Jaguar and Land Rover vehicles, along with those of Aston Martin Lagonda.

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. 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.

6.10.7 The Gaydon Site is a key economic asset within the District and the wider region, employing several thousand people, together with indirect employment in relation to logistics and suppliers. The site is located adjacent to an established highway network, including the M40 which is an important transport gateway into Coventry and Warwickshire.

### **Justification**

6.10.8 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 development that would be harmful to their respective character and function. 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.

6.10.9 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)

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. In similar vein but at a much reduced scale, Aston Martin Lagonda also requires expansion land that can be secured as part of the overall proposal.

**Vision**

6.10.11 The new settlement will be a sustainable and vibrant new community that is inclusive and diverse with its own distinctive local identity focused, where appropriate, upon contemporary design and innovation. The design principles will draw upon the characteristics and influences of south Warwickshire market towns within the context of creating a 21st century community that includes existing and proposed homes, employment and leisure provision.

6.10.12 The overall vision for the site will showcase housing and engineering excellence; providing a living and working environment that operates as a fully integrated community. The traditions of the model village movement will provide the guiding principles to be established in both the design and the governance of the new community. The new community will integrate and embrace existing housing at Lighthorne Heath and employment at both Jaguar Land Rover and Aston Martin Lagonda. A new community ‘hub’ will be located so that it is easily accessible to existing and proposed residents, employees and visitors to the new village.

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 Framework Masterplan Supplementary Planning Document (SPD) with input from the existing local communities alongside the promoters/developers of the new community and Jaguar Land Rover. 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.

**Development Proposal**

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.

<b>Proposal GLH: Gaydon/Lighthorne Heath</b>	
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)

<p>What is to be Delivered</p>	<ul style="list-style-type: none"> <li>• Land comprising approximately 100 hectares at the southern end of the allocation 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"> <li>○ Research, design, testing and development of motor vehicles and ancillary related activities.</li> <li>○ Other advanced engineering technologies and products.</li> <li>○ Offices.</li> <li>○ Low volume manufacturing and assembly operations.</li> <li>○ Development of associated publicly accessible event, hospitality, display, leisure and conference facilities and marketing infrastructure.</li> <li>○ Automotive education and training including ancillary accommodation.</li> </ul> </li> <li>• <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 for uses that can include:</u> <ul style="list-style-type: none"> <li>○ <u>Research, design, testing and development of motor vehicles and ancillary related activities.</u></li> <li>○ <u>Other advanced engineering technologies and products.</u></li> <li>○ <u>Low volume manufacturing and assembly operations.</u></li> <li>○ <u>Offices.</u></li> <li>○ <u>Automotive education, conference and training including ancillary accommodation.</u></li> <li>○ <u>Leisure, promotional and marketing uses related to existing uses on the site.</u></li> <li>○ <u>Ancillary new and replacement car parking.</u></li> <li>○ <u>Complementary and ancillary uses for staff and visitors.</u></li> <li>○ <u>Ancillary car storage.</u></li> </ul> </li> <li>• Housing – approximately 3,000 dwellings (<del>2,500</del> 2,300 dwellings by 2031) to include (alongside private sector housing): <ul style="list-style-type: none"> <li>○ Extra care for the elderly;</li> <li>○ Private sector rental;</li> <li>○ Opportunities for self-build residential accommodation and</li> <li>○ The delivery of 35% affordable housing in accordance with Policy CS.17.</li> </ul> </li> <li>• One main village centre, to be delivered within the defined first phase of development. The main village centre shall be appropriately located to serve both the existing residents of Lighthorne Heath and the existing and proposed workforce communities. The main village centre shall incorporate. <ul style="list-style-type: none"> <li>• a range of shops and services to support the existing and new communities and</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>• a community hub to include meeting space, health, police and leisure facilities and</li> <li>• a three form entry primary school, all as identified within the Infrastructure Delivery Plan.</li> </ul> <ul style="list-style-type: none"> <li>• A contribution to support off-site provision for secondary (including sixth form) schooling.</li> </ul> <ul style="list-style-type: none"> <li>• A comprehensive green infrastructure strategy incorporating: <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ A managed ecological reserve at Lighthorne Quarry, linking to managed networks within and adjacent to the development.</li> <li>○ A network of open spaces to include provision for children’s play, formal sports, allotments and community woodland. The open space within the site will provide for ecological mitigation as part of the wider biodiversity strategy and the use of Sustainable Urban Drainage Systems (SUDS) and will relate to wider countryside accessibility.</li> </ul> </li> </ul> <ul style="list-style-type: none"> <li>• A comprehensive pedestrian and cycle network to provide links to the surrounding countryside, villages and employment areas.</li> </ul> <ul style="list-style-type: none"> <li>• The phased delivery of utilities infrastructure to include: <ul style="list-style-type: none"> <li>○ New primary substation</li> <li>○ New main gas pipeline</li> <li>○ Upgrade work to the foul sewer infrastructure</li> <li>○ Superfast fibre optic broadband</li> </ul> </li> </ul> <ul style="list-style-type: none"> <li>• The phased delivery of highway and transport infrastructure as set out in the Infrastructure Delivery Plan, but also to include any further specific schemes that may be identified as necessary to mitigate more local impacts.</li> </ul> <ul style="list-style-type: none"> <li>• Frequent, express bus services to Warwick/Leamington and Banbury, including railway stations.</li> </ul>
When it is to be Delivered	<p>JLR Development:  Phases 2-4 (2016/17 to 2030/31) and post 2031  <u>AML Development:</u>  <u>Phases 2-4 (2016/17 to 2030/31)</u>  Housing and related development:  Phase 2 (2016/17 – 2020/21) approx. <del>750</del> <u>425</u> homes  Phase 3 (2021/22 – 2025/26) approx. 875 homes  Phase 4 (2026/27 – 2030/31) approx. <del>875</del> <u>1,000</u> homes  Post 2031 approx. 500 homes</p>

How it is to be Delivered	Private sector, public sector, infrastructure and service agencies
Specific Requirements	<p>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 Gaydon/Lighthorne Heath. 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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>



## **6.xx Long Marston Airfield**

**All Strategic Objectives are relevant to this Area Strategy.**

### **Context**

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.

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.

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.

About 3 kilometres to the south of the site is Meon Hill that lies within the Cotswolds Area of Outstanding Natural Beauty. From here there are extensive views across the site but there are no rights of way across the hill providing public vantage points.

### **Justification**

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.

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)

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.

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 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.

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.

## Vision

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.

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.

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.

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.

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 promoters/developers of the new community. 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 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.

## Development Proposal

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.

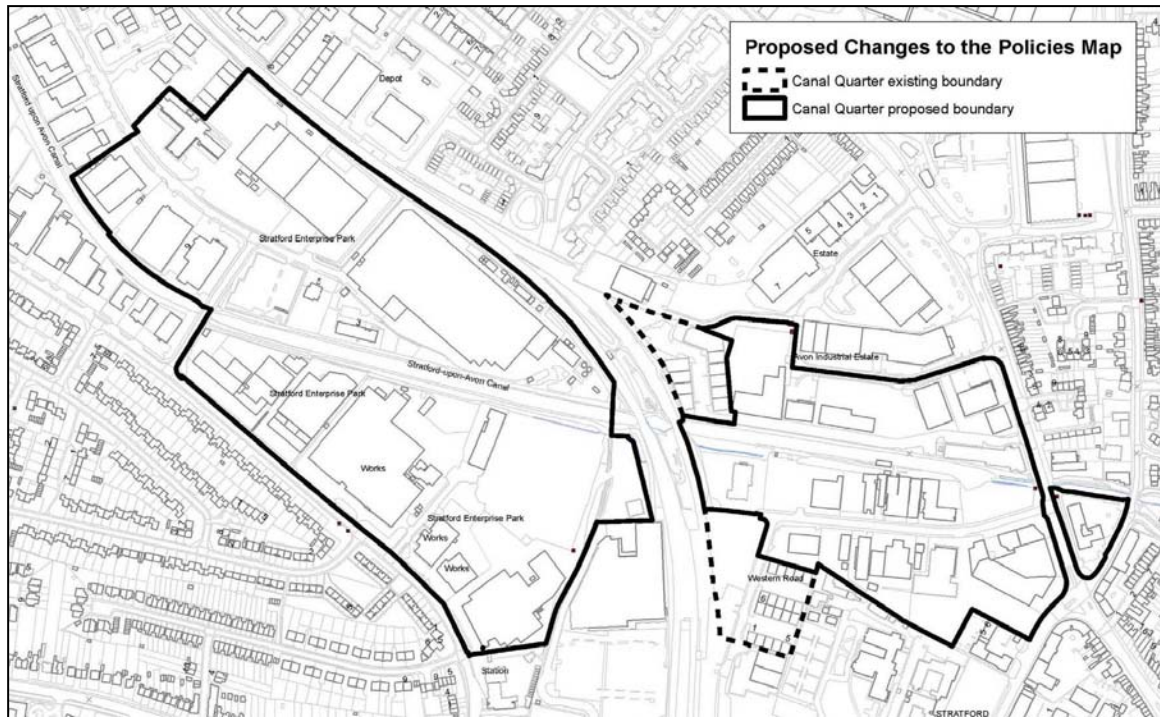
<u>Proposal LMA: Long Marston Airfield</u>	
<u>Where it is to be Delivered</u>	<u>Land west of B4632 Campden Road</u> <u>Approx. 210 hectares (gross)</u>
<u>What is to be Delivered</u>	<ul style="list-style-type: none"><li><u>Housing – approximately 3,500 dwellings (2,100 dwellings by 2031)</u></li></ul>

	<ul style="list-style-type: none"> <li>• <u>A main village centre comprising a range of shops and services to include community and leisure facilities to be delivered within the defined first phase of development;</u></li> <li>• <u>Two primary schools; and</u></li> <li>• <u>A secondary school.</u></li> </ul> <p><u>all as identified within the Infrastructure Delivery Plan.</u></p> <ul style="list-style-type: none"> <li>• <u>A comprehensive Green Infrastructure strategy incorporating:</u> <ul style="list-style-type: none"> <li>○ <u>Structural landscaping and open space</u></li> <li>○ <u>A network of open spaces to include provision for children’s play, formal sports, allotments and community woodland.</u></li> </ul> </li> <li>• <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></li> <li>• <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"> <li>○ <u>a road link between A3400 Shipston Road and B439 Evesham Road;</u></li> <li>○ <u>any specific schemes that may be identified as necessary to mitigate local traffic impacts, including in Stratford-upon-Avon and rural communities .</u></li> </ul> </li> <li>• <u>Walking and cycling network within the site, together with links to the surrounding countryside and to Long Marston village.</u></li> <li>• <u>Frequent public transport services to Stratford-upon-Avon and Honeybourne Station, potentially using the route of the former railway line between Stratford and Honeybourne.</u></li> <li>• <u>Land safeguarded for the possible provision of a railway station adjacent to the former Stratford to Honeybourne line.</u></li> <li>• <u>The phased delivery of utilities infrastructure to include:</u> <ul style="list-style-type: none"> <li>○ <u>New primary substation</u></li> <li>○ <u>Upgrade work to the foul sewer infrastructure</u></li> <li>○ <u>Superfast fibre optic broadband</u></li> </ul> </li> </ul>
<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>

<p><u>Specific Requirements</u></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 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"><li>• <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></li><li>• <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></li><li>• <u>Completion of a south-western relief road before more than 400 dwellings can be occupied.</u></li></ul>
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# 8. Policies Map

## E. Proposed Site Allocations




### Proposed changes to the Proposals Map in the Stratford-on-Avon District Local Plan Review

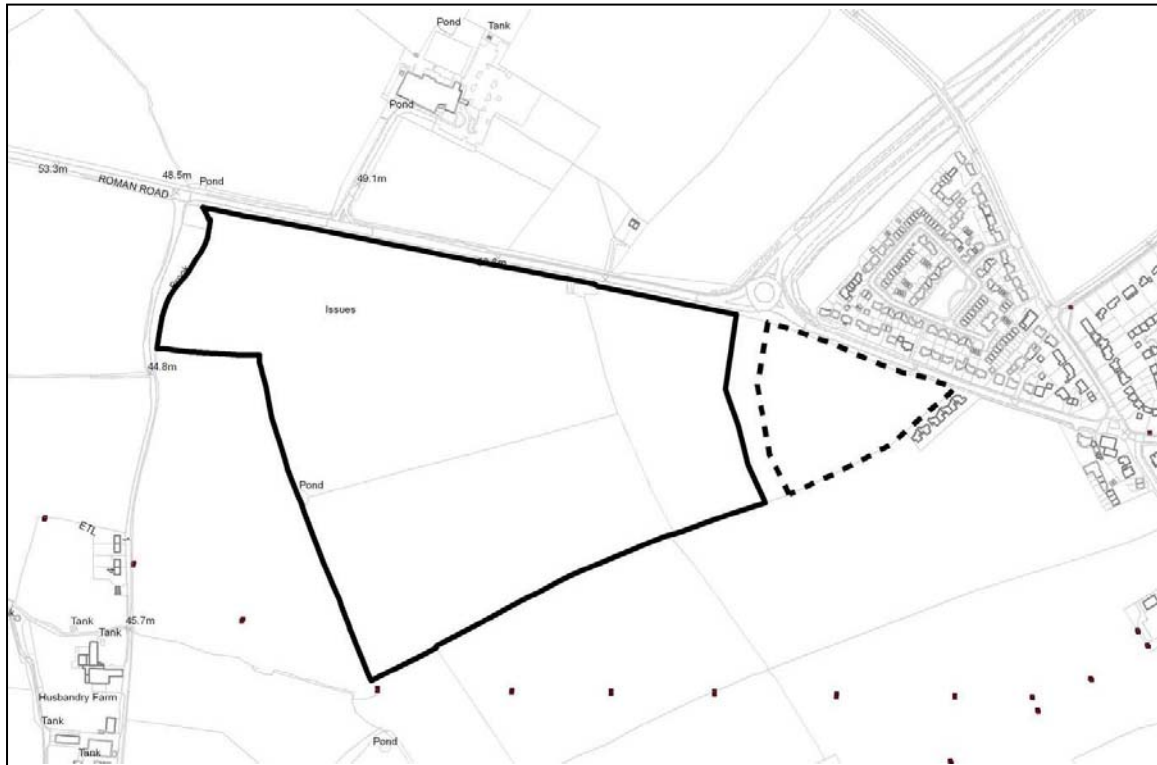
#### Proposed Site Allocation

#### Proposal SUA.1

Canal Quarter Regeneration Zone, Stratford-upon-Avon

Not to scale   
N

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**Proposed changes to the Proposals Map in the Stratford-on-Avon District Local Plan Review**

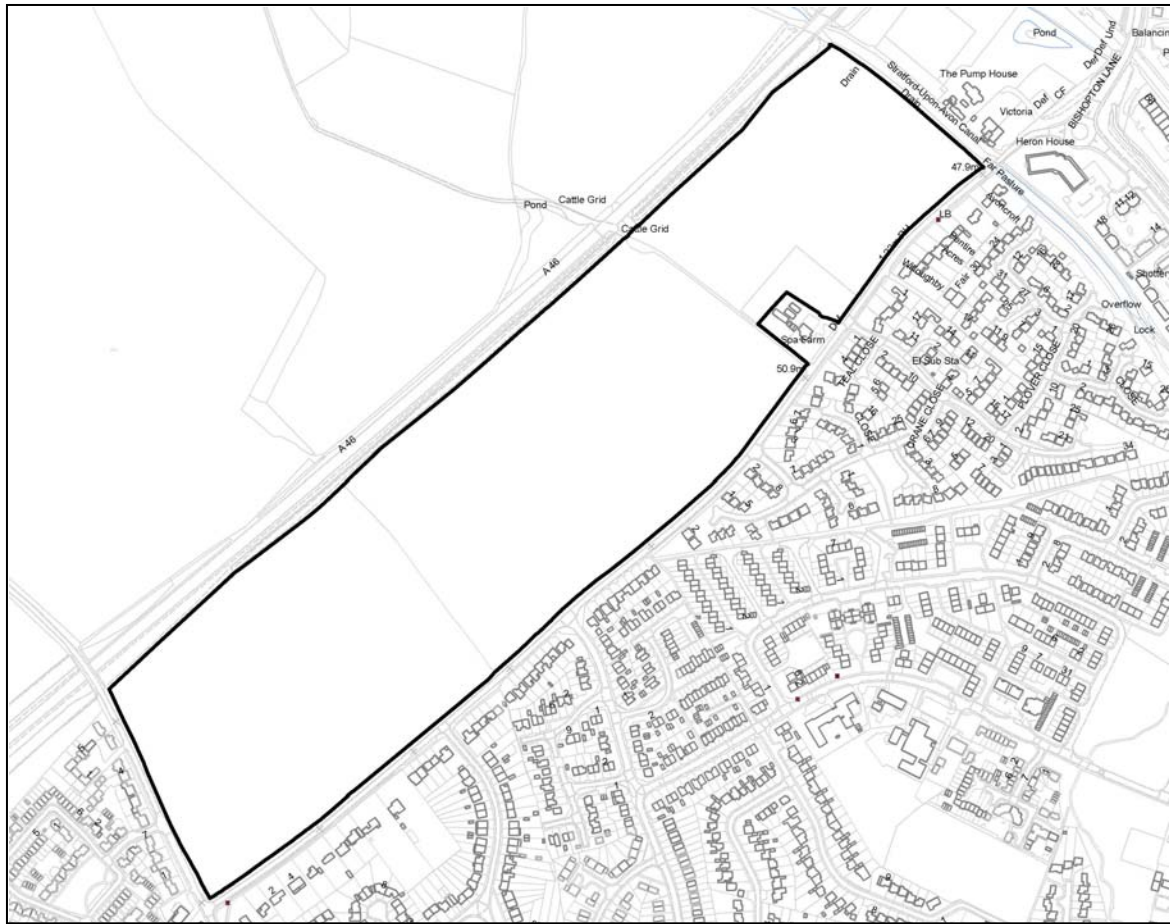
**Proposed Site Allocation**

**Proposal SUA.2**  
 South of Alcester Road, Stratford-upon-Avon □

Proposed Additional Area □

Not to scale ↑  
**N**

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**Proposed changes to the Proposals Map in the Stratford-on-Avon District Local Plan Review**

**Proposed Site Allocation**

**Proposal SUA.4**

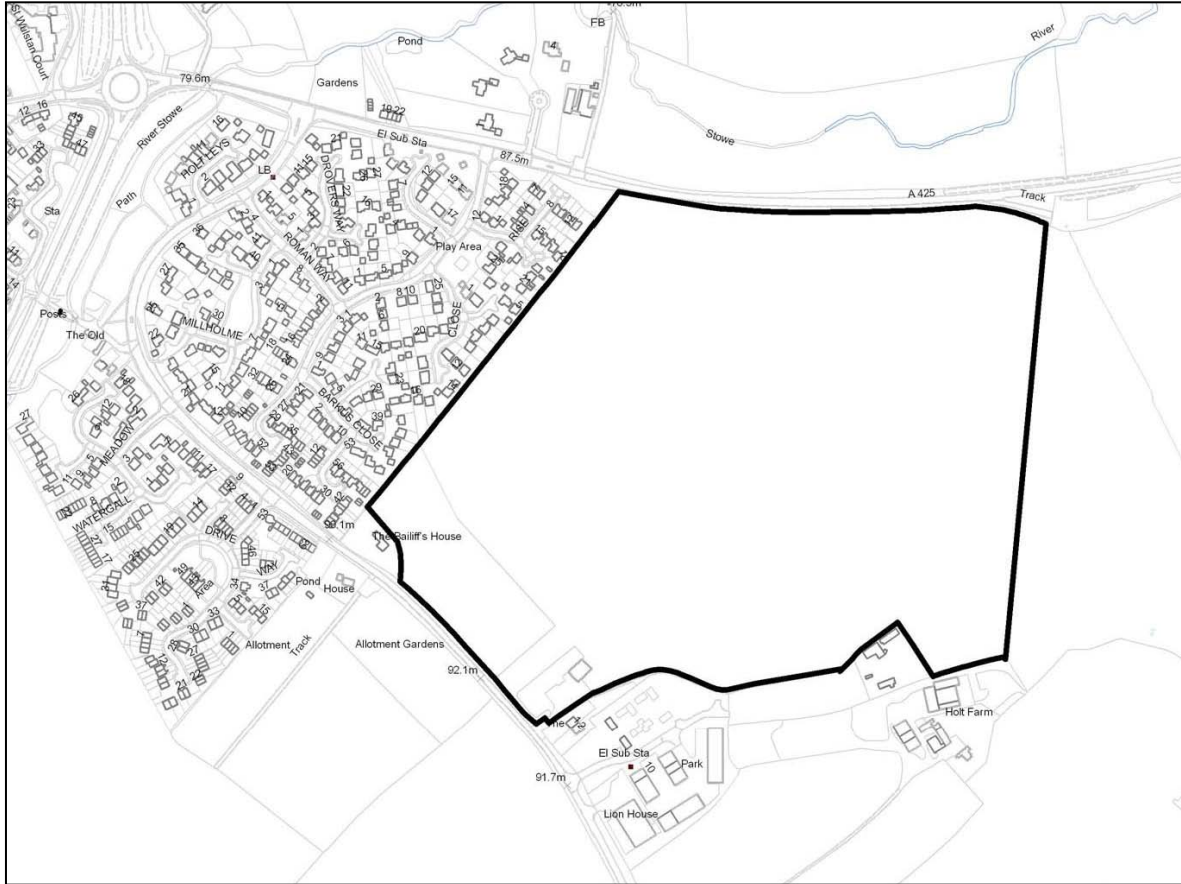
**North of Bishopton Lane, Stratford-upon-Avon**



  
**N**

Not to scale

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**Proposed changes to the Proposals Map in the Stratford-on-Avon District Local Plan Review**

**Proposed Site Allocation**

**Proposal SOU.3**

**South of Daventry Road, Southam**

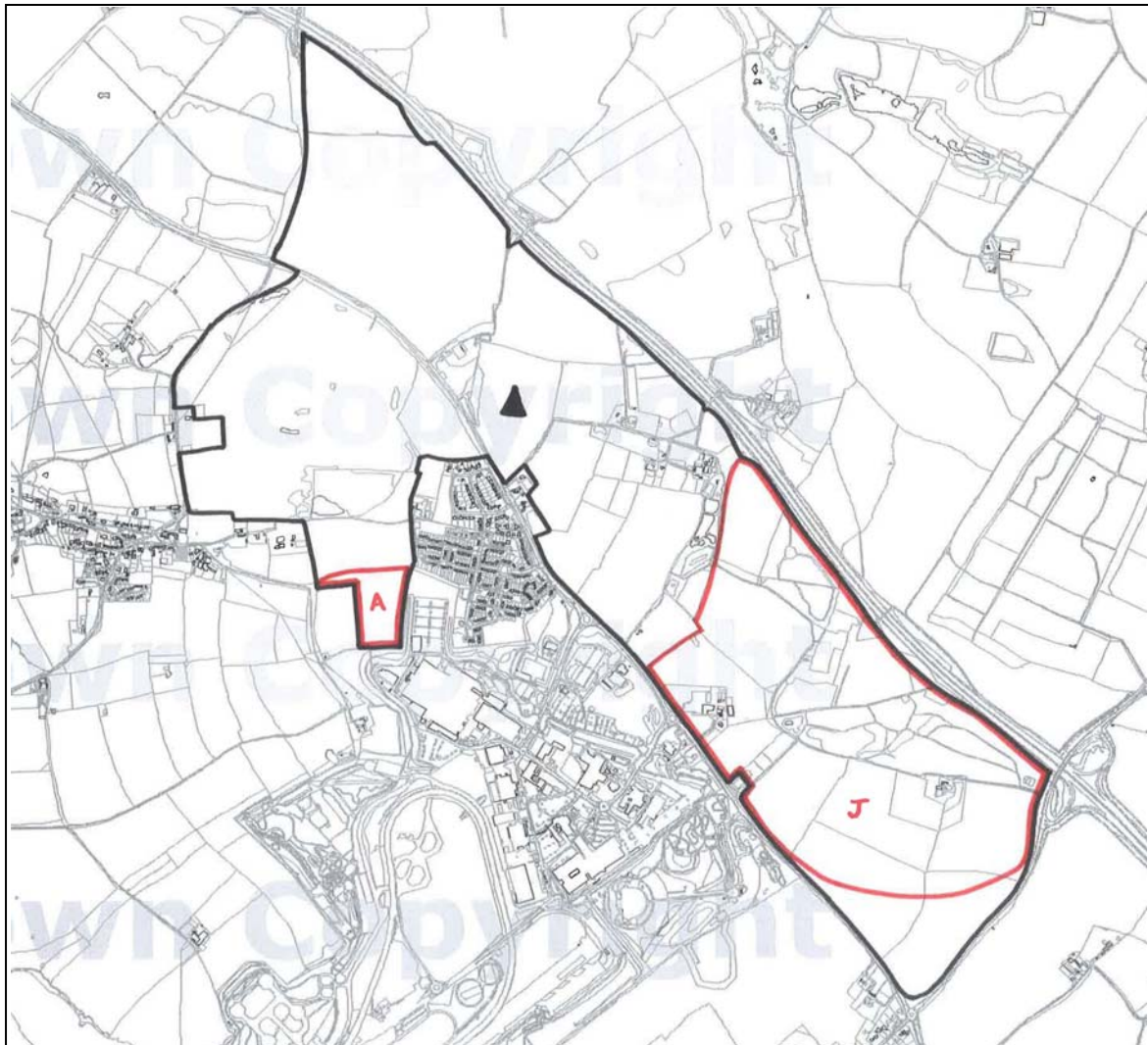


Not to scale

**N**

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**Proposed changes to the Proposals Map in the Stratford-on-Avon District  
Local Plan Review**

**Proposed Site Allocation**

**Proposal GLH**

New Settlement at Gaydon/Lighthorne Heath



Employment Land - Aston Martin Lagonda

**A**

Employment Land – Jaguar Land Rover

**J**

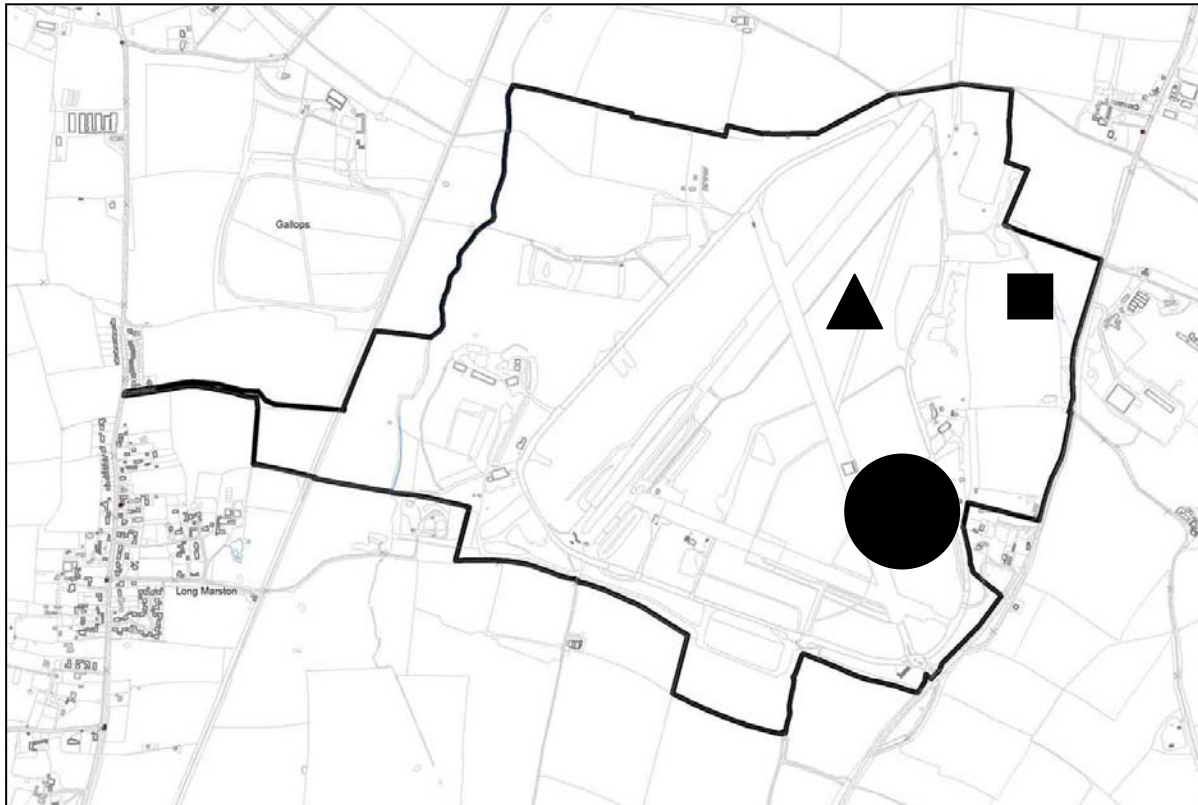
Village centre



Not to scale



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**Proposed changes to the Proposals Map in the Stratford-on-Avon District Local Plan Review**

**Proposed Site Allocation**

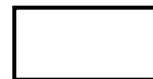
**Proposal LMA**

**New Settlement at Long Marston Airfield**

Location of village centre

Location of secondary school

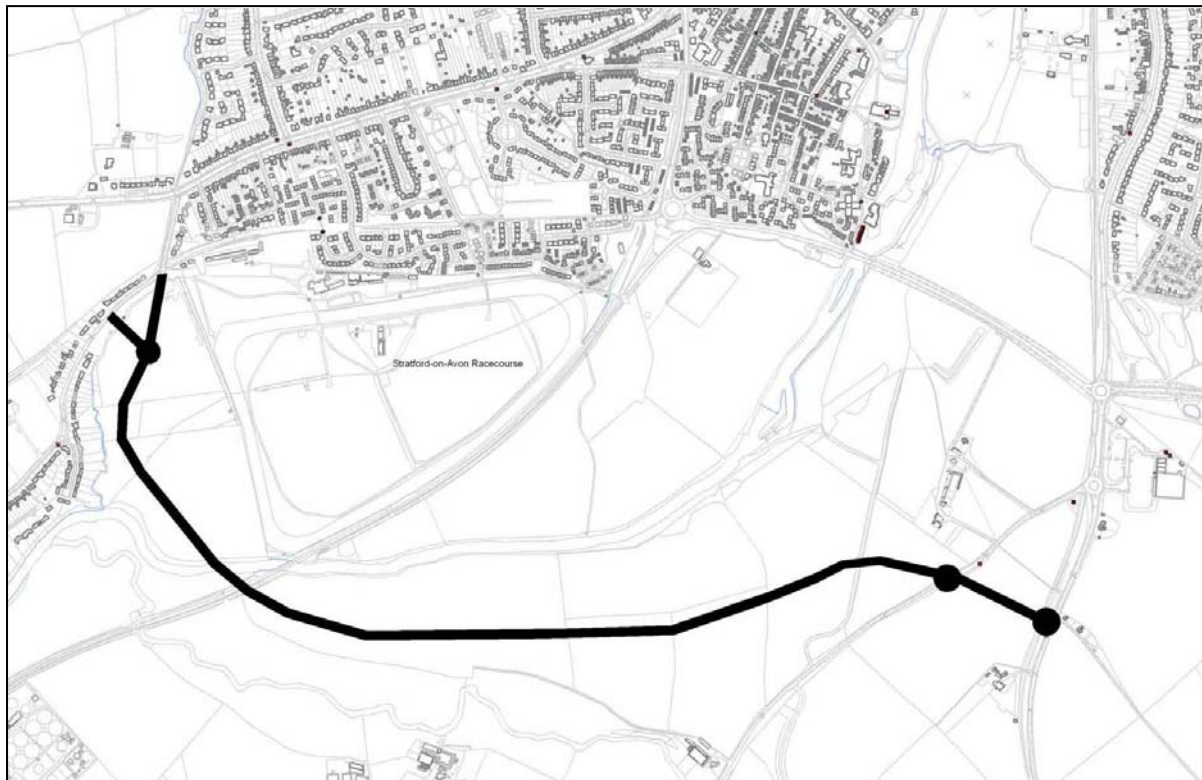
Location of main employment area



Not to scale **N**

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## F. Safeguarded Land




### Proposed changes to the Proposals Map in the Stratford-on-Avon District Local Plan Review

#### Safeguarded Land (Policy CS.25D)

#### Proposed route of South-Western Relief Road for Stratford-upon-Avon



Not to scale   
N

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