

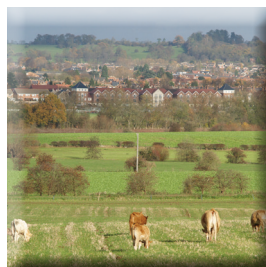
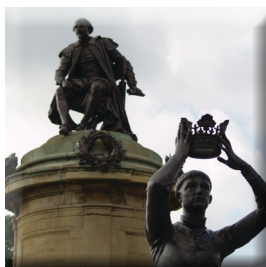
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Core Strategy

Proposed Submission Version

June 2014





Stratford-on-Avon District Council

Local Plan submitted under The Town and Country Planning
(Local Planning) (England) Regulations 2012

Core Strategy

Proposed Submission Version

June 2014

Planning Policy
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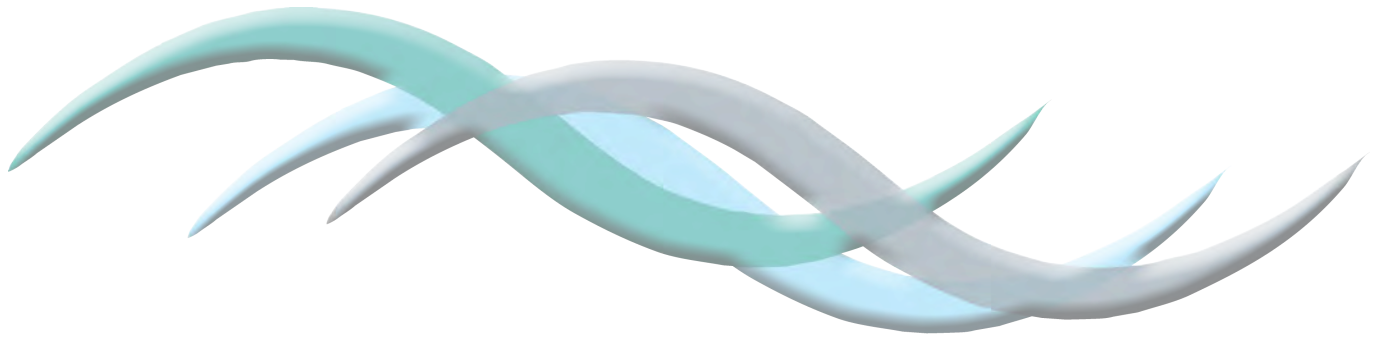
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Section 1

Context

1.1 Introduction – a new Strategy for Stratford-on-Avon District

1.1.1 The Government, through the Localism Act and the National Planning Policy Framework (NPPF), has given local communities the freedom to establish and address their own local growth requirements for employment, housing and other land uses through the plan-making process. This Core Strategy provides the strategic context for development decisions up to the year 2031 and will be subject to regular reviews during this period to ensure it remains relevant and accurate. The purpose of the Core Strategy is as follows:

- To provide a spatial vision for Stratford-on-Avon District to 2031.
- To set out a Development Strategy and planning policies, including the allocation of strategic sites for employment and housing, and to guide infrastructure and service provision. This will help to promote economic prosperity in accordance with the Council's Business and Enterprise Strategy and the Strategic Economic Plan (SEP) published by the Coventry and Warwickshire Local Enterprise Partnership.

A locally developed plan ensures that:

- Future housing development is set at a level that meets established local housing needs, supports economic objectives and reflects the capacity of the area to accommodate growth.
- Business and commercial activity is enabled in order to support and foster the growth and competitiveness of the District's economy and to provide more jobs in the area.
- The infrastructure required to support future development is fully considered, ensuring that appropriate provision is made and improvements identified that will enhance the quality of life for all residents and businesses.

1.1.2 Understandably, local communities and visitors value and wish to protect those historic and environmental qualities of the area that have led many to locate themselves or their businesses in southern Warwickshire over the years. This Core Strategy gives appropriate weight to varying issues, such as the need to balance economic growth and housing provision with protecting and enhancing the local environment; and reflects other local pressures, such as an ageing population and inward migration. The Strategy pays regard to a wide range of related aims, objectives and policies developed both nationally and locally.

1.1.3 In the course of preparing this strategy the Council has fully considered and responded to the need to tackle strategic cross-boundary issues that relate to the interests of the wider area in which the District is located. It has done this principally through well-established structures within the Coventry and Warwickshire sub-region and via specific working relationships with a further nine authorities with which the District has a common boundary.

1.1.4 There is a significant risk, without an adopted plan, that the attractiveness of the District means it will be subject to ongoing proposals for inappropriate and speculative development that may nevertheless be approved by the Planning Inspectorate or the Secretary of State on appeal. Managing this pressure through the use of agreed policies and proposals will enable the Council to resist inappropriate development and guide appropriate development to the right locations.

1.1.5 This new strategy recognises and responds to ongoing changes to the planning system. The Localism Act was given Royal Assent on 15 November 2011. It argues strongly for a greater emphasis on grassroots planning. In accordance with

powers conferred by the Localism Act the Secretary of State has now formally revoked the West Midlands Regional Spatial Strategy. The planning policy context for this strategy is therefore focused on the National Planning Policy Framework (NPPF) as published on 27 March 2012. The NPPF identifies a wide range of fundamental issues that need to be taken into account during the preparation of a Core Strategy and sets out the following expectations that the strategy should meet:

- To set out a clear economic vision and strategy for the area that positively and proactively encourages sustainable economic growth.
- To use a robust and up-to-date evidence base to ensure that it meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the NPPF, including identifying key sites that are critical to the delivery of the housing strategy over the plan period.
- To set criteria, or identify strategic sites, that will help to encourage local and inward investment to match the strategy and meet anticipated needs over the plan period.
- To maintain a five-year supply of deliverable housing sites with a buffer of either 5% or 20% depending on past performance.
- To recognise a duty to co-operate between public bodies.
- To apply a soundness test to ensure that it is 'positively prepared'.

1.1.6 The Council's economic vision recognises both the largely rural nature of the District and the fact that its strategic location provides the opportunity for targeted inward investment. The area is entrepreneurial and the need to develop small and home-based businesses is understood. The roll out of superfast broadband is critical in this context. Specific proposals to accommodate small scale business development will be produced in a separate site allocations plan, building on the aspirations set out in Parish and Neighbourhood Plans where such plans exist and are up to date. There is also an acknowledgement that this Core Strategy needs to provide a platform to help strengthen the tourism sector, ensure the District's economy is strong and diverse and manage the provision of additional retail and commercial floorspace. By identifying land to accommodate a significant expansion of the Jaguar Land Rover presence at Gaydon, the Core Strategy supports the focus on advanced manufacturing and engineering consistent with the sub-regional vision established by the Coventry and Warwickshire Local Enterprise Partnership under the SEP. In accordance with the approach to positive planning promoted by the NPPF, it also identifies a priority regeneration zone within Stratford-upon-Avon that is supported by new employment site allocations adjacent to the strategic highway network.

1.1.7 The Council wishes to meet in full its objectively assessed needs for market and affordable housing and will do so within its own boundaries. In general it wishes to maintain the current role both of Stratford-upon-Avon itself and of the other defined main rural centres. Stratford-upon-Avon is the main town in the District and will continue to grow, but without significant infrastructure investment its historic character and international significance would be compromised as a result of the pressures created by further peripheral housing expansion. It is therefore considered that, during the plan period, the only housing development that should be brought forward beyond that already committed should be focused within the proposed regeneration zone.

1.1.8 Elsewhere, the main rural centres continue to perform an important role as service hubs for their rural hinterland and in each centre there are commitments that will see housing development come forward during this plan period. The amount of committed development varies in each settlement, but this in part reflects the specific

constraints and opportunities that apply and the importance of retaining their individual character and distinctiveness. Consistent with the emerging strategy, additional housing development is now committed in the market towns of Alcester and Southam. The Council believes it is appropriate to focus the provision of public services and commercial facilities in these larger rural settlements, as it is important to ensure that a wide range of provision, relatively close at hand and therefore accessible to a majority of residents, is maintained in these centres.

1.1.9 The plan preparation process has revealed support for a spatial strategy based on a wider dispersal of housing development than has occurred in recent years. It is evident that, if handled with care, the provision of small scale housing development in a range of the relatively more substantial villages in the area could help to promote more balanced communities, respond to identified local needs for low cost market and affordable housing and help to sustain the services they support. The evidence base makes it clear both that the existing character of such settlements can be preserved, so long as their capacity to assimilate development is respected, and that enabling some development in this wider range of villages is a reasonably sustainable option to pursue. It is very evident that the manner in which this approach is put into effect must reflect and be sensitive to the specific circumstances of each settlement.

1.1.10 Having taken into account the desire to maintain the role of the existing settlement hierarchy through the careful management of a dispersed pattern of development, it is considered very unlikely that the existing settlements could accommodate the full and objectively assessed need for housing in the District over the plan period without damage to their role, character and distinctiveness. The feedback from previous periods of consultation has revealed that, under this scenario, there is support for the option of a new settlement being developed to help address the housing need and that this is an option that should be pursued in preference to further substantial expansion at Stratford-upon-Avon. After careful consideration, including further consultation, on the reasonable alternatives, it is apparent that an expanded settlement located on land close to Lighthorne Heath would be the most appropriate choice having regard to the operation of the local housing markets. The case for proposing a new settlement is bolstered by the concerns held by residents of many existing communities across the District that further significant development could not be accommodated in them in a satisfactory and sensitive manner.

1.1.11 This option is strengthened by the associated proposals for a significant expansion of Jaguar Land Rover's presence at its Gaydon site. It is evident that this option is deliverable and is a sustainable option that would help to widen the choice of high quality housing in the area. This expanded village will complement the existing settlement pattern and hierarchy, helping to meet housing and employment needs in the District and establishing a new rural service centre whilst at the same time enabling existing settlements to continue to function as vibrant service centres for their rural hinterlands.

1.1.12 The Council considers that this Strategy strikes the right balance between the release of land for economic and housing growth. However, the pace and precise nature of the proposed Jaguar Land Rover expansion – a matter of wider strategic significance – is currently uncertain. The impact, both of this and of the overall level and pace of economic growth in the District, on the provision of housing will be kept under review. In the event of new evidence identifying that further housing provision is justified in Stratford-on-Avon, a review of the Core Strategy will be brought forward to address this.

1.1.13 The NPPF places significant emphasis on sustainable development and the obligation to reflect clearly the presumption in favour of sustainable development. It advises that the pursuit of sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure; and
- widening the choice of high quality homes.

1.1.14 It is clear from the NPPF that the delivery of sustainable development must take into account the following aspects:

- Building a strong, competitive economy
- Ensuring the vitality of town centres
- Supporting a prosperous rural economy
- Promoting sustainable transport
- Supporting high quality communications infrastructure
- Delivering a wide choice of high quality homes
- Requiring good design
- Promoting healthy communities
- Protecting Green Belt land
- Meeting the challenge of climate change and flooding
- Conserving and enhancing the natural environment
- Conserving and enhancing the historic environment.

1.1.15 This strategy has been prepared to clearly reflect the requirement that it be consistent with national guidance. As a result all of the aspects mentioned above are subject to specific policy proposals. These have been developed in a manner that takes into account the context set by the NPPF and the particular characteristics of, and challenges faced by, the local area.

1.1.16 The new planning system seeks to strengthen the scope for local people to shape their surroundings. In addition to influencing the development of this Core Strategy, towns and parishes have now been empowered to prepare Neighbourhood Plans for their local area. The Council fully supports this new tier of grassroots planning. Subject to their being consistent with the strategic principles set in the Core Strategy, Neighbourhood Plans enable local communities to identify further development opportunities to meet their own particular local challenges. The Council, as the statutory Local Planning Authority, will work pro-actively with local communities to ensure that their Neighbourhood Plans can be recommended for adoption alongside this Core Strategy as part of the formal Development Plan, and thus making them material in the process of determining planning applications for development.

1.2 The State of the District

1.2.1 Stratford District lies at the heart of England. The total population of the District is 120,485 (Census 2011). The town of Stratford-upon-Avon is the largest settlement with a population of around 27,000. There are also a number of important rural centres, including the attractive, small market towns of Alcester, Henley-in-Arden, Shipston-on-Stour and Southam.

1.2.2 The District has a distinctly rural character and this is reflected in the fact that over 75% of its residents live outside the one main town of Stratford-upon-Avon. Some 45% of residents live in parishes with a population of less than 3,000.

1.2.3 Stratford-upon-Avon is famous the world over for being the birthplace and resting place of William Shakespeare. It is known as 'the international market town'. With this come significant economic benefits but also major challenges in managing the 3.5 million or so visitors that come to the town each year, while also retaining the character of the town and the quality of life for its residents.

1.2.4 In all, there are about 250 communities of varying sizes spread across a predominately rural area covering 979 square kilometres. It is one of the largest districts in lowland England and the population density is low, making delivery of, and access to, services a major issue for residents.

1.2.5 Most of the District to the north of Stratford-upon-Avon lies within the West Midlands Green Belt. The Cotswolds Area of Outstanding Natural Beauty extends into the southern fringes of the District. The pleasant countryside is appreciated as a major asset and its protection is important. It supports a wide range of active and passive recreation pursuits, including an extensive rights of way network, golf courses and equestrian activities. The Burton Dassett Country Park is a popular feature.

1.2.6 The heritage and built historic environment of the District is very highly valued and contributes significantly to the identity and character of the area. It also plays a key role in attracting visitors and tourists. There are over 3000 Listed Buildings within the district, as well as 75 Conservation Areas covering the centres of Stratford-upon-Avon, the smaller market towns and many traditional villages.

1.2.7 There is a wide range of valuable ecological sites across the District, with nearly 40 Sites of Special Scientific Interest and four Local Nature Reserves. Changing agricultural practices, new development, and climate change are all putting increasing pressure on valuable habitats and it is important to reverse the trend of gradual deterioration.

1.2.8 These attractive features must be protected for the benefit of current residents and visitors and for future generations to enjoy. It is critical that the location and nature of development does not compromise the valuable historic and natural assets of the District.

1.2.9 The District is susceptible to flooding and was badly affected by the flood events at Easter 1998 and July 2007. These caused considerable damage to property and put lives at risk. These experiences emphasise the importance of making sure that future development in the District does not increase the risk of flooding. The Environment Agency has mapped the main areas subject to flood risk and these cover a significant amount of land within the District.

1.2.10 Stratford District is a very desirable area to live and it attracts affluent households particularly from the South-East and from elsewhere in the West Midlands. As a result, property prices are high and many people, especially the young and lower paid, cannot afford to live within or move into the District. This

makes the provision of affordable housing a priority so that people are able to stay in their local area, close to family and jobs. Getting the right balance between the pressure for housing from incoming households and meeting the needs of local people is a key challenge.

1.2.11 A significant factor is the higher average age of the District's population compared with the national average. 52% of residents are over 45 (England = 42%) and 22% are over 65 (England = 16.3%) (Source: Census 2011). Additionally, the proportion of local residents aged 85 or over is forecast to more than double by 2031. This trend will increase demand for extra-care and nursing home accommodation and for certain services, such as medical and leisure.

1.2.12 Given its rural nature, a substantial amount of housing development has taken place in the District in recent decades. The overall number of dwellings has increased by 52% between 1981 and 2011. Much of this has been concentrated in the larger settlements, with Stratford-upon-Avon seeing an increase in dwellings of 58%, while Wellesbourne has grown by 74%, Bidford by 86% and Shipston by just over 100% over the period.

1.2.13 Because the District covers such an extensive area, various towns outside its boundaries have a strong influence over how different parts of the area function. Royal Leamington Spa, Banbury, Redditch and Solihull all have large shopping centres, provide a wide range of employment opportunities and support a variety of leisure facilities.

1.2.14 In terms of strategic transport connections, the M40 and M42 both cross the District. The major local M40 junction (Junction 15) lies outside the District at Longbridge, near Warwick and is about six miles to the north-east of Stratford-upon-Avon. The only full M40 junction within the District lies at Gaydon (Junction 12) and serves a major MoD site (DM Kineton) and significant employment sites occupied by Jaguar Land Rover and Aston Martin, as well as the wider rural area in the vicinity. There is a further restricted junction (Junction 16) with the A3400 north of Henley-in-Arden. On the M42, there is a full junction (Junction 3) with the A435 on the District boundary to the north of Redditch. The other strategic route is the A46(T) that crosses the District between Evesham and Warwick and forms the northern bypass to the town of Stratford-upon-Avon.

1.2.15 The Chiltern railway line, which runs between Birmingham and London Marylebone, passes through Stratford District. There are no stations on the mainline route within the District, although those at Warwick Parkway, Leamington Spa and Banbury are all relatively accessible to local residents. However, a loop line connects the Stratford-upon-Avon Town and Parkway stations to the mainline and trains now run via this route direct between the town and Birmingham, via Solihull, and London. The more direct Shakespeare Line between Birmingham and Stratford-upon-Avon provides a further important service for shoppers, tourists and students. There is considerable scope to improve this line to serve the communities along it. The Cotswolds Line to London Paddington runs close to the southern edge of the District, with stations at Honeybourne and Moreton-in-Marsh.

1.2.16 The District benefits from the provision of generally high quality services, but some specific facilities are either at or near capacity, or in need of major investment or even replacement. It is necessary to ensure that these improvements can be secured, including the availability of land for new facilities where necessary. Development that exerts further demand on services and infrastructure already at capacity will be expected to contribute to ongoing improvements; in some cases development can present opportunities to invest in services that have wider benefits for local communities.

1.2.17 The predominantly rural nature of the District means that many households and activities are heavily reliant on private transport. The proportion of households with more than one car is significantly higher than that at county and national level. Conversely, the difficulty of operating viable bus services in a dispersed rural area means that getting to shops, services and jobs is largely dependent on having a car. Flexible community transport schemes help to alleviate the problem of access and isolation for people without one.

1.2.18 This situation means that the rural market towns and similar centres in the District play an important role as a focus for local shops and services. These centres are generally closer to many smaller settlements than larger towns. It is important to bolster their commercial role, improve their appearance and make them more accessible by public transport.

1.2.19 An ageing population and falling household size, as well as the decline of traditional agricultural employment and changing shopping patterns, have led to a cutback in services in many rural areas. This makes it vital for the future health of village communities that those remaining services are retained and supported.

1.2.20 Despite its generally rural nature, the combination of high levels of car ownership/usage and the influx of visitors means that traffic congestion is evident, most particularly in Stratford-upon-Avon but also in rural settlements at peak times. This has implications for air quality in certain locations and produces both environmental and economic impacts. Alleviating the situation in the centre of Stratford-upon-Avon is very important in order to improve the experience of local people and visitors.

1.2.21 Around 4.9 million people visit the District each year, with Stratford-upon-Avon and the Shakespeare properties being of international significance. Tourism is crucial to the local economy and is facing significant challenges and opportunities at the present time. The challenges lie principally in the ever-increasing competition nationally and internationally, whilst the opportunities derive from the new markets opening up in countries such as China and India. A key issue is to encourage visitors to stay longer, since many are day visitors, so that they spend more money and help to support local businesses. The provision of a wider range of tourist attractions across the District, taking advantage of its charm and heritage, would help to support the local economy.

1.2.22 Stratford-upon-Avon is home to the world's most important Shakespeare heritage sites, including those managed by the Shakespeare Birthplace Trust, and is the only place in the world where people can experience the entire Shakespeare story. It is also the home of the internationally renowned Royal Shakespeare Company, which has played host to theatre audiences for more than 130 years.

1.2.23 Stratford District and some of its neighbouring areas remain amongst the most economically productive in the West Midlands, reflecting the benefits of being located close to the more buoyant London and the South East. However, in recent times the District has experienced relatively poor economic fortunes and is failing to keep pace with national trends. This situation emphasises the importance of supporting the local economy, providing opportunities for existing businesses to expand and new ones to set up and/or relocate in the District. The improved local availability of more highly paid jobs would be more reflective of the high property prices in the area. The District's accessibility and quality make it well placed to attract employers offering higher technology and knowledge-based jobs.

1.2.24 Whilst the local unemployment rate remains low, with 0.9% of workers claiming job seekers allowance in February 2014 (UK = 3.0%; West Midlands = 3.7%), both the number of firms in the District and the number of people employed in

the District has fallen since 2009. This has exacerbated the imbalance between the number of jobs in the District and its working population, a primary factor behind commuting patterns. The Council wants to arrest and reverse this trend and has adopted a Business and Enterprise Strategy that aims to enable businesses to thrive and to raise skills levels.

1.2.25 This spatial planning strategy supports these aims. Over the past decade or so, a substantial amount of land has been developed for industrial purposes. This land is distributed widely across the District; it includes three new business parks on the edge of Stratford-upon-Avon and a significant expansion of manufacturing and distribution activities at Southam and Wellesbourne. Notably, around one-third of the increase has been at Gaydon Proving Ground associated with the research, development and production of motor vehicles. This is now by far the largest employment site in the District and there are plans to further consolidate Jaguar Land Rover's presence at Gaydon. To support a more sustainable District, it is important to ensure that new employment land continues to be provided to support job growth and that new housing land is identified in locations that reflect the distribution of job opportunities. Investment and growth in the technology and creative industries will help to bolster and diversify the local economy.

1.2.26 Spatial planning is not just about land use but also the integration and delivery of the plans and functions of the District Council, its partners and other agencies. The Council will work with its local communities and strategic partners to ensure a joined up approach to the ongoing development of the area. The vision, objectives and policies put forward in this document embrace the aspirations of those communities and partners.

1.2.27 In addition to the District-wide vision set out below, more local visions have been prepared covering Alcester, Shipston-on-Stour, Southam and Stratford-upon-Avon. They are based on extensive public involvement and research, including health checks. They each identify where the communities wish to be in 2020 and focus on a wide range of challenges, such as the need to strengthen the local economy and visitor offer, improve transport and other facilities, provide for the needs of all residents and protect the environment.

1.2.28 Likewise, Town and Parish Plans have been produced by many other communities across the District to establish their current and future needs. The Plans produced for the other larger rural centres reflect a wish for their role to be maintained by protecting their shops and services, while safeguarding their character from excessive development. A number of common threads come through all the plans: meeting housing needs, improving road safety, preserving settlement and landscape quality, protecting services and providing job opportunities. An increasing number of communities are now moving forward with the preparation of Neighbourhood Plans which will have a statutory status in the Development Plan system.

1.3 Cross Boundary Issues

1.3.1 It is neither possible nor desirable to prepare a spatial strategy that fails to take into account what is happening in surrounding administrative areas. Whilst there is no longer a formal approach to planning at the regional or sub-regional level, all councils are now subject to the 'duty to co-operate', a legal requirement set out in the Localism Act. This means working with neighbouring authorities and other key agencies, through a process of constructive and ongoing engagement, to determine the key cross boundary issues that need to be addressed by the Core Strategy and to ensure that a coherent approach is prepared. The examination of this Core Strategy will consider in detail whether it has been prepared in accordance with the duty to co-operate.

1.3.2 The duty relates to engagement on those strategic issues that impact on the District and its neighbours. Stratford-on-Avon District has a common boundary with a wide range of authorities, some of which have similar characteristics in terms of settlement pattern, sparse population, landscape and tourism and others that are far more urban in character.

1.3.3 Some of the more southern parts of the District lie within the Cotswolds Area of Outstanding Natural Beauty whilst a large part of the north western part of the District lies within the West Midlands Green Belt. The Cotswold AONB is a nationally important area where the emphasis is on conserving the natural beauty of the landscape and countryside. The West Midlands Green Belt covers land around the Birmingham and Black Country conurbation and the city of Coventry. It was established through previous development plans and has a range of functions that include controlling urban sprawl and preventing any threat of existing settlements merging into one another. Both designations raise cross boundary issues that require consideration with a wide range of organisations.

1.3.4 Interaction with adjoining areas can be expressed in a number of ways. The District has strong environmental links with different areas, for example as a result of the local drainage and river catchment areas and sources of water supply. There are many sub-regional green infrastructure links that pass through the District, which are beneficial not only in terms of supporting biodiversity but also in helping manage the impacts of climate change and in supporting leisure and recreational uses. The supply of energy to the District is a further cross boundary issue.

1.3.5 In terms of people, interaction is often seen in the form of journeys to workplaces, places of education, shops, healthcare or other facilities, and journeys to visit friends and relations. Those journeys involving commuting to and from work and places of education tend to have the greatest routine impact on the transport network and are highly relevant in seeking to identify housing market areas. They tend to reflect and reinforce patterns of migration. The identification of need across local housing market areas is a key strategic issue requiring a consistent approach across administrative boundaries.

1.3.6 The District does not constitute a single housing market area and this means the objective assessment of housing need is a complex exercise. Research on the 'Geography of housing market areas' published by the Government (DCLG, November 2010) suggests that the more eastern parts of the District are largely influenced by a market area covering the majority of Warwickshire and the city of Coventry, whilst the more western parts are largely influenced by a market area principally covering Solihull and much of Birmingham. However, the research acknowledges that it is difficult to define clear boundaries and within the local context it is apparent that the housing market is subject to additional influences, for example from Banbury/Oxfordshire to the south east and Worcestershire to the west.

1.3.7 A Joint Strategic Housing Market Assessment for Coventry and Warwickshire was published in November 2013. Based on an assessment of migration and commuting flows and house prices, the JSHMA identifies strong functional links between Coventry and the different parts of Warwickshire which point towards the existence of a Coventry-focused housing market area (HMA). For Stratford-on-Avon, there are identified functional links from the higher priced southern parts of the District into the Cotswolds; from the west of the District towards Redditch and Wychavon; and from the east of the District towards Cherwell. The JSHMA also identifies links from parts of the HMA into Solihull and Birmingham, albeit concluding that there are stronger functional links within the HMA. Based on the grouping of local authority boundaries, the SHMA identifies Coventry and Warwickshire as the defined housing market area for strategic planning purposes.

1.3.8 The Council wishes to meet in full its objectively assessed needs for market and affordable housing and will do so within its own boundaries. Active and ongoing discussions with neighbouring authorities, principally within Coventry and Warwickshire but also within the other housing market areas that influence the District, indicate that they too plan to meet in full the identified housing needs within their own areas. The known exception is the city of Birmingham, where the emerging evidence indicates that identified housing needs over the period 2011-2031 will exceed capacity within the city. However, evidence being prepared across the wider Greater Birmingham and Solihull LEP area is not yet sufficiently advanced to understand to what extent, if any, there are implications for other Districts beyond the LEP area, including Stratford-on-Avon District. It is further acknowledged that the extent to which objectively assessed need for the city of Coventry will be met within the city itself is unknown. The Council will continue to work with its immediate and wider neighbours in accordance with the duty to co-operate and will therefore keep under ongoing review the need and scope to respond to new evidence. In the event of the evidence identifying that further housing provision is justified in Stratford-on-Avon, a review of the Core Strategy will be brought forward to address this.

1.3.9 As is identified in the Strategic Economic Plan, there are growth proposals related to the M40 corridor in south Warwickshire that are of strategic significance. Stratford-on-Avon and Warwick District Councils and Warwickshire County Council are jointly addressing the implications of this growth under the Duty to Co-operate. The Highways Agency is also actively engaged given the impacts on the strategic highway network. It is acknowledged that the expansion of the Jaguar Land Rover operations at Gaydon is likely to involve development of more than local significance. The Council and its sub regional partners will monitor the impact of this development on the operation of the strategic housing market area. Again, in the event of evidence emerging to show that additional housing provision should be made, a review of the Core Strategy will be brought forward to address this.

1.3.10 The Council acknowledges that the growth of Redditch has significant implications for its neighbouring authorities. It is now anticipated that the plans to meet the housing needs of Redditch will not require new homes to be built in this District. However, the issue of employment need is different and land at Winyates Green Triangle/Gorcott Hill to the west of the A435 but within Stratford-on-Avon District has been identified by the Worcestershire Local Economic Partnership and Redditch Borough Council as a key site for employment growth. This strategy includes a proposal to allocate this land for employment purposes.

1.3.11 The Council will ensure that those of its policies which affect the Cotswolds AONB are consistent with the policies covering the AONB as a whole, as set out in the latest Management Plan produced by the Cotswolds Conservation Board. The policies proposed in the Strategy that impact upon the Green Belt are consistent with

the overall purpose of that designation and do not threaten the identity or purpose of the wider West Midlands Green Belt area.

1.3.12 In addition, the following cross boundary issues have been subject to discussion with the relevant organisations and are expressed within the strategy in a manner that is consistent with the approach adopted across the wider area of interest:

- Maintenance of appropriate policies having regard to the operation of the Vale of Evesham Control Zone relating to Heavy Goods Vehicle movements.
- Avoiding the prospect of any adverse impact upon sub-regional green infrastructure assets such as the Earlswood Lakes and linear features including rivers, canals, old railways and cycling routes. Opportunities will be sought to enhance these assets wherever possible.
- The need to avoid any adverse impact upon the Special Areas of Conservation to the south west of the District, including the Severn Estuary, most particularly as a result of increased water abstraction affecting water levels and water pollution.

1.3.13 The Government's proposals for a high speed railway (HS2) between London and Birmingham have extensive geographical implications. The District Council has been working closely with other Warwickshire authorities in assessing the implications of the scheme. As things stand, the District Council does not support HS2 as it will have no obvious benefit to the area and will cause significant harm and disruption. Should the project be implemented it will be 2026 at the earliest before the section between London and Birmingham is opened. Therefore, any forecast or actual impacts it has on the demographic and economic situation in the District can be dealt with by a subsequent development plan for the area.

1.4 Vision and Strategic Objectives

1.4.1 The vision is our description of how Stratford-on-Avon District will look in 2031 following implementation of the Core Strategy. It has been developed from an analysis of the available evidence and reflects feedback from communities and others who have a stake in the future of the District.

Vision

In 2031 the outstanding built and natural character and heritage of Stratford-on-Avon District, its settlements and landscape, will have been maintained and enhanced. Biodiversity will have been strengthened in rural and urban areas, including through the provision of improved networks of green infrastructure. New and existing buildings will be more water and energy efficient and contribute to a reduction in flood risk, all helping the District to mitigate and adapt to the effects of climate change.

To meet future development needs, 10,800 additional homes will have been provided across the District. New homes will have been sensitively developed in ways that protect and enhance the setting, character and identity of each settlement, and effectively meet the needs of the District's existing and future population. Up to an additional 35 hectares of employment land will have been provided to meet the District's requirements, together with 19 hectares to meet the needs of Redditch. Derelict and vacant brownfield sites will have been brought back into suitable use while preserving their important features.

A settlement hierarchy comprising the main town of Stratford-upon-Avon, eight Main Rural Centres and a wide range of Local Service Villages will have been reinforced by development of a scale and nature that has retained the individual character and function of each settlement.

This will have been supplemented with an expanded community at Lighthorne Heath that provides its residents and the residents of surrounding villages with a range of additional services, facilities and opportunities.

Small-scale housing development in villages not identified in the settlement hierarchy will have been provided to meet local needs and will reflect their rural character. The role of the countryside in the rural economy will have been strengthened, with additional business opportunities of a suitable nature and scale provided.

Overall, the strategy will have strengthened town and village communities whilst maintaining their characteristics, protected the countryside from inappropriate development and activities and ensured a high quality of life for residents throughout the District.

Stratford-upon-Avon will have enhanced its role as a town of international standing that satisfies the expectations of residents, businesses and visitors. More tourists will visit the town and stay longer, in part achieved through an expansion of its cultural offer. The town's role as the main shopping and services centre in the District will have been strengthened. A significant progress will have been made on the regeneration of an extensive area of mostly outworn and underused land adjacent to the canal. New and existing companies will have located on high quality employment land on the periphery of the town, with excellent access to the strategic road network. Traffic in the town centre will be managed more effectively to reduce its impact on the environment.

Alcester will have increased its tourism offer by promoting its Roman heritage. Opportunities will have been taken to bolster retail and service provision to maintain and enhance the town as an attractive and important rural centre. To help maintain a thriving community and meet housing needs about 350 new homes will have been built on land north of Allimore Lane. About 11 hectares of additional employment land will have been provided north of Arden Road to support the town's economy and provide job opportunities.

Bidford-on-Avon will have seen an improvement to the provision of community facilities and enhancements to its industrial area. The village centre will have been strengthened as the focus of small-scale shopping and other commercial activities and the quality of the built environment will have been enhanced.

Henley-in-Arden will continue to thrive as a local shopping, service and visitor centre based on the high quality of its built environment, in particular, along its historic High Street. Only limited housing development will have been provided, reflecting the town's character and maintaining the openness of the Green Belt.

Kineton will have retained its role as a rural centre providing local shops and services to residents and visitors alike. Infill and redevelopment proposals will have respected the character of the village and opportunities will have been taken to limit the impact of motor vehicles in the village centre.

Shipston-on-Stour will have strengthened its local economy with the expansion of existing companies and the attraction of new businesses. The town's proximity to both Stratford-upon-Avon and the Cotswolds AONB will have contributed to its enhanced retail, tourism and visitor role. Enhancements will also have been made to the quality of the built environment of the town centre.

Southam will continue to prosper as a centre and focal point for shops, services and jobs for a sizeable rural catchment. Development to both the north and south of the town will have provided about 350 homes, a range of new sports facilities, and about 3 hectares of additional employment land. The built environment and setting of Southam will have been enhanced, including by restraining development in the Stowe Valley to the west of the town.

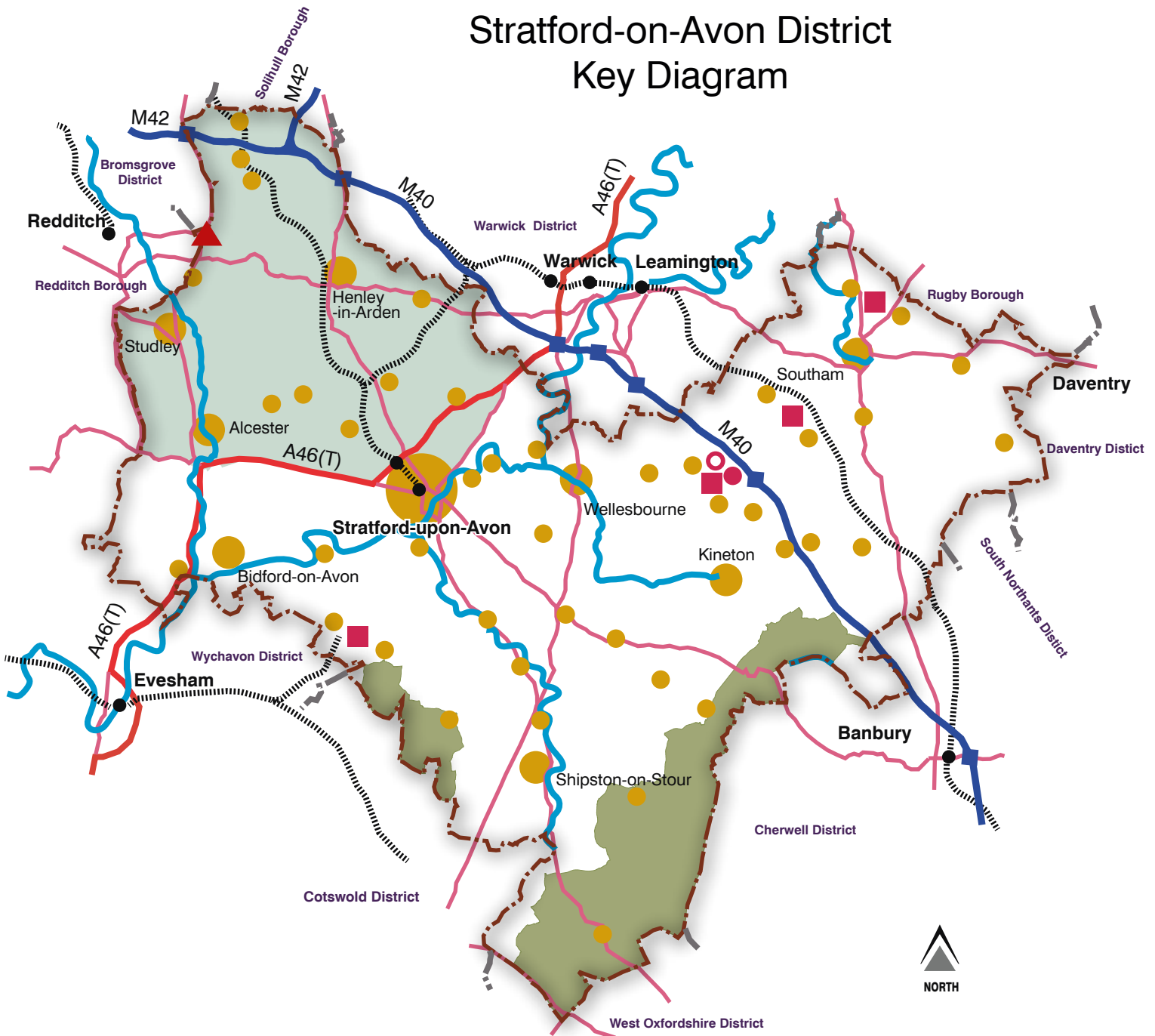
Studley will have retained its separate identity from the neighbouring town of Redditch. The village centre will have become a more attractive place to visit and do business through the management of traffic on the A435 and improvements to the public realm to enhance the quality of the environment. New homes will have been delivered on small sites within the settlement boundary helping to maintain the integrity of the Green Belt in this location.

Wellesbourne will have enhanced its role as a rural centre through the provision of commercial uses that are sensitive to the character and setting of the village. The river corridor will have been enhanced for leisure activities and wildlife. There will be improved community facilities and the business park will have been regenerated.

Lighthorne Heath will have been expanded providing about 2,500 additional homes by 2031. The local community will support a wide range of new facilities and services, including education, health and leisure. It will benefit from extensive areas of open space and natural features. Jaguar Land Rover's operations at Gaydon will have expanded and diversified to ensure the company's pre-eminent contribution to the national, regional and local economy. Highway improvements will have been implemented, including to Junction 12 of the M40, and high quality express bus services will link the new settlement with nearby town centres and railway stations.

1.4.2 The overall strategy for managing development in the District during the plan period is illustrated on the Key Diagram.

Stratford-on-Avon District Key Diagram



- | | | | |
|-------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------|
|  | West Midlands Green Belt |  | Employment Development to meet the needs of Redditch |
|  | Cotswolds Area of Outstanding Natural Beauty |  | Large Rural Brownfield Site |
|  | Main Town |  | Motorway (with junction) / Trunk Road |
|  | Main Rural Centre |  | Other A Road |
|  | Local Service Village |  | Railway (with main station) |
|  | New Settlement |  | Main River |
|  | Jaguar Land Rover expansion | | |

NOT TO SCALE

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1.4.3 The strategic objectives represent the key delivery outcomes that the Core Strategy should achieve by 2031. It is critical to the success of the Core Strategy that an appropriate balance is secured between providing development that meets the needs of the District and protecting the character and qualities of Stratford-on-Avon via the realisation of these objectives. Similarly to the vision, the strategic objectives have been developed from an analysis of the evidence base and are based on feedback from community and stakeholders during previous rounds of consultation.

1.4.4 Each of the objectives will be achieved through the determination of planning applications in accordance with the provisions of policies in the Core Strategy and the implementation of specific initiatives and projects.

Strategic Objectives

By 2031...

- (1) The rural character of the District will have been maintained and enhanced. The Green Belt and countryside of the District will have been protected from inappropriate development.*
- (2) The historic character of the District will have been maintained and enhanced. Sites of historic importance will have been protected from harmful development.*
- (3) The character and local distinctiveness of the District will have been reinforced by ensuring new development is of high quality design, taking into account the intrinsic and special value of its landscapes and townscapes.*
- (4) To help mitigate and adapt to climate change, all residential development will have achieved as a minimum water and energy efficiency Code for Sustainable Homes Level 4. From 2019, all non-residential development will have achieved water and energy efficiency BREEAM 'Good' standard.*
- (5) The District will have reduced its greenhouse gas emissions, so as to contribute to the national target for reduction, through a range of measures such as the location and design of development, provision of renewable and low carbon energy schemes, and promoting opportunities for low carbon travel.*
- (6) The flood plain will have been maintained and, where opportunities arise, restored. The risk from flooding will not have increased. Water bodies will have reached a good status or potential in accordance with the Water Framework Directive.*
- (7) Working with Natural England and Warwickshire County Council, biodiversity will have increased across the District. Sites of environmental, nature conservation and geological importance will have been protected from harmful development.*
- (8) Community facilities and open space will have been improved across the District. Through collaborative working between District, Town and Parish Councils and key partners in education, public health and other services, opportunities to improve the health and wellbeing of the District's communities will have been realised as a result of the development process.*
- (9) All eligible development will make contributions to infrastructure and community facilities through CIL, planning obligations or a combination of the two. All critical projects listed in the Infrastructure Delivery Plan will be delivered in order to ensure that new development is supported and accompanied by the necessary infrastructure.*

(10) *The value of tourism to the District will have increased substantially, initially by 25% during the period 2011-2015, through the District Council working with its private sector partners, including Shakespeare's England. Stratford-upon-Avon will have re-established its position in the top 20 UK towns and cities for international visitors.*

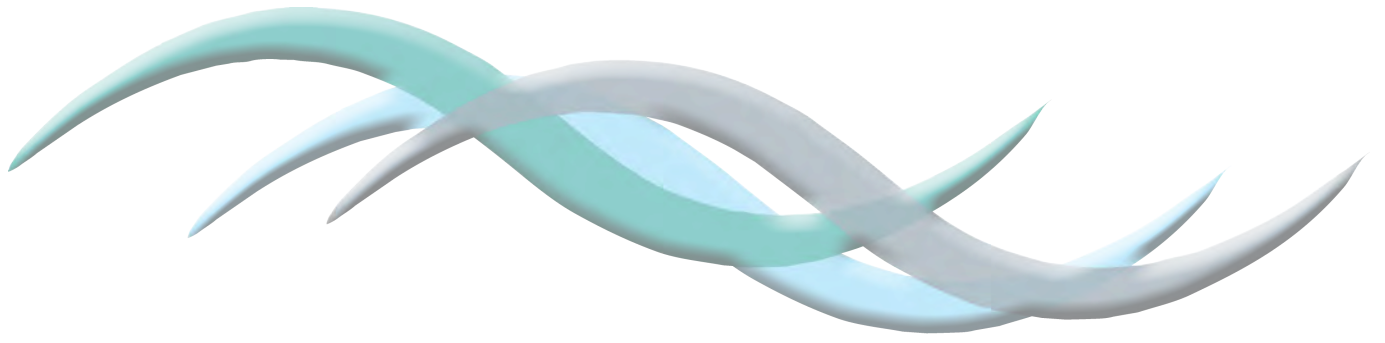
(11) *To support the role and function of the District's town and main rural centres, retail and commercial uses in them will have been retained and strengthened. Specifically, additional comparison goods retail floorspace will have been provided in Stratford-upon-Avon town centre on appropriate sites.*

(12) *There will have been a reduction in the level of net commuting through an improved balance between the number of homes and jobs in the District. To contribute to this, an additional 35 hectares of land for business uses will have been delivered in the District.*

(13) *Transport services will have been improved and congestion reduced across the District. Working with Warwickshire County Council, the District Council will seek to ensure that new development contributes towards achieving the aims and goals set out in the Local Transport Plan for an inclusive and accessible transport system.*

(14) *An additional 10,800 dwellings (an average of 540 per annum) will have been provided across the District. These dwellings will be built by a range of developers, housing associations and other providers. In addition, the needs of gypsies and travellers will have been met through the provision of 52 additional pitches by 2016 and an average of 2 pitches per annum thereafter.*

(15) *To improve the affordability of housing across the District, 35% of dwellings on eligible sites will have been provided as affordable homes.*



Section 2

Sustainability Framework

2.1 Sustainability Appraisal

Introduction

2.1.1 A Sustainability Appraisal (SA) has been carried out to inform the preparation of the Core Strategy. This is a requirement under the European Directive covering the assessment of the effects of certain plans and programmes on the environment (Directive 2001/42/EU), and is known as the Strategic Environment Assessment (SEA). The Planning and Compulsory Purchase Act also places a statutory duty on the Local Planning Authority to carry out a sustainability appraisal on development plan documents.

2.1.2 The SEA is a systematic process for evaluating the environmental consequences of a plan to ensure that environmental considerations have been fully integrated and addressed at the earliest stages of the plan-making process. Sustainability appraisals are broader and promote sustainable development by integrating economic, social and environmental consideration into the plan's preparation. The SEA requirements are incorporated into the sustainability appraisal process.

2.1.3 The purpose of a Sustainability Appraisal is to assess the social, economic and environmental effects of a plan. The SA process has informed and influenced the development of the Core Strategy to maximise the sustainability value of the Plan.

2.1.4 Key stages of the SA Process include the following:

Stage A – preparing a scoping report, setting the context and objectives, establishing the baseline and deciding on the scope

Stage B – developing and refining the options and assessing the effects.

Stage C – preparing the SA Report

Stage D – consulting on the preferred options of the Plan and SA Report

Stage E – examining and monitoring the significant effects of implementing the Plan.

2.1.5 The SA is an iterative process and the findings at each stage of the process are used to inform the next step in the development of the Plan. Consequently the SA for the Core Strategy comprises a number of documents.

Sustainability Appraisal of the Stratford-on-Avon District Core Strategy

2.1.6 A Scoping Report was produced in May 2007 to accompany the Issues and Options Paper. A Sustainability Appraisal was produced in-house to inform the Consultation Draft Core Strategy in November 2008. A further SA was produced in house to accompany the Consultation Draft Core Strategy February 2012.

2.1.7 In 2011 the Council commissioned UE Associates (now Lepus Consulting) to undertake further SA work on the Core Strategy. This was required in light both of the proposed revocation of the Regional Spatial Strategy, with its implications for the setting of local housing requirement figures, and of the Council's revised wider dispersal development strategy.

2.1.8 This SA work includes the following documents:

- Scoping Report Update (May 2011) – identifies the sustainability issues, sets out the sustainability objectives and establishes a Sustainability Appraisal Framework methodology for assessing the sustainability performance of the Core Strategy.
- Options Report Part 1 (October 2011) – a review of the SA work which accompanied the earlier versions of the Consultation Draft Core Strategy in 2008 and 2010. It assessed the six initial spatial development options. It also includes an assessment of the four housing development dispersal options set out in the Consultation Draft Core Strategy 2010.

- Options Report Part 2 (November 2011) – an assessment of the three growth scenarios identified in the Housing Provision Options Study (2011).
- Options Report Policy Appraisal (January 2012) – an assessment of the policies in the Draft Core Strategy 2012.
- Options Report Part 3 (February 2012) – an appraisal of the two housing options identified in the Draft Core Strategy 2012.
- Potential Development Options Report (January 2013) – an appraisal of the potential development options in the broad locations within the Consultation Draft Core Strategy February 2012.
- Options Report Strategic Development Options (June 2013) – an assessment of a range of strategic development options.
- Options Report Strategic Alternative Strategic Allocations (January 2014) – an assessment of potential strategic allocation options.
- Sustainability Appraisal of the Proposed Submission Version of the Core Strategy (April 2014) – an assessment of the policies and proposals of the Proposed Submission Version of the Core Strategy. The assessment also incorporates the previous SA work undertaken during the evolution of the Core Strategy.

Outcome of Sustainability Appraisal of Proposed Submission Core Strategy

2.1.9 The Sustainability Appraisal of the Core Strategy has been undertaken using a strategic assessment technique. The findings are presented in a matrix format, which is used to identify at a high level whether or not the Core Strategy is likely to produce positive, adverse or uncertain effects in relation to the Sustainability Objectives.

2.1.10 A significant majority of the policies are assessed as achieving likely positive effects in relation to the Sustainability Objectives. None are assessed as producing likely adverse effects, but there are a number of instances where the effects are uncertain. Where there is uncertainty, the SA suggests potential ways in which potential negative impacts can be mitigated, making the overall outcome more likely to be positive. These suggestions have been addressed and incorporated, as appropriate, into the Proposed Submission Core Strategy.

2.1.11 The mitigation hierarchy is a sequential process. It operates on the basis that, if possible, adverse effects should be avoided. Failing this the nature of the effect should be reduced, if possible, so that it is no longer significant. If neither avoidance nor reduction is feasible, mitigation measures should be considered. Mitigation prescriptions might include changes to policy wording, advocating design guides, offsetting biodiversity effects or provision of new supporting green infrastructure. Mitigation is proposed to help address negative effects so that, if possible, no residual effects remain.

2.1.12 Sustainability Objectives relating to accessibility/transportation and reducing barriers for those living in rural areas are found to have the greatest implications on certain policies in the Core Strategy.

2.2 Sustainable Development

All Strategic Objectives are relevant to this Policy.

Policy CS.1

Sustainable Development

The Council supports and will apply the principle that planning to secure a high quality environment, managed economic growth and social equity are of equal importance.

All development proposals should contribute towards the character and quality of the District and to the well-being of those who live and work in and visit the District.

Development should be located and designed so that it contributes towards the maintenance of sustainable communities within the District.

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). It will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in the Core Strategy (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies in the Core Strategy that are relevant to the application, the Council will grant permission unless material considerations indicate otherwise, taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF when taken as a whole; or
- specific policies in the NPPF indicate that development should be restricted.

Explanation

2.2.1 The Core Strategy seeks to promote sustainable development and this is the central theme that underpins the policies in the plan. The National Planning Policy Framework (NPPF) emphasises that the purpose of the planning system is to contribute to the achievement of sustainable development. This means that development should be able to meet the needs of the present without compromising the ability of future generations to meet their own needs. The principle recognises the importance of ensuring that all people should be able to satisfy their basic needs and enjoy a better quality of life, both now and in the future.

2.2.2 The NPPF defines sustainable development as follows:

- Planning for prosperity (an economic role) – use the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and co-ordinating development requirements, including the provision of infrastructure.
- Planning for people (a social role) – use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and

- Planning for places (an environmental role) – use the planning system to both protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy.

2.2.3 This national direction is complemented by the Council's own Sustainability Appraisal process. The SA has played a fundamental role in the preparation of the Core Strategy. It assesses the impact of the location and scale of development and the implications of policies in economic, social and environmental terms.

2.2.4 In determining planning applications, the particular circumstances of the individual case will be assessed to establish the relative weight that should be given to each aspect of sustainable development.

2.2.5 Given the distinctive character of much of the District, with its attractive rural landscapes and villages, historic market towns and the international visitor attraction of Stratford-upon-Avon, the Council's planning and development strategy emphasises the importance of protecting and enhancing the local environment. While ensuring this is the case, scope will also be provided to meet the social requirements of the District's communities and to ensure that the local economy is strong and diverse.

2.2.6 Development proposals will be expected to minimise and mitigate any harm that would be caused to environmental assets and distinctive features in the area.

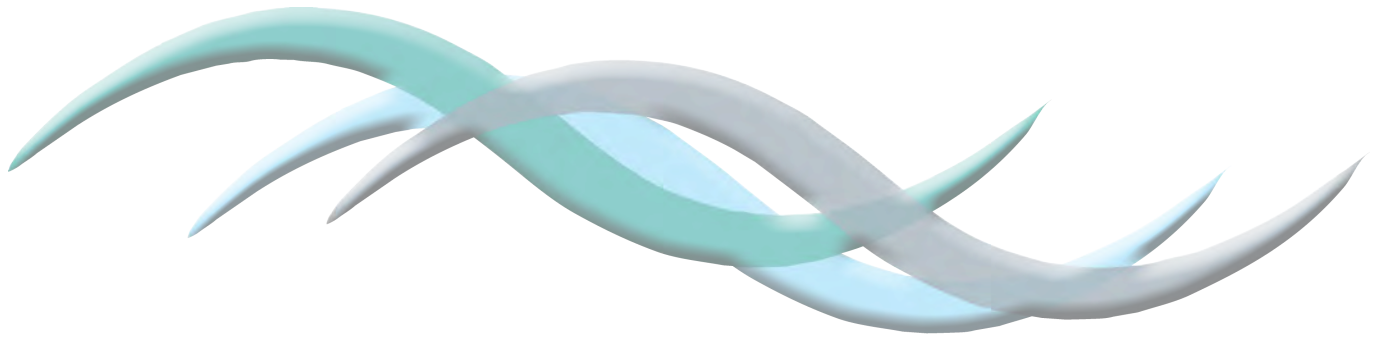
2.2.7 Specific attention will be given to those parts of the District - urban and rural - that require investment and regeneration in order to achieve environmental, economic or social improvements.

Development Management Considerations

- (1) This policy provides the overarching basis by which all planning applications will be considered and determined. In determining a planning application, consideration will be given to all relevant policies in the Core Strategy as to whether it comprises a sustainable form of development. The manner in which the provisions of one policy are balanced against those of another will depend on the circumstances of the individual case in terms of what is proposed and where, and the impacts and opportunities that arise.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council
Delivery mechanism	Through the determination of planning applications
Funding	Not applicable
Timescale	Throughout the plan period
Risk	The provisions of the policy need to be applied in a balanced manner in order to protect the character of the District and to ensure that the social and economic health of the District is supported.
Monitoring indicators	<ul style="list-style-type: none"> • Policy will be monitored through measuring the achievement of the stated objectives of the Sustainability Appraisal.



Section 3

District Resources

3.1 Climate Change and Sustainable Construction

Strategic Objective

(4) *To help mitigate and adapt to climate change, all residential development will have achieved as a minimum water and energy efficiency Code for Sustainable Homes Level 4. From 2019, all non-residential development will have achieved water and energy efficiency BREEAM 'Good' standard.*

Policy CS.2

Climate Change and Sustainable Construction

A. Mitigating and Adapting to Climate Change

Proposals for development will be required to demonstrate that, dependent on their scale, use and location, measures are included that mitigate and adapt to the impacts of climate change. Full details of the proposed adaptation measures should be incorporated into the proposal.

At a strategic level, measures to mitigate the impacts of climate change will include:

- Directing development to sustainable locations.
- Locating development in a manner which minimises the need to travel and encourages other forms of sustainable transport such as cycling, walking and the use of public transport.
- Designing development to reduce carbon emissions and make efficient use of natural resources.
- Promoting decentralised low carbon and renewable energy schemes.

In order that development proposals adapt to climate change, measures will include:

(a) Flood prevention and mitigation measures, including Sustainable Urban Drainage Systems (SUDS) and water efficiency measures as set out in Policy CS.4 Water Environment and Flood Risk.

(b) Heating and Cooling

Proposals should demonstrate how development has been designed comprehensively to cope with rising and more extreme (high and low) temperatures. This will be achieved through the use of landform, layout, building orientation, construction materials and ventilation systems that do not increase carbon dioxide emissions, and by providing cooling for buildings, gardens and communal areas at appropriate times of the year.

(c) Green Infrastructure and Biodiversity

Development proposals should maximise opportunities for multiple benefits of green infrastructure as an integral part of development to mitigate and adapt to the predicted effects of climate change, through the use of a range of measures, including SUDS, green spaces, allotments, street trees, landscaping, ponds and green roofs. Proposals should reflect and enhance the District's locally distinctive character, as set out in Policy CS.7 Green Infrastructure.

Development should ensure that biodiversity and natural habitats are resilient to the predicted effects of climate change by safeguarding and enhancing existing habitats and through the creation and management of additional habitats to strengthen existing networks. Proposals which prevent or weaken networks will not be permitted, unless satisfactory mitigation or offsetting measures are put in place, as set out in Policy CS.6 Natural Environment.

B. Sustainability Standards in Buildings

The Council will encourage high standards of sustainability to ensure that development minimises its impact on the environment.

The Council will promote an 'energy hierarchy' in seeking to achieve carbon dioxide emissions reduction, as follows:

- reduce energy demand, in particular by the use of sustainable design and construction;
- supply energy efficiently and give priority to decentralised energy supply; and
- provide energy from renewable or low carbon energy sources.

Residential Development

New homes will achieve Level 4 of the Code for Sustainable Homes, until such time as these are superseded.

Non-Residential Development

All non-residential development should be compliant with BREEAM 'Good' standard until such time as this is superseded by the equivalent standards in the Building Regulations. Developers should seek to exceed these standards where it is viable to do so.

To demonstrate that the required Code for Sustainable Homes and BREEAM standards will be met, proposals for new development should be accompanied by a pre-assessment certification under the relevant scheme and approved by a registered assessor.

Extensions and Major Refurbishments

The Council will expect that where an extension or major refurbishment is proposed, the applicant will demonstrate that the overall energy performance of the building will be improved, where it is viable to do so.

The Council will support and, if feasible, establish a Community Energy Fund to enable the delivery of Allowable Solutions in line with the 2016 Building Regulations.

Actual provision of appropriate sustainability standards will be determined through negotiation, taking account of individual site characteristics and issues relating to the viability of a specific development proposal.

Explanation

3.1.1 Mitigating and adapting to climate change are intrinsic to the whole of the Core Strategy and are key priorities for the Council.

3.1.2 At a national level, the National Planning Policy Framework (NPPF) strongly advises that the planning system responds to the issue of climate change. The NPPF also states that planning fully support the transition to a low carbon economy in a changing climate. To help achieve this aim, it states that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change. The National Planning Practice Guidance provides further detailed guidance on climate change and reiterates that responding to climate change is central to economic, social and environmental dimensions of sustainable development.

3.1.3 The national energy consumption of the built environment accounts for approximately half of all CO₂ emissions. More than half of those emissions are generated from the energy used to heat, light and run our homes. In the absence of policy levers, it is considered that the existing energy consumption is likely to increase. There is therefore a clear need for the Core Strategy to focus on reducing energy use in new development and reducing the CO₂ emissions which it generates. There is also a need to ensure that new development is able to provide resilience to the effects of climate change.

3.1.4 The Council recognises that whilst there is a need to promote the role of low carbon and renewable energy use to deliver a reduction in carbon emissions and provide a security of energy supply, the important first step is to save energy through energy saving measures. The Council supports the importance of the 'energy hierarchy' in achieving these aims, as set out in the London Plan. The energy hierarchy follows the pyramid principle of firstly using less energy, secondly supplying energy efficiently and finally using low carbon and renewable energy technologies.

3.1.5 The Council is committed to tackling fuel poverty across the district. Energy efficient homes that also use low carbon and renewable sources of energy will help towards tackling the problem of fuel poverty within the district. Although energy savings in buildings will be achieved through the Building Regulations, planning has a key role in achieving these targets through promoting decentralised and renewable or low-carbon energy and ensuring that new development uses layout, landform and building orientation to minimise CO₂ emissions.

3.1.6 The Council will seek the highest standards of sustainable construction in all building projects. The Planning and Energy Act 2008 allows local planning authorities to set targets for renewable energy, low-carbon energy and overall energy efficiency in excess of the Building Regulations. National policy sets clear deadlines for new homes and non-residential buildings to achieve a 'zero-carbon' standard, which is due to be implemented in 2016 for dwellings and by 2019 for non-residential dwellings. The mechanism to achieve this is through the incremental increase in energy efficiency requirements in Building Regulations (Part L). Part L also incorporates standards for refurbishment and alteration to existing dwellings.

3.1.7 To meet the challenging targets in the Government's Zero Carbon Homes Policy, it is intended that development will have to meet the Government set limit of carbon savings (carbon compliance) on site, through a combination of energy efficiency measures and on-site low/zero carbon technologies, before the remaining amount of carbon savings could be offset through an Allowable Solutions scheme. The Council will support flexible mechanisms, such as Allowable Solutions for zero-carbon development, in line with the definition published by central government. The Council will develop Stratford-on-Avon specific allowable solutions, to be in place by 2016, which will be published in a future planning policy document

3.1.8 The changes to Building Regulations for 2013-19 have not yet been defined. In the interim, the Council will use the alternative standards provided by the Code for Sustainable Homes and BREEAM, to demonstrate the energy and water performance of development. The Council considers it would not be compatible with its Allowable Solutions policy to require standards beyond Code for Sustainable Homes Level 4.

3.1.9 Checking compliance with Building Regulations is a separate process to getting planning approval; however both processes must be complied with. In the context of sustainable design, applicants are encouraged to consider both together at the design stage as this will help to avoid problems, delays and increased costs as proposals are progressed through the application stages.

3.1.10 The Council will also encourage communities to incorporate into their locality plans actions proposed to address the impacts of climate change.

3.1.11 In addition, the District needs to reduce its demand for energy and water and other resources and use these more efficiently. In the case of energy, it is important to increase the proportion of energy generated from renewable and low carbon resources, achieving a reduction in CO₂ emissions. The Water Cycle Study Update (2012) provides evidence that water efficiency measures for development proposals should achieve a Code for Sustainable Homes Level 3-4 as a minimum within this District.

3.1.12 For residential development, post construction Code for Sustainable Homes assessments will be required which must be undertaken by an accredited assessor. Replacements for the BREEAM standards are being developed and this policy will apply the

equivalent replacement standards. The policy will also apply to any future replacements to the Code for Sustainable Homes.

3.1.13 In cases where the Council requires large developments to supply decentralised energy to the site, large developments are defined as over 100 residential dwellings or non-residential developments over 10,000m².

Development Management Considerations

- (1) The Sustainable Low Carbon Buildings Supplementary Planning Document (Stratford-on-Avon District Council, October 2007) provides additional guidance.
- (2) Conditions will be imposed to ensure the development is built to energy efficiency measures applicable at the time of construction, in line with the progressive tightening of the Building Control Regulations to reach zero carbon standards.
- (3) Applicants wishing to carry out energy efficiency alterations to Listed Buildings or buildings in conservation areas may wish to consider the English Heritage guidance 'Climate Change and your Home'. <http://www.climatechangeandyourhome.org.uk/live/>

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council
Delivery mechanism	Through the determination of planning applications
Funding	Not applicable
Timescale	Throughout the plan period
Risk	If the policy is not applied rigorously it could result in increasing unsustainable levels of energy consumption in the district. New development would not be resilient to the impacts of climate change.
Monitoring indicators	<ul style="list-style-type: none"> • Number of new homes achieving a four star or above of the Code for Sustainable Homes. • Number of non-commercial developments achieving BREEAM 'Good' or above. • Number of major installations for renewable energy and low carbon energy projects. • The amount of new development (ha) situated within a 1:100 year flood risk area, including an allowance for climate change (Flood Zone 3). • Number of planning permissions granted for development within Flood Zone 3, contrary to the Environment Agency guidance.

3.2 Sustainable Energy

Strategic Objective

(5) *The District will have reduced its greenhouse gas emissions, so as to contribute to the national target for reduction, through a range of measures such as the location and design of development, provision of renewable and low carbon energy schemes, and promoting opportunities for low carbon travel.*

Policy CS.3

Sustainable Energy

A. Renewable and Low Carbon Energy Generation

Provision will be made for a range of renewable energy and low carbon generation within the District to maximise environmental, social and economic benefits whilst minimising any adverse local impacts. The overarching aim is that the overall balance of outcomes from such projects should be positive for local communities.

The Council will encourage the use of decentralised energy systems, which incorporate either heating (District Heating) or heating, power and cooling (Combined Heat and Power) or power (micro-grid) into new developments. Large developments should supply decentralised energy to the site, or provide for future connection to a decentralised scheme where it is viable to do so.

Small-scale community led initiatives for renewable and low carbon energy will be encouraged by the Council.

Proposals for both building-integrated and standalone renewable and low carbon energy technologies will be supported where the impacts are, or can be, made acceptable.

Where large scale low carbon and/or renewable energy projects are proposed that serve national, regional or county interest, but the majority of the effects will be felt locally, the Council will support such schemes where the impacts are, or can be, made acceptable.

The developer must demonstrate, through a balanced assessment of the proposal's positive and negative effects, that detrimental impacts at construction, operation and decommissioning stage are appropriately minimised, mitigated and compensated.

Where the proposal affects a Listed Building, an Area of Restraint, a Special Landscape Area, a Conservation Area, the Cotswolds Area of Outstanding Natural Beauty (AONB), or other nationally designated and non-designated heritage and cultural asset, the objective of the designation must not be compromised by the development. Within and adjacent to the Cotswolds AONB large scale wind or solar farms are unlikely to be appropriate. When assessing such proposals close to the AONB, careful consideration will also be given to ensure the objectives of the designation are not compromised.

B. Solar Energy

Proposals for solar energy will be supported where the impacts are, or can be, made acceptable, unless material considerations indicate otherwise. Applications for solar development will be assessed against the following issues, which are considered to be of particular local significance in the District:

- Impact on agricultural activities and disturbances to agricultural land.
- Impact on the openness and character of the landscape and on visual amenity.

- Impact on the character of the historic landscape.
- Impacts of trees and other vegetation which may cause overshadowing, making allowance for their future growth.
- Impact on and opportunities to enhance biodiversity.
- Impact of direct and reflected lighting (including glare) on the amenity of occupied affected buildings or land on light pollution, on aviation and on biodiversity (particularly bats).

Proposals will be determined with regard to the Council's Renewable Energy Landscape Sensitivity Assessment. This will be used to assess the capacity and sensitivity of the landscape to accommodate such schemes.

C. Biomass Energy

Projects and developments which use bio-energy will be supported by the Council where the impacts are, or can be, made acceptable, unless material considerations indicate otherwise.

Applications for bio-energy heat and power proposals will be assessed against the following issues, which are considered to be of particular local significance in the District:

- Impact on designated biodiversity sites, species and ancient woodland.
- Use of brownfield sites or co-location with other wood processing industries.
- Scale and location to avoid adverse off-site impacts, particularly transport.
- Minimisation of pollution, such as noise, emissions and odours.
- Minimisation or mitigation of any adverse impact on amenity and existing residential development.
- Opportunities to support a local biomass supply chain.

The use of biomass for domestic and small businesses heating will be encouraged.

D. Wind Energy

Proposals for wind energy development will be supported where the impacts are, or can be, made acceptable, unless material considerations indicate otherwise.

Planning applications involving wind energy development will be assessed against the following issues, which are of particular local significance in the District:

- Impact of the scheme on landscape character and visual amenity. Careful consideration should be given to the likely significant effects of the wind turbine(s) on the visual amenity and landscape character, both individually and cumulatively, taking into account similar developments and permitted proposals within the District and within adjoining local authority areas.
- Impact of the scheme on the significance of a heritage asset, whether designated or non-designated, including the impact of the proposal on views important to its setting or function.
- Impact on the natural environment, including biodiversity, habitats and species of international, national and local importance.
- Impact of traffic generation on the local highway network during construction, operational and decommissioning stages.
- Impact on air traffic operations, radar and air navigational installations.
- Impact on users, businesses and residents of the local area and visitors, including generation of emissions, noise and visual impact, shadow flicker and safety.

Proposals will be determined with regard to the Council's Renewable Energy Landscape Sensitivity Study. This will be used to assess the capacity and sensitivity of the landscape to accommodate such schemes.

Promoters of solar, biomass and wind energy schemes are required to hold early and meaningful pre-application discussions with the local community, other key consultees, and with the Council where such schemes are proposed.

All applications for renewable energy development should be accompanied by adequate supporting information, which assesses the extent of possible environmental effects and how they can be satisfactorily mitigated.

Explanation

3.2.1 The national climate change targets aim to reduce greenhouse gas emissions by 34% of 1990 levels by 2020 and 80% by 2050, and to deliver 15% of its electricity from renewable energy by 2020. The UK Low Carbon Transition Plan 2013 sets out the national strategy for climate change and energy. In doing so, it sets out the country on a transition to a low carbon economy. One of the key steps in achieving this transition includes the promotion of low carbon and renewable energy technologies. The National Planning Policy Framework (NPPF) requires that Local Planning Authorities have a positive strategy to promote energy from renewable and low carbon sources.

3.2.2 The Council's Corporate Strategy seeks to achieve a reduction in the Council's carbon footprint, a reduction in the District's carbon footprint, a reduction in flood risk, and makes a commitment to promote renewable and low carbon energy generation and improved energy efficiency. The District Council, therefore, together with other authorities in Warwickshire and Solihull, commissioned an evidence base study, known as the CAMCO report, to inform the development of policies relating to low carbon and renewable energy. The findings demonstrated that the District has good potential to generate local low carbon and renewable energy up to 2026. Low and zero carbon for new build in smaller developments will comprise highly energy efficient buildings with individual building integrated technologies.

3.2.3 The potential for renewable and low carbon energy generation needs to be balanced against the rural nature of the District, the character of its settlements and the importance of its landscape features, many of which are highly valued by residents and visitors to the area. The District includes many Conservation Areas and a part of the Cotswolds Area of Outstanding Natural Beauty. This Core Strategy also identifies four Special Landscape Areas where the quality of the landscape is of particular local significance. It is important that low carbon and renewable energy schemes do not compromise the objectives of such designations. The Cotswolds Conservation Board has issued guidance on low carbon and renewable technologies it considers may be suitable, including information on design and scale, which can be used to help assess such schemes.

3.2.4 Large scale wind energy and solar photovoltaic proposals will be determined in accordance with the Council's Landscape Sensitivity Assessment. It will be used to assess the capacity and sensitivity of the District's landscape to accommodate such schemes. It will also enable the Council to make robust and well informed decisions on planning applications received for wind and solar PV developments.

3.2.5 It reflects the Government's requirement that the need to protect the local environment is properly considered alongside the broader issues of protecting the global environment.

3.2.6 The Government has stated that planning guidance on onshore wind development will set out clearly that the need for renewable energy does not automatically override the environmental protections and planning concerns of local communities. Decisions should take into account the cumulative impact of wind turbines and properly reflect the increasing impact on (a) the landscape and (b) local amenity as the number of turbines in the area increases. Local topography should be a factor in assessing whether wind turbines have a

damaging impact on the landscape. Furthermore, great care should be taken to ensure heritage assets are conserved in a manner appropriate to their significance, including the impact of proposals on views important to their setting.

3.2.7 Where onshore wind energy development is permitted, developers will be expected to provide appropriate measures to mitigate and where appropriate compensate the local communities where the development is to take place.

3.2.8 The Core Strategy therefore seeks to strike a balance, by supporting a positive and proactive approach towards mitigating and adapting to climate change whilst also respecting, wherever possible, the important character of the District.

3.2.9 The Council will expect renewable and low carbon energy schemes to take into account national guidance as set out in 'Planning practice guidance for renewable and low carbon energy' (DCLG, July 2013).

Development Management Considerations

- (1) The Renewable Energy Toolkit is a valuable online resource to assist in ensuring that planning applications are compliant with policy requirements. The Renewable Energy Toolkit is available on <http://enplanner.com/>
- (2) The Sustainable Low Carbon Buildings Supplementary Planning Document (Stratford-on-Avon District Council, October 2007) provides additional guidance.
- (3) Conditions will be imposed to ensure the development is built to energy efficiency measures applicable at the time of construction, in line with the progressive tightening of the Building Control Regulations to reach zero carbon standards.
- (4) Applicants wishing to carry out energy efficiency alterations to Listed Buildings or buildings in conservation areas may wish to consider the English Heritage guidance 'Climate Change and your Home'. <http://www.climatechangeandyourhome.org.uk/live/>
- (5) Compensation for an impact experienced by a community need not be exactly the same as that lost, for example, where a visual impact cannot be fully mitigated through landscape design, the residual effect of that impact may be compensated by other means.
- (6) The environmental, social and economic impacts (positive and negative) of proposals and the measures and initiatives to avoid, minimise and compensate for harm will be given significant weight in determining whether proposals will be granted planning permission or achieve development consent.
- (7) The compensation and mitigation will be commensurate with the harm of the project. The developer will engage effectively with local communities and the Council at pre-application stage, to identify appropriate compensation and mitigation for the adverse impacts and harm of the project.
- (8) The appropriate separation distance between existing buildings and a proposed wind turbine scheme will be considered on a case by case basis having regard to the specific circumstances in each instance.

Implementation and Monitoring

Responsible agencies	Stratford- on-Avon District Council
Delivery mechanism	Through the determination of planning applications
Funding	Not applicable
Timescale	Throughout the plan period

Risk	If the policy is not applied rigorously it could result in increasing unsustainable levels of energy consumption in the district. New development would not be resilient to the impacts of climate change.
Monitoring indicators	<ul style="list-style-type: none"> • Number of new homes achieving a four star or above of the Code for Sustainable Homes. • Number of non-commercial developments achieving BREEAM 'Good' or above. • Number of major installations for renewable energy and low carbon energy projects.

3.3 Water Environment and Flood Risk

Strategic Objectives

(4) *To help mitigate and adapt to climate change, all residential development will have achieved as a minimum water and energy efficiency Code for Sustainable Homes Level 4. From 2019, all non-residential development will have achieved water and energy efficiency BREEAM 'Good' standard.*

(6) *The flood plain will have been maintained and, where opportunities arise, restored. The risk from flooding will not have increased. Water bodies will have reached a good status or potential in accordance with the Water Framework Directive.*

Policy CS.4

Water Environment and Flood Risk

All development proposals will take into account, dependent on their scale, use and location, the predicted impact of climate change on the District's water environment. Measures will include sustainable use of water resources, minimising water consumption, protecting and improving water quality, and minimising flood risk from all sources, as set out in the most up-to-date Strategic Flood Risk Assessment (SFRA).

A. Flood Risk Areas

All development proposals should be located in Flood Risk Zone 1 (Low Probability Flood Risk).

There is a presumption against development in flood risk areas as shown on the Policies Map and identified in the most up to date Strategic Flood Risk Assessment.

Development within the Environment Agency's flood risk zones 2, 3a and 3b will only be acceptable when the sequential test and, where applicable, the exception test have been satisfied, as set out in the National Planning Policy Framework.

The flood plain will be maintained and, where opportunities arise, restored in order to maximise natural storage of flood water, reduce flooding problems and increase landscape and conservation value.

B. Surface Water Runoff and Sustainable Urban Drainage Systems

In all development, there should be no flooding, from all sources, on properties up to the 100 year flood event, including an allowance for climate change.

Development will not be permitted where it results in an increase in the risk of flooding elsewhere.

All development proposals should ensure there is no increase in the rate of surface water runoff from the site as a result of development and, where possible, should seek to reduce the rate of surface water runoff generated from the development to the equivalent Greenfield runoff rates.

For Greenfield development sites, the rate of surface water runoff generated as a result of the development should be equivalent to the rate of surface water runoff generated from an undeveloped site.

For Brownfield development sites, developers are expected to deliver a substantial reduction in the existing rate of surface water runoff generated from the development and, where possible, limit the rate of surface water runoff to the equivalent Greenfield rate.

The surface water runoff rate restrictions for a development site will be agreed with the appropriate body (i.e. the Environment Agency or SUDs Approval Body), at an early stage in the planning process. These discussions will establish whether there are any local flooding issues that require mitigation through additional reductions in surface water runoff from proposed development sites.

Sustainable Urban Drainage Systems (SUDS) will be proportionately incorporated in all scales of development, supported by a groundwater risk assessment. Infiltration SUDS will be promoted where it is practical. Where evidence is supplied to demonstrate that infiltration SUDS are not applicable, the SUDS hierarchy will be followed. Where SUDS are proposed, arrangements will be put in place for their whole life management and maintenance. Making space for water should be incorporated into the design layout to allow for a full range of SUDS measures.

Applicants should ensure foul and surface water from new development and redevelopment are kept separate. Where sites which currently connect to combined sewers are redeveloped, the opportunity to disconnect surface water and highway drainage from combined sewers must be taken.

All development proposals should seek to control and discharge 100% of surface water runoff generated on site using above ground sustainable drainage systems, such as swales, ponds and other water based ecological features. Where it can be demonstrated that it is not practicable, development proposals should maximise opportunities to use SUDS measures which require no additional land take, such as green roofs, permeable surfaces and water butts.

Applicants should ensure that the design of SUDS supports the findings and recommendations of the Warwickshire Surface Water Management Plan, the Warwickshire Sustainable Urban Drainage Manual and the District Council's Strategic Flood Risk Assessment.

Development should ensure the linkage of SUDS to green infrastructure to provide environmental enhancement and amenity, social and recreational value, as well as balancing storm flows and improving water quality. The design of SUDS should maximise the opportunity to create amenity, enhance biodiversity and contribute to a network of green and blue open spaces.

C. Protection of the Water Environment

Where a development proposal lies adjacent to a river corridor or tributary, a natural sinuous river channel should be retained or, where possible, reinstated.

Culverts should be permitted for access purposes only and conform to the Environment Agency's culverting policy. Culverts must be removed unless it can be demonstrated that it is impractical to do so.

Development proposals adjacent to canals should be supported by a SFRA Level 2 report to assess the residual risk of breach or overtopping.

Physical and visual access to the riverside should be improved for the benefit of all people, maintaining the balance between formalising access, maintaining a natural character to the river and safeguarding sensitive sections of the river.

All development proposed adjacent to a river corridor should be designed to take advantage of its proximity to the river through layout and orientation of buildings and spaces.

All development proposals should demonstrate high levels of water efficiency. All new housing developments must be water efficient and, as a minimum, reach Code for Sustainable Homes Level 4 or achieve equivalent sustainability standards for buildings as directed by national policy. Non-residential development should demonstrate water efficiency of the relevant BREEAM 'Good' standard. Grey water recycling and rainwater harvesting schemes should be used unless it can be demonstrated that it is not appropriate for a specific location.

D. Water Quality

In accordance with the Water Framework Directive's objectives, development must not affect the water bodies' ability to reach good status or potential as set out in the Rivers Severn, Humber and Thames River Basin Management Plans (RBMP).

The RBMPs provide the baseline classifications for each watercourse and the latest versions will be taken into account.

Development will not be permitted where proposals have a negative impact on water quality, either directly through pollution of surface or ground water, or indirectly through the overloading of Wastewater Treatment Works. Prior to any potential development, consultation must be held with Severn Trent Water or Thames Water as appropriate to ensure that the required wastewater infrastructure is in place in sufficient time.

Explanation

3.3.1 Development has the potential to have significant impact on water resources. Without good planning it can place additional strain on the existing supplies, affect water quality and affect flood patterns by increasing the amount of impermeable hard surfaces. It is therefore essential that key water management techniques are implemented to ensure current resources are used sustainably and that the water environment is not adversely affected by development.

3.3.2 The sub-regional Water Cycle Study has identified that the River Avon and its tributaries present the greatest flood risk within the District, with approximately 14% of the District located within Flood Zones 2 and 3. Fluvial (from river and canal overtopping) flooding has been recorded on a number of occasions. However, the most recent floods of summer 2007 were as a result of fluvial and surface water flooding. The National Planning Policy Framework (NPPF) sets out the national approach to development and flood risk and advises that local authorities appraise, manage and reduce the risk.

3.3.3 Climate change is widely recognised as the world's greatest challenge. It is predicted that over the next few decades the UK will see milder, wetter winters and hotter, drier summers. In Stratford District it is expected that there will be greater fluvial (river) flooding. The existing rivers will not be able to cope with the increased rainfall in winter and flooding is likely to occur within the existing floodplains and possibly beyond. It is also predicted that at times of high rainfall, the volume of surface water will place existing local sewers, minor watercourses and highway drains under greater pressure to cope. As a result rainwater flooding is more likely to occur and affect areas which had not previously experienced flooding.

3.3.4 The Council intends to use its planning policies to support proposals by flood relief agencies to minimise the number of properties at risk of flooding. The Council will also encourage communities to incorporate into their locality plans the related actions proposed to address the impacts of climate change. A number of the District's Parish Plans have highlighted flooding as an issue to address within their local area.

3.3.5 Furthermore, the NPPF requires that development plan policies should help to deliver the provision of infrastructure for water supply and water quality. In supporting the transition to a low carbon economy in a changing climate, development plan policies must take full account of flood risk, developing policies to manage flood risk by applying the Sequential Test, avoiding inappropriate development in areas at risk of flooding, directing development away from areas at highest risk or where development is necessary, making it safe without increasing flood risk elsewhere.

3.3.6 The NPPF also states that development plan policies should seek to minimise the need to consume new resources over the lifetime of the development, by making more efficient use or reuse of existing resources, rather than making new demands on the environment. Consequently, local authorities should promote the sustainable use of water resources and the

use of sustainable drainage systems in the management and treatment of surface water run-off. The Council therefore intends to use its planning policies to require more sustainable use of water consumption and BREEAM standards. For residential development post construction Code for Sustainable Homes assessments will be required which must be undertaken by an accredited assessor. Replacements for the BREEAM standards are being developed and this policy will apply the equivalent replacement standards. The policy will also apply to any future replacements to the Code for Sustainable Homes.

3.3.7 The Water Framework Directive provides the opportunity to plan and deliver a better water environment and states that all water bodies must achieve a good ecological status by 2027 at the latest. It is important that housing growth does not cause detrimental environmental impacts that will hinder the ability of a water body to meet this target. All of the water bodies in the District are currently achieving 'moderate' ecological status.

3.3.8 River Basin Management Plans (RBMPs) are plans for protecting and improving the water environment and have been developed in consultation with organisations and individuals. They contain the main issues for the water environment and the actions we all need to take to deal with them. Local Planning Authorities have a major role in implementing the plans.

3.3.9 As a result, policy includes strong water efficiency policies, takes into account the objectives of the RBMP and seeks to reduce the physical impacts of urban development, implement SUDS, increase resilience to surface water flooding and ensure that water quality is considered on a catchment basis. In short it promotes the use of sustainable drainage.

3.3.10 The following table sets out the current baseline classifications of watercourses in the District as issued in the 2009 RBMPs. The class for an individual watercourse may change in the next cycle of the RBMPs which are due to cover the period 2016-2021.

Poor Ecological Status	River Stowe - source to confluence with River Itchen River Itchen - confluence with River Stowe to confluence with River Leam River Dene - confluence with Radway Brook to confluence with unnamed tributary Radway Brook - source to confluence with River Dene Sherbourne Brook - source to confluence with River Avon Tach Brook - source to confluence with River Avon
Moderate Ecological Status	Sor Brook - source to Broughton Claverdon Brook - source to confluence with River Alne River Arrow - source to confluence at Spernall Hall Farm, Studley Preston Bagot Brook - source to confluence with River Alne River Itchen - source to confluence with River Stowe River Leam - source to confluence with Rains Brook Marchfont Brook - source to confluence with River Avon River Dene - source to confluence with Radway Brook Unnamed tributary of River Dene - source to confluence with River Dene Noleham Brook - source to confluence with River Avon River Avon - Tramway Brook, Stratford to Workman Brook, Evesham River Avon - confluence with River Leam to Tramway Brook, Stratford Nethercote Brook - source to confluence with River Stour Back Brook - source to confluence with River Stour Humber Brook - source to confluence with River Stour River Alne - confluence at Preston Bagot to confluence with Claverdon Brook River Arrow - Spernall Hall Farm, Studley to confluence with River Alne River Stour - confluence with Nethercote Brook to confluence with

	Clifford Chambers Brook River Arrow - confluence with River Alne to confluence with River Avon Thelsford Brook - source to confluence with River Avon
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3.3.11 SUDS are important ecological features within the landscape and their design and aftercare management should be a mechanism of creating and enhancing connectivity wherever possible.

Development Management Considerations

Flood Risk and Surface Water Management:

- (1) The Water Cycle Study Update 2012 provides a developer's checklist to help ensure that development proposals comply with the above policies.
- (2) All development proposals will include a SUDS scheme which supports the findings of the Warwickshire Surface Water Management Plan (SWMP), the National Standards for Sustainable Drainage and Stratford District Council Strategic Flood Risk Assessment (SFRA). Where SUDS are proposed, this must be supported by a groundwater risk assessment, carried out by the developer, to ensure that the groundwater is not polluted. Ground water flooding will also be considered where infiltration SUDS is proposed. The presence of Nitrate Vulnerable Zones (NVZs) must also be considered as part of the development proposal.
- (3) Flooding in green field developments can be avoided by effective master planning of the development site, and may need to include an allowance for managing exceedance flows, if surface water drainage infrastructure is exceeded. In brownfield development, it may be not possible to achieve this level of protection depending on the nature of the existing risk, but there will be a presumption against building in areas of high risk.
- (4) A mixture of infiltration and attenuation SUDS approaches will be suitable across the District. Infiltration SUDS will be prioritised where possible. This will be confirmed by infiltration tests on site.
- (5) Developers will consider the required drainage provision at early stages of the planning application, and strategic provision of surface water drainage infrastructure (e.g. attenuation basins) will be explored. A drainage impact assessment will be required to demonstrate that the runoff from the site has been reduced.
- (6) Where proposed sites measure one hectare or greater in Flood Zone 1, applications will include a site specific flood risk assessment.
- (7) Site specific flood risk assessment will also be required for all proposals for new development (including minor development and change of use) in Flood Zone 2 and 3, or in an area within Flood Zone 1 which has critical drainage problems (as notified to Local Planning Authority by the Environment Agency); and where proposed development or a change of use to a more vulnerable class may be subject to a other source of flooding.

Protection of the Water Environment

- (8) A suitable maintenance access (usually 8 metres wide) will be required alongside all watercourse channels.

Waste water infrastructure:

- (9) Surface water will be kept out of the sewerage network, wherever possible. There is no longer an automatic right to connect to the sewerage network. However, it is recognised that in some locations there will be no practicable alternative other than connecting the surface

water to the sewerage network. It is the developer's responsibility to demonstrate that all other possible alternatives have been explored.

- (10) Foul flows from new developments can be reduced by water efficiency measures and metering of all new development. This will reduce the new net burden on the waste water network and at the wastewater treatment works.
- (11) All development proposals will be discussed with the relevant Water Company at the earliest possible opportunity, to determine the constraints for development and potential upgrades required.

Implementation and Monitoring

Responsible agencies	Warwickshire County Council. Stratford-on-Avon District Council
Delivery mechanism	Developers, Environment Agency, Severn Trent Water, Thames Water
Funding	Developers, Environment Agency, Severn Trent Water, Thames Water
Timescale	Throughout the plan period
Risk	If the policy is not applied rigorously, it could result in more development within the Flood Zones 2 and 3 where it is more susceptible to flooding, the unsustainable use of water resources and adverse impacts on water quality, compromising the water bodies ability to meet the Water Framework Directive.
Monitoring indicators	<ul style="list-style-type: none"> • Number of planning applications incorporating SUDS. • Number of planning applications granted contrary to Environment Agency advice. • Number of planning applications achieving the 'Good' BREEAM standard and Level 4 and above Code for Sustainable Homes Standards.

3.4 Landscape

Strategic Objectives

(1) *The rural character of the District will have been maintained and enhanced. The Green Belt and countryside of the District will have been protected from inappropriate development.*

(3) *The character and local distinctiveness of the District will have been reinforced by ensuring new development is of high quality design, taking into account the intrinsic and special value of its landscapes and townscapes.*

Policy CS.5

Landscape

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

A. Landscape Character and Enhancement

Development should have regard to the local distinctiveness and historic character of the District's diverse landscapes.

Development should protect landscape character and avoid detrimental effects on features which make a significant contribution to the character, history and setting of a settlement or area.

Measures should be incorporated into development schemes to enhance and restore the landscape character of the locality.

B. Visual Impacts

Proposals for development should include, dependent on their scale, use and location, an assessment of the likely visual impacts on the local landscape or townscape, and the site's immediate and wider setting. Applications for major developments must be accompanied by a full Landscape and Visual Impact Assessment.

Where harmful visual impacts are predicted, new landscaping must be incorporated to reduce the impacts and enhance the existing landscape. Provision must be made for its long term management and maintenance.

C. Trees, Woodland and Hedges

Due to the quality of ancient semi-natural woodland and aged/veteran trees, particularly in the Forest of Arden, and their relative scarcity elsewhere in the District, no development will be permitted that would lead to their loss or damage.

Proposals that will have an impact on woodlands, hedges and trees should incorporate measures to protect their contribution to landscape character, public amenity and biodiversity. The loss of those trees which are of high public amenity value will be resisted and such trees will be protected by the use of Tree Preservation Orders.

The design and layout of development schemes and other projects in rural and urban areas will be expected to incorporate trees in a manner that is appropriate to the nature of the site, including the use of native species. However, given the continued threat to native trees and plant species from pests and diseases, the incorporation of non-native species into schemes will be considered and accepted where appropriate.

Development schemes and other opportunities will be used to enable the expansion of native woodlands and to buffer, extend and connect fragmented ancient woodlands, for their intrinsic value and to help climate change adaptation.

Policy CS.12 sets out additional factors to be taken into account when considering development proposals in those parts of the District designated as Special Landscape Areas.

Explanation

3.4.1 One of the core land use planning principles established in the National Planning Policy Framework (NPPF) is to 'take account of the different roles and character of different areas...recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.' (para. 17). The NPPF also states that the planning system should protect and enhance valued landscapes (para. 109).

3.4.2 While individual sites and features will need protection and management, the stewardship of the District's landscape must also be addressed at the wider scale in response to a greater appreciation of the challenges posed by climate change.

3.4.3 The European Landscape Convention that came into force in April 2004, promotes the protection, management and planning of European landscapes and organises European co-operation on landscape issues. The Convention advocates an approach to landscape that considers all landscapes to be important. Plans should include policies to ensure the quality of the area as a whole by defining policies for appraising, planning, developing and managing everyday or degraded landscapes, rather than merely identifying and protecting areas of special landscape quality.

3.4.4 In broad terms, southern Warwickshire can be divided into a number of landscape character areas. Historically the Forest of Arden covered the area north of the River Avon; it was heavily wooded and still retains a high tree cover. The valleys of the Rivers Avon and Stour provide an attractive vale landscape where market gardening has been a traditional industry. Between the Avon and the Cotswolds escarpment is the Feldon area, a lowland and more open area with less tree cover and larger enclosures. In the east of the District are the Ironstone Uplands which extend into Northamptonshire.

3.4.5 These character areas are consistent with the National Character Areas (NCAs) in the West Midlands as set out in 'Countryside Character Volume 5: West Midlands', published by the former Countryside Agency, and a series of detailed NCA profiles on the Natural England website. These include descriptions of the key characteristics of each character area and the key opportunities that exist for conservation and enhancement of landscape character.

3.4.6 The Warwickshire Landscapes Guidelines were produced through a partnership between Warwickshire County Council and the Countryside Commission. The project was established to consider the unique and distinctive landscapes of Warwickshire and to develop a methodology for landscape assessment tailored to the needs of lowland England. The Guidelines contain some important principles which should be incorporated as far as possible into development proposals.

3.4.7 The District Design Guide was published in 2001 but the principles set out are still applicable. It identifies the main landscape character areas, based on underlying geology, landform, trees and vegetation, shape and size of fields, pattern of roads and settlements and building materials. In turn, this provides the basis for design guidance that is applicable to distinct parts of the District.

3.4.8 A Landscape Sensitivity Study was produced in 2011 to form part of the Council's evidence base. The scope of this study was extended in 2012 to cover a range of smaller settlements. The main aim of the Study was to examine the degree to which landscape within and on the edge of the main settlements of the District is sensitive to change that would arise as

a result of housing or commercial development. The sensitivity assessment was based on land description units (LDUs) that were identified through the earlier County Landscape Assessment.

3.4.9 There are extensive areas of the District in which there is little ancient woodland left; a situation that underlines the need to conserve those areas that remain in view of their contribution to the historic character of the landscape and to biodiversity. Veteran trees are important in the same ways and there are examples in this District which are considered to be of national importance. Ancient woodland contributes significantly to existing ecological biodiversity and must be protected. 84% of ancient woodland in the West Midlands has no statutory protection and is still facing considerable threats. It is impossible to replace ancient woodland as this habitat has evolved over centuries and contributes significantly to existing ecological biodiversity.

3.4.10 An independent assessment was commissioned by the Forestry Commission to examine the potential of the UK's trees and woodlands to mitigate and adapt to our changing climate. This is presented in the Read Report 'Combating Climate Change – a role for UK Forests' (2009). The key headline findings from the report included a clear need for more woodlands and the need for them to be managed wisely as an important environmental asset.

3.4.11 The District Council wishes to encourage developers and others to take a pro-active stance on conserving these features, rather than merely describe how it might react to proposals. The same applies to other woodlands, trees and hedgerows and applicants should design schemes to make the most of these features. Designers will need to be aware of the important role of hedgerows in contributing to the character of the District's landscape and the way they support a great range of plants and animal species, as well as acting as wildlife corridors.

Development Management Considerations

- (1) Assessment of development proposals will have regard to cumulative impact. On an individual basis some proposals may seem innocuous but they could form part of a general trend towards decline in the quality of the landscape which needs to be considered.
- (2) Applications for development will need to include an assessment of their likely visual impacts. For major applications, a full Landscape and Visual Impact Assessment must be submitted, which has been undertaken in accordance with national guidelines for such assessments.
- (3) All planning applications will be expected to incorporate an assessment of the quality of existing trees on a site; the survey to be undertaken in accordance with BS5837:2012 Trees in Relation to Design and Construction—Recommendations (and subsequent updates). An assessment of the impact of the individual scheme on existing trees and hedgerows must show how new planting will be incorporated to mitigate impact and/or to enhance provision. Applications must also set out detailed arrangements for the long-term management and maintenance of landscape features.
- (4) Natural England's publication 'Standing Advice for Ancient Woodland' states that: "Development close to, though not directly involving destruction of an ancient woodland can nevertheless be damaging to the site... Whilst development should be kept as far as possible from ancient woodland, a minimum buffer of at least 15 metres in width should be maintained between the ancient woodland and development boundary." Whilst the Standing Advice currently only applies in the south and east of England, it still provides a useful reference document for other Local Planning Authorities.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council
Delivery mechanism	Through the determination of planning applications
Funding	Not applicable
Timescale	Throughout the plan period
Risk	If the policy is not applied rigorously it could result in harm being caused to the character and quality of the landscape.
Monitoring indicators	<ul style="list-style-type: none"> • Assessment of development proposals incorporating landscaping schemes to mitigate the impact of development or provide enhancement, focusing on areas of landscape sensitivity on the edges of settlements. • Assessment of schemes affecting aged/veteran trees or ancient woodland. • Assessment of schemes and projects to expand native woodlands.

3.5 Natural Environment

Strategic Objective

(7) *Working with Natural England and Warwickshire County Council, biodiversity will have increased across the District. Sites of environmental, nature conservation and geological importance will have been protected from harmful development.*

Policy CS.6

Natural Environment

Development will be expected to contribute towards a resilient ecological network throughout the District that supports ecosystems and provides ecological security for wildlife, people, the economy and tourism.

Developments that are likely to have an adverse effect either directly, indirectly or cumulatively upon a site designated through the EC Habitats Directive or Birds Directive will not be permitted.

A. Biodiversity

Proposals will be expected to secure a net gain in biodiversity by:

1. Safeguarding existing habitats, including:

- (a) Sites of Special Scientific Interest, which will be subject to a high degree of protection. Development adversely affecting a SSSI, either directly or indirectly, will only be permitted in exceptional circumstances where the benefits of development clearly outweigh the likely impacts on the site and any broader impacts on the national networks of SSSIs.
- (b) Those that are irreplaceable in view of their unique characteristics arising from, for example, a particular combination of site specific circumstances and/or a prolonged evolution of the site's ecosystem, such as ancient woodland.
- (c) Those subject to local designations such as Local Wildlife Sites and Local Nature Reserves. Development adversely affecting a Local Site will only be permitted either where it can be demonstrated that the benefits of the development clearly outweigh the impacts on the site, or where there is good reason to permit development and it is possible to secure the creation and long-term maintenance of equivalent habitat elsewhere.
- (d) Those not yet subject to formal designation but which are known to make a positive contribution to biodiversity, taking account of their current or potential role in strategic networks of habitats across the District.
- (e) Those which comprise or host habitats or species of principal conservation importance. Particular attention should be paid to priority habitats, ecological networks and priority species recognised as being of importance in the Local Biodiversity Action Plan.

2. Making provision, where appropriate, for measures that will secure the creation and management of additional habitats, to strengthen networks of habitats, to foster landscape scale conservation in line with identified opportunities and priorities, to address the priorities of the Local Biodiversity Action Plan and to support an increase in the local populations of species of principal importance.

Where a development will impact on a habitat or species and mitigation cannot be provided on site in an effective manner, developers will be required to offset the loss by contributing to appropriate biodiversity projects elsewhere in the area.

B. Geodiversity

Proposals that affect Local Geological Sites or other sites containing features of geological interest need to safeguard these features with reference to the Local Geodiversity Action Plan.

Proposals should also seek, wherever possible, to conserve and enhance features of geological interest for the future.

Explanation

3.5.1 In the past, natural features have tended to be regarded as separate from other issues and human activities. However, it is increasingly the view that such features are fundamental to people's wellbeing and prosperity. They are of considerable importance in a District covering such a largely rural area and one that sustains a wide range of wildlife habitats and species. Their importance is given additional weight through the role that conservation of biodiversity can play in mitigating the effects of climate change by, for example, providing natural flood storage areas.

3.5.2 The National Planning Policy Framework (NPPF) states that planning should contribute to, protect and enhance the natural environment. This includes protecting valued landscapes, geological conservation interests, minimising impacts on biodiversity, providing net gains in biodiversity where possible and establishing coherent ecological networks that are more resilient to current and future pressures.

3.5.3 The 'Natural Choice: Securing the Value of Nature' White Paper (2011) sets out how society should value the economic and social benefits of a healthy natural environment while continuing to recognise nature's intrinsic value. It states that, "Through reforms of the planning system, we [the Government] will take a strategic approach to planning for nature within and across local areas. This approach will guide development to the best locations, encourage greener design and enable development to enhance natural networks. We will retain the protection and improvement of the natural environment as core objectives of the planning system."

3.5.4 The Warwickshire, Coventry and Solihull Local Biodiversity Action Plan (LBAP) outlines how landowners, land-managers and policy makers will protect the characteristic wildlife and landscapes of the sub-region. The Plan is the local response to the management of key species and habitats, as set out in the UK Biodiversity Action Plan. It contains 26 Species Action Plans for threatened plants and animals and 24 Habitat Action Plans covering farmland, woodlands, wetlands, grasslands, urban areas and post-industrial land. The LBAP is currently being updated.

3.5.5 While the District does not have habitats identified as being of international importance and protected by European Directives, it does support species that are subject to EU and UK protection, including bats, great crested newts and otters. National and EU policy applies to development schemes affecting these species. The District also hosts habitats and species of principal importance as identified on a list prepared by Natural England under the requirements of the Natural Environment and Rural Communities Act 2006. It contains 37 Sites of Special Scientific Interest (SSSI) of national importance which enjoy strict protection.

3.5.6 However, SSSIs are only a representative sample of sites; other sites in the District may be of similar quality and are afforded recognition through designation as Local Wildlife Sites. A number of Local Geological sites, including Regionally Important Geological and Geomorphological Sites (RIGS) have also been identified and are on a par with Local Wildlife Sites in terms of planning status.

3.5.7 A Local Geodiversity Action Plan for Warwickshire is also being prepared. This will identify and audit the geodiversity resource, set out how features should be conserved and managed, and seek to protect them through the planning system.

3.5.8 An Ecological and Geological Assessment was undertaken in 2009 as part of the evidence base for the Local Development Framework. It focused on ecological and geological features in relation to the main settlements in the District, assessing the potential impacts of development on their periphery. A further assessment was completed in 2012 of land around the Local Service Villages.

3.5.9 The local natural environment has seen unfavourable trends and threats, particularly the depletion of ecologically rich habitats and a lack of sensitive habitat management. In response, the District Council will encourage opportunities to create new habitats and ensure that appropriate management is secured for both new and existing habitats.

3.5.10 Development should provide an opportunity to achieve a net gain for the environment. Assessing the degree of gain includes consideration of the wider environmental effects of a proposal, not just local impact. Safeguarding is more than merely preventing the destruction of natural features. It is expected that development proposals should embody the long-term management of these features to enhance their value to biodiversity and geodiversity.

3.5.11 Good developments incorporate biodiversity considerations but can still result in some biodiversity loss when there are impacts that cannot be avoided through design and locations, or mitigated by other measures. The NPPF requires, as a last resort, compensation for this loss to be made. The principle of biodiversity offsetting is taking on increasing prominence. This approach is designed to compensate for losses to ecological assets as a result of a development on appropriate biodiversity projects elsewhere in the area. Stratford-on-Avon District was part of a two-year sub-regional pilot project for biodiversity offsetting announced within the Natural Environment White Paper 2012. The pilot was successful and biodiversity offsetting is formally continuing in the sub-region. Warwickshire County Council provides a Biodiversity Impact Assessment calculator for development projects to enable offsetting to deliver a net gain in biodiversity.

3.5.12 The principle of biodiversity offsetting is supported by the District Council and will be applied in accordance with the provisions of national regulations and local circumstances.

Development Management Considerations

- (1) The Local Biodiversity Action Plan for Warwickshire, Coventry and Solihull has a significant role to play regarding this issue. It contains habitat and species action plans and will need to be taken into account when assessing the impact of development proposals on nature conservation.
- (2) Development decisions will be based on current and accurate ecological and geological information. Where reasonable, it is essential that the necessary evidence be recorded and collected in order to assess any development proposal. The Warwickshire Biological Record Centre is the repository for ecological and geological data in the County and can supply evidence records. The sub-regional Wildlife Sites Partnership can carry out Local Wildlife Site ecological surveys.
- (3) Geological sites have also been under pressure, particularly through landfill, and this has resulted in the concealment of important strata. Developers involved in schemes which may affect geological strata of scientific importance will be requested to allow Warwickshire Museum staff access to development sites for recording/collecting purposes. This also includes schemes where features of geological interest are revealed while development is being carried out. Developers may be required to inform the Museum when geological strata are visible and accessible and to provide the Museum with geological research data pertaining to the site.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council, Warwickshire County Council, Warwickshire Wildlife Trust, Natural England, Environment Agency, Canal & River Trust, landowners and developers
Delivery mechanism	Through the determination of planning applications, community-based projects, Neighbourhood Plans
Funding	Community Infrastructure Levy, Section 106 Agreements, biodiversity offsetting, grants
Timescale	Throughout the plan period
Risk	Development schemes will place further pressure on existing biodiversity and geodiversity assets. Not providing sufficient mitigation against, or compensation for, the impact of development will lead to a deterioration of their extent and quality.
Monitoring indicators	<ul style="list-style-type: none"> • Impacts of development on national and local habitat designations such as SSSIs and Local Wildlife Sites, together with other locally known sites which contribute to biodiversity in the District. • Impacts of development on habitats that have triggered Biodiversity Impact Assessments within the Biodiversity Offsetting metrics measured as losses or gains. • Proportion of local sites where positive conservation management is being achieved. • Relevant sustainability indicators will be used to monitor species, including the extent of priority species in the District, and particularly those identified in the Warwickshire, Coventry and Solihull Biodiversity Action Plan.

3.6 Green Infrastructure

Strategic Objectives

(1) *The rural character of the District will have been maintained and enhanced. The Green Belt and countryside of the District will have been protected from inappropriate development.*

(7) *Working with Natural England and Warwickshire County Council, biodiversity will have increased across the District. Sites of environmental, nature conservation and geological importance will have been protected from harmful development.*

(8) *Community facilities and open space will have been improved across the District. Through collaborative working between District, Town and Parish Councils and key partners in education, public health and other services, opportunities to improve the health and wellbeing of the District's communities will have been realised as a result of the development process.*

Policy CS.7

Green Infrastructure

A. Green Infrastructure Network

The existing Green Infrastructure network in the District will be promoted through the principles of protection, enhancement, restoration and creation. The network will help to:

- support the growth of a strong, competitive low carbon economy;
- create a more attractive District for visitors and support tourism;
- promote healthy and active communities;
- protect and support historic and archaeological settings, sense of place and the distinctive landscape and character of the District;
- form a place for biodiversity to survive and thrive in the face of climate change; and
- reduce the risk of flooding.

Development proposals must demonstrate, dependent on their scale, use and location, how they contribute to the provision of a comprehensive Green Infrastructure network, through:

- maintaining and enhancing existing Green Infrastructure assets;
- optimising opportunities to create links between existing Green Infrastructure assets within the District and in neighbouring authority areas; and
- helping to deliver new Green Infrastructure assets where a specific need has been identified.

Where the impact of development on the biodiversity aspects of Green Infrastructure cannot be mitigated effectively on site, the principle of biodiversity offsetting in accordance with Policy CS.6 Natural Environment will apply.

B. Provision of Green Infrastructure

The availability of open spaces, waterways and other green infrastructure features will be maintained and improved as a contribution towards:

- (1) quality of life and attractive communities;
- (2) biodiversity and the provision of habitats;
- (3) landscape character and quality;

(4) non-vehicular modes of movement; and

(5) sustainable drainage, flood management, carbon sinks and other climate change mitigation and adaptation measures.

Access to Green Infrastructure features within settlements and the countryside will be provided through local nature reserves, green corridors, waterway ('blue') corridors, allotments and woodland, together with connections between built up areas and the countryside.

Opportunities will be sought to help deliver the priorities identified in the Sub-Regional Green Infrastructure Strategy and to implement the specific projects identified in the Area Strategies for Stratford-upon-Avon and the Main Rural Centres set out in Section 6 of the Core Strategy.

The Council will support the creation of new routes for walking, cycling and horse-riding to improve access to the countryside.

Where outdoor recreation facilities are proposed, either within urban areas or open countryside, a management plan will be sought to enhance the Green Infrastructure features of the site. Such management plans will also be encouraged in relation to existing facilities.

Explanation

3.6.1 Natural England, in its latest guidance, 'Nature Nearby – Accessible Natural Greenspace Guidance' defines Green Infrastructure (GI) as "a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types." The guidance provides advice on standards for accessible natural greenspace and how it could be delivered.

3.6.2 The National Planning Policy Framework (NPPF) emphasises the importance of conserving and enhancing the natural environment and promoting healthy communities. GI has a major role to play in delivering these objectives. As such, it should be treated as an important component of infrastructure and provided as an integral part of the development process.

3.6.3 GI has taken on greater significance in recent years due to the wide ranging environmental, economic and social benefits it can achieve. The concept seeks to move away from the conservation versus development argument. Instead, it recognises the importance of actively managing and protecting GI assets by planning them into and alongside new development. The provision of GI should be based on the concept of its multi-functional role and the need to connect together different types of green space.

3.6.4 The enhancement of GI features raises the following issues and opportunities relating to Stratford-on-Avon District:

- Due to the extent of flood risk in the area, a high quality GI network will incorporate flood risk management at its heart, utilising flood attenuation measures, flood plain restoration, naturalisation of river courses and floodwater storage.
- Given the ageing population structure of the District, the provision of recreational and leisure opportunities for older people will be a key consideration for the development of the GI network.
- The development of a high quality GI network provides numerous opportunities to support the further development of the visitor economy in the District. This includes improving access to visitor attractions by enhancing walking and cycling links.
- Improvements to the GI network can help limit many of the potential effects of climate change and increase the resilience of the District to the predicted impacts of climate change.

3.6.5 Open spaces are a valuable GI asset. Government guidance clearly states that open spaces make an important contribution to the health and wellbeing of communities. As such, they should be protected by the planning system unless it can be demonstrated that there is, or would be, a surplus of provision in the local area. This principle is equally applicable to open spaces that have restricted public access, such as school playing fields and private sports grounds, and these are also afforded protection under the scope of this policy.

3.6.6 Allotments are an important community facility and demand for them is growing steadily. They make a valuable contribution to biodiversity and healthy lifestyles, represent years of public and individual investment, and are worthy of protection.

3.6.7 A Stratford District Green Infrastructure Study has been prepared to form part of the Local Development Framework evidence base. The Study identifies a Green Infrastructure Framework which comprises four overarching themes which Green Infrastructure can help to support:

1. A sustainable, competitive and prosperous economy;
2. A healthy, active and involved community;
3. Flooding and a changing climate; and
4. Biodiversity and natural resources.

3.6.8 The remit of the Study is the whole of Stratford-on-Avon District but specific attention is paid to Stratford-upon-Avon and the eight Main Rural Centres. The Study provides information on the current green infrastructure resource for each of the nine settlements and proposes a suite of recommendations and actions for strengthening this network. For each settlement, GIS based maps displaying current GI provision have been produced to aid in identifying the existing network.

3.6.9 The recommendations developed for each settlement provide a focus for the Core Strategy, acting as a guide to show how the Green Infrastructure Framework can facilitate action on the ground. While they are not designed to dictate what action should be taken at specific locations, they offer a guide as to what possible targeted activity could take place to strengthen the GI Network. They should form the basis for discussion and consultation with local communities as a part of the Core Strategy and neighbourhood planning processes. As such, they have been identified in the Area Strategies for the nine settlements (see Section 6).

3.6.10 The focus of the Study is around the nine main settlements, but it is important to consider the District as a whole, given the characteristics of GI assets. There are important opportunities that are strategic in nature and cover the wider District beyond the remit of settlement scale intervention. Therefore, a suite of strategic district-wide recommendations has been developed that seek to act as overarching principles to ensure a strong, robust network is recognised and realised.

3.6.11 A separate but complementary Green Infrastructure Strategy has also been developed for the Coventry, Solihull and Warwickshire Sub-Region. This takes an overarching, strategic approach to defining and assessing the provision of large-scale GI assets and, in relation to biodiversity, how they are connected. These features tend to cover an extensive area, sometimes crossing into neighbouring counties, and attract a large number of visitors from a wide area. The strategy covers three key components of GI provision:

- Landscape - the main areas of opportunity for strengthening landscape character, including the scope to implement substantial landscape schemes in advance of major development and infrastructure projects.
- Biodiversity - the strategic opportunities for creating and reconnecting large functional clusters of woodland, wetland and grassland habitats.
- Accessibility - areas of deficiency in relation to sub-regional scale GI assets are identified as a basis for locating new features or enhancing existing ones.

3.6.12 It should be recognised that most new development will have an impact on GI resources. Therefore, where compensatory GI features cannot be provided within the development site in a sufficient manner, proportionate contributions towards the wider network will need to be secured. This link to offsite contributions is essential if the GI network across the District is to be maintained and, where possible, enhanced.

3.6.13 The Sub-Regional GI Strategy is investigating an appropriate mechanism for assessing the impacts of development on ecosystem services. Once an appropriate approach has been adopted it will be integrated into decision-making processes.

3.6.14 The Community Infrastructure Levy (CIL), planning obligations and other legal agreements have a potentially significant role to play in delivering local and strategic GI projects that are identified by the District Council.

Development Management Considerations

- (1) The District Green Infrastructure Study makes a series of strategic recommendations covering the following topics which will be taken into account on a case-by-case basis: green workplace design, woodland management, access and recreational network, allotments and orchards, awareness, education and involvement, water quality and river corridors, ponds and gardens, tree planting, and local standards of provision.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council, Warwickshire County Council, Warwickshire Wildlife Trust, Natural England, Environment Agency, Canal & River Trust, landowners and developers
Delivery mechanism	Through the determination of planning applications, community-based projects
Funding	Community Infrastructure Levy, Section 106 Agreements, grants, biodiversity offsetting
Timescale	Throughout the plan period
Risk	Development schemes will place further pressure on existing Green Infrastructure assets. Not providing sufficient improvements will lead to a deterioration of their extent and quality.
Monitoring indicators	<ul style="list-style-type: none"> • Increase in percentage of residents with Accessible Natural Greenspace of at least 2 hectares in extent within 300 metres (or 5 minutes walk) from their home. • Percentage of residents that are satisfied with the quantity and quality of open space provided. • Area of public and private open space, including allotments, gained through development. • Area of public and private open space, including allotments, lost to development. • Assessment of schemes and projects that improve biodiversity connectivity for woodland, wetland and grassland GI assets. • Enhancement of GI assets as a result of management plans relating to outdoor recreation facilities. • Implementation of GI projects identified in Area Strategies.

3.7 Historic Environment

Strategic Objectives

(2) *The historic character of the District will have been maintained and enhanced. Sites of historic importance will have been protected from harmful development.*

(3) *The character and local distinctiveness of the District will have been reinforced by ensuring new development is of high quality design, taking into account the intrinsic and special value of its landscapes and townscapes.*

Policy CS.8

Historic Environment

A. Protection and Enhancement

The District's historic environment will be protected and enhanced for its inherent value and for the enjoyment of present and future residents and visitors. Through a partnership approach, the Council will seek opportunities to promote the historic environment as a catalyst for enhancing the vitality of the District.

Priority will be given to protecting and enhancing the wide range of historic and cultural assets that contribute to the character and identity of the District, including:

- (1) designated heritage assets such as Listed Buildings, Conservation Areas, Registered Gardens, the Battle of Edgehill Historic Battlefield, Scheduled Monuments, and sites of archaeological importance, and their settings;
- (2) non-designated heritage assets and their settings;
- (3) Stratford-upon-Avon's historic townscape and street scene, and sites associated with William Shakespeare, to maintain the town's international and cultural importance;
- (4) the distinctive character of the market towns, villages and hamlets, including their settings, townscapes, streets, spaces and built form;
- (5) features that reflect the historic interaction of human activity on the landscape, including local vernacular building styles and materials, traditional farm buildings, and historic features associated with canals, navigations and railways;
- (6) working with the highways authority and infrastructure providers to ensure works to streets and the public realm do not detract from the historic value of the street scene; and;
- (7) seeking to reduce the number of heritage assets at risk.

B. Proposals Affecting the Significance of a Heritage Asset

Where proposals will affect a heritage asset, including involving its harm or loss, they will only be permitted in exceptional circumstances. Applicants will be required to undertake and provide an assessment of the significance of the asset using a proportionate level of detail relating to the likely impact the proposal will have on the asset's historic interest. In assessing whether exceptional circumstances exist, the following factors will be considered:

- (1) Whether it is practical to continue the current or previous use of the heritage asset and whether there are any other viable alternative uses.
- (2) The impact of the harm or loss of the heritage asset on the structure or setting of any other heritage asset, including the character and appearance of a Conservation Area.

- (3) Whether the relocation and reconstruction of the heritage asset is appropriate and can practicably be achieved, either onsite or elsewhere.
- (4) That a suitable programme has been arranged and agreed to record those features of historic interest that would be lost in the implementation of the proposal.

C. Appreciation, Design and Management

Proposals will be high quality, sensitively designed and integrated with the historic context. The design and layout of development proposals will be informed by an understanding of the significance of the historic asset and environment. Both designated and non-designated historic features should be retained in situ. Creative and innovative design and architecture that helps to secure the conservation of heritage assets and integrates new development into the historic environment will be encouraged where it is sympathetic to the character of the local area.

The positive management of heritage assets through partnership approaches and measures will be encouraged, including the use of Conservation Area Appraisals and Management Plans, Heritage Partnership Agreements and Neighbourhood Plans.

Where appropriate, opportunities should also be taken to assist people's understanding of the history of the asset by such measures as permitting public access and the provision of interpretation displays. This will be particularly important if the asset has relevance to the District's special contribution to the nation's literary and cultural history.

Explanation

3.7.1 The policy applies the expectation of the National Planning Policy Framework (NPPF) that local authorities will set out a positive strategy for the conservation and enjoyment of the historic environment. There is a particular recognition in the NPPF that heritage assets, both designated and non-designated, are an irreplaceable resource which should be conserved in an appropriate manner according to their significance. As the NPPF makes clear, the absence of a national designation for such heritage assets does not indicate lower significance.

3.7.2 There is a strongly held view that the protection of the District's heritage should be a key consideration in the planning of future development. Particular concern has been expressed about the quality of house design and the fact that new houses and the scale of new development may be out of character with the important historic character of the District and the quality of the street scene. Overall, the policy seeks to balance new development alongside the preservation and enhancement of the District's heritage.

3.7.3 Having been designated on the basis of their need for preservation or enhancement, conservation areas require very careful consideration in the development management process. The legislation does not intend conservation areas to be subject to an embargo on new development but it does require that their preservation or enhancement should be an important factor in the determination of planning applications. The character of a conservation area is often an amalgam of different elements such as the style of building, the extent of open space and the amount of tree cover. These components can be threatened both by the presence of new development or by schemes which are designed with little understanding of or sympathy for the locality.

3.7.4 The District contains many sites of historic importance, protected under further legislation including the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Building and Conservation Areas) Act 1990. In addition to English Heritage, Warwickshire County Council has responsibility for the management of the historic environment through its Sites and Monuments Record and Historic Environment Record. These databases contain extensive information on the importance of thousands of historic sites across the District and provide a useful source for appreciating the impact of any proposal on the historic environment.

3.7.5 Two further studies have been completed to assist with understanding the heritage impacts of proposals. Warwickshire County Council undertook the Historic Environment Assessment (2008), which identified a rich archaeological heritage throughout the district as well as indicating the potential for undiscovered archaeological deposits. An additional Historic Environment Assessment was carried out by the District Council in 2012 to assess potential impacts on the historic environment of development adjacent to Local Service Villages.

3.7.6 The Warwickshire Historic Landscape Characterisation (HLC) project maps the present historic character of the County's landscape and provides a good understanding of the historic landscape resource and its capacity for change. This information has been used to assist in assessing the environmental impact of proposals through the development plan and planning application process. A similar study has also been undertaken in the Cotswolds AONB, including that part which falls within Stratford District. An English Heritage funded project, 'An Extensive Urban Survey for Warwickshire' was undertaken by Warwickshire County Council between 2010 and 2014. The results of this project contribute to our understanding of the development and character of various towns and villages across the District and will be used to inform the assessment of the likely impacts of proposed developments on the historic environment of the District.

3.7.7 In the majority of instances it will be necessary to undertake evaluative archaeological and historic environment fieldwork in order to obtain sufficient information to enable an informed planning decision to be made.

3.7.8 The Government recognises and encourages the important role which local authorities have in securing the appropriate management of archaeological sites to ensure that they survive in good condition. There are many archaeological sites, both scheduled and unscheduled, which have an important role in the District's cultural heritage, local distinctiveness and historic landscape. With sensitive and appropriate management and interpretation their educational role can be enhanced, and also their contribution to the local tourist economy.

3.7.9 The significance of a non-designated heritage asset may be due to the importance of its local vernacular, its architectural style, or its cultural and historic value, or a combination thereof. Neighbourhood Plans provide an ideal medium to identify, protect and enhance such assets that are valued by the community.

Development Management Considerations

- (1) Where development is likely to impact on heritage assets, applicants will need to assess the significance of a heritage asset and take into account local information, as appropriate, provided by design guides, Conservation Area Appraisals, the Warwickshire Historic Landscape Characterisation Project, the West Midlands Farmsteads and Landscapes Project, the Warwickshire Extensive Urban Study and the Warwickshire Historic Environment Record. Applicants must demonstrate through their supporting documents how the proposed development would preserve and where appropriate enhance heritage assets.
- (2) There will be a presumption in favour of the physical in situ preservation of historic assets, whether designated or non-designated. If proposing development on sites which may contain important archaeological remains, developers will need to submit the results of an archaeological assessment/field evaluation with their planning application. Failure to supply such an assessment or evaluation may delay the progress of the application or lead to refusal of planning permission. Where it is appropriate for archaeological features to be investigated and recorded, applicants will be expected to fund an appropriate programme of archaeological fieldwork to mitigate the archaeological impact of a proposed development.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council, Warwickshire County Council, English Heritage, Natural England
Delivery mechanism	Through the determination of planning applications
Funding	Not applicable
Timescale	Throughout the plan period
Risk	If the policy is not applied rigorously it could result in significant harm being caused to the heritage, character, culture and quality of the built and natural environment as well as individual historic features.
Monitoring indicators	<ul style="list-style-type: none"> • Assessment of planning applications that affect a designated historic asset. • Assessment of planning applications that involve the loss of a non-designated historic feature. • Production of Conservation Area Appraisals and Management Plans. • Schemes providing public access to or interpretation of a historic asset.

3.8 Design and Distinctiveness

Strategic Objective

(3) *The character and local distinctiveness of the District will have been reinforced by ensuring new development is of high quality design, taking into account the intrinsic and special value of its landscapes and townscapes.*

Policy CS.9

Design and Distinctiveness

A. Ensuring Local Distinctiveness

All forms of development will improve the quality of the public realm and enhance the sense of place, reflecting the character and distinctiveness of the locality. Proposals that would damage or destroy features which positively contribute to local distinctiveness will not be permitted. Understanding local context is key to achieving good design and proposals should take into account any relevant design principles and contextual analysis set out in local guidance. Where required as part of a planning application, Design and Access Statements will set out how new development responds to its unique context and enhances local distinctiveness.

B. Ensuring High Quality Design

Proposals should be compatible with national design guidance in 'Building for Life 12' and 'Secured by Design'. The design approach will ensure that development is:

- (1) **Attractive:** Proposals will be of a high quality architectural design and include appropriate landscaping to create places where people want to live, work and visit. Proposals should use a limited palette of materials to give coherence to the overall design. The provision of landscaping will be accompanied by appropriate mechanisms to ensure its ongoing management and maintenance.
- (2) **Sensitive:** Proposals, including layout and orientation, will be sensitive to the setting, existing built form, neighbouring uses, landscape character and topography of the site and locality. Proposals will reflect the context of the locality, ensuring a continuity of key design features that establishes the identity of the place, making best use of on-site assets including landscaping features as well as public views and vistas and not harming existing ones.
- (3) **Distinctive:** The layout of proposals will be easy to navigate with buildings designed and positioned to define and enhance a hierarchy of streets and spaces, taking account of the relationship between building height and street width. Public and private spaces should be clearly defined and areas that have little or no public or biodiversity value should be avoided. Densities should be appropriate to the site taking into account the fact a key principle of good design is the relationship between the height, width and depth of buildings.
- (4) **Connected:** Proposals will be well-integrated with existing built form, enhancing the network of streets, footpaths and green infrastructure across the site and the locality, and retaining existing rights of way.
- (5) **Environmentally Sustainable:** Proposals will respond to climate change. Measures should include energy efficiency technologies, low carbon and renewable energy sources, the use of local materials where possible, effective water management and flood protection, and appropriate landscaping.
- (6) **Accessible:** Proposals will encourage walking and cycling and provide for or be close to, community facilities, having good access to public transport.

- (7) Safe: Proposals will incorporate effective measures to help reduce crime and the fear of crime and to minimise danger from traffic. Measures should include pedestrian and cycle friendly streets and opportunities for natural surveillance whilst avoiding large parking courts and blank building elevations.
- (8) Healthy: Proposals will ensure a good standard of space and amenity for occupiers. Occupants of new and neighbouring buildings will be protected from unacceptable levels of noise, contamination and pollution, loss of daylight and privacy, and adverse surroundings.

C. Design Innovation

High quality design innovation will be encouraged where it reflects and complements the immediate local environment and maximises sustainability benefits. Where such an approach is appropriate it should be based on the characteristics of the built environment in the local area and have a beneficial purpose.

D. Advertisements

The display of advertisements will not compromise amenity and highway safety. Advertisements will not be permitted if the character or setting of a building would be unduly affected due to inappropriate size, design, colour, materials or illumination. Advertisements should be located within the curtilage of the premises to which they relate or at the site access.

Explanation

3.8.1 The Government attaches great importance to the design of the built environment. The National Planning Policy Framework (NPPF) states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Great weight should be given to outstanding or innovative designs which help to raise the standard of design more generally. Permission should be refused for development of poor design that fails to take the opportunity for improving the character and quality of an area and the way it functions.

3.8.2 Good design is important everywhere. Since no two places are identical, there is no such thing as a blueprint for good design, hence the importance of the use of Design and Access Statements to accompany planning applications that clearly show how the proposed design is the outcome a thorough and caring understanding and appreciation of place and context. To assist with this, Stratford-on-Avon District Council supports the implementation of the well-established design principles set out in national design initiatives such as 'Building for Life 12 (Building for Life Partnership, 2012), 'Secured By Design' (ACPO, 2004), 'By Design' (CABE, 2000), 'Manual for Streets' (DfT, 2007) and the Urban Design Compendium (HCA, 2000). These documents are available to download on the Council's website at www.stratford.gov.uk/design. High quality design will always result where the principles of good design are applied to the local context.

3.8.3 Building for Life 12 (BFL12) is the industry standard, endorsed by Government for well-designed homes and neighbourhoods. Prepared by the Building for Life Partnership (comprising of CABE at The Design Council, Design for Homes and the Home Builders Federation, supported by Nottingham Trent University) BfL12 comprises 12 design questions around 'integrating into the neighbourhood', 'creating a place', and 'street and home' that uses a simple 'traffic light' (red, amber, green) assessment. New housing developments should secure as many 'greens' as possible, minimise the number of 'ambers' and avoid 'reds'. BfL12 is a valuable guide for applicants when thinking about the design of homes and places and provides a useful checklist to ensure that the proposal covers all aspects of good design.

3.8.4 The involvement of local residents and communities in the design of development which affects their locality is critical to achieving good design. A number of communities have prepared Town or Village Design Statements and Parish Plans which should be taken into account when making decisions about the design of new development. There should also be specific interaction with the community affected in relation to individual schemes. It is important that engagement with local communities is both early-on in the design process and meaningful so that local communities have real opportunities to influence the outcome of the design process. Consultation events where the proposed design is simply presented to the community prior to submission of a planning application do not constitute either early or meaningful engagement. Community involvement is an integral part of the design process and not simply a 'tick-box' exercise.

3.8.5 The Council expects the design of development to bring together various factors that affect quality of life. The principles that contribute to good design should not be considered in isolation, but in the manner in which they interact to create a sense of place. This relates not only to physical appearance but also to such matters as public/private space, landscaping, control of crime and noise and community relations, as a means of creating an enriched environment for people to live, work and visit. Indeed, there has been concern that certain aspects of recent development have impacted negatively on the established character of the District's towns and villages. For example, high density development and the loss of gardens are thought to have been unsuitable in many locations.

3.8.6 The individual settlements and landscapes across the District have their own distinctive character which has evolved through their historical development and management. They are highly valued and need to be preserved for future generations to enjoy. This distinctiveness is what defines a place and is often the key attraction of an area. The need to have regard to the character and quality of the local area and respect local distinctiveness is a fundamental principle underlying the Council's design policies set out in the District Design Guide.

3.8.7 When adopted, Neighbourhood Plans also form part of the statutory Development Plan for their area and applications will need to be in conformity with them. In particular, Neighbourhood Plans will contain more detailed policies on design and distinctiveness. An up-to-date list of Neighbourhood Plans within Stratford-on-Avon District can be found at www.stratford.gov.uk/neighbourhoodplans.

3.8.8 The Local Design Review Panel provides independent, objective and expert feedback and advice on the design of proposed developments. The Centre for place-making, 'MADE' is a registered charity that provides design services across the West Midlands. Further information can be found at www.made.org.uk.

3.8.9 Advertisements require careful control as they can make a substantial impact on the character of a locality. Modern advertisement styles and materials can be out of place in historic areas, particularly the trend by larger retail outlets to adopt a 'corporate image' by using a nationally identifiable style. The District Planning Authority will endeavour to negotiate the adaptation of corporate liveries to local circumstances.

Development Management Considerations

- (1) The involvement of local communities in the design of development which affects their locality is critical to achieving good design. A number of communities have prepared Village Design Statements and Parish Plans which will be taken into account when making decisions about the design of new development. Effective community engagement at the earliest opportunity of the design process is essential. Developers should engage local communities at the pre-application stage, undertaking activities commensurate with the scale and sensitivity of the proposed scheme.
- (2) The District Council encourages the use, where appropriate, of the Local Design Review Panel process. This should be used for all significant development projects and in particular

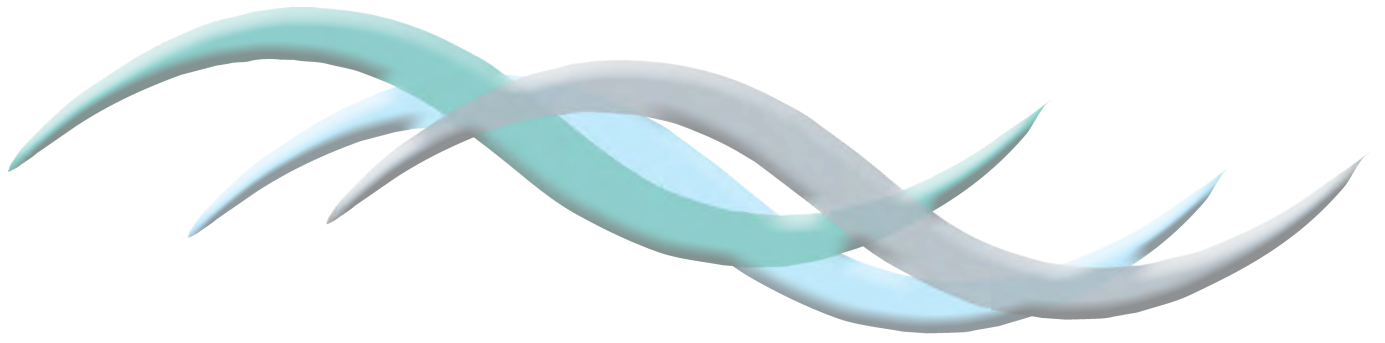
those where design issues have been raised as a key concern. The funding for a Design Review Panel at pre-application or application stage is the responsibility of the applicant. Applicants are strongly encouraged to undertake the design review at pre-application stage to assist in improving the project and avoiding potential conflicts and delays at a later stage in the process.

- (3) Design and Access Statements should tell the ‘design story’ clearly showing how the proposed design is the outcome of the design process and based on a full understanding and analysis of the unique context at settlement, local and site level (as appropriate). Statements should also show how pre-application discussions with key stakeholders have influenced the proposed design, including (but not limited to) town or parish councils, civic groups, Police Architectural Liaison Officers, Environment Agency, English Heritage, Warwickshire County Council (including Archaeology, Ecology, Highways and other services), and Stratford-on-Avon District Council (including Planning, Conservation and Environmental Health Services).
- (4) Local design principles and contextual analysis can be found in the following sources, as appropriate:
 - Area Strategy Policies contained in Section 6 of the Core Strategy
 - Conservation Area Statements
 - Neighbourhood Plans
 - Site Development Briefs / Masterplans / Concept Statements
 - Stratford-on-Avon District Design Guide
 - Town and Parish Plans / Village Design Statements
- (5) There is no definition of what constitutes the ‘locality’ as it will vary depending on the size and scale of the proposal as well as its specific location. For an individual dwelling, the locality could be neighbouring properties and the street. For larger developments the locality could be the wider neighbourhood, and could depending on the size of the settlement, extend to the settlement as a whole.
- (6) Policy CS.2 sets out the Council’s requirements in respect of climate change and sustainable construction.
- (7) Policy CS.18 Housing Mix and Type sets out the Council’s requirements in respect of amenity and space standards.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council, Warwickshire County Council, Police Architectural Liaison Officers, Environment Agency, English Heritage
Delivery mechanism	Through the determination of planning applications, community-based projects
Funding	Community Infrastructure Levy, Section 106 Agreements, grants
Timescale	Throughout the plan period
Risk	Poorly designed and integrated development schemes will lead to a deterioration of quality and local distinctiveness in the built environment and its setting.
Monitoring indicators	<ul style="list-style-type: none"> • Planning applications for development should be assessed by SDC as to whether they meet the criteria set out in this Policy. • In terms of design and distinctiveness which enhance the built and natural environment: % of applications approved for residential development with Design and Access statements taking account of Building for Life or replacement criteria.

	<ul style="list-style-type: none">• Parish Plans and Town/Village Design Statements plus future Neighbourhood Plans identify good design as a priority in their local areas and areas for improvement which should be taken into account when determining relevant planning applications.• Every two years Building Control run Built in Quality awards for new development in Stratford-on-Avon District. Winners should be reported as exemplars of good quality, well designed and sustainable buildings.• Public realm improvements identified in Area Profiles and Town/Parish Plans should be assessed by SDC.
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Section 4

District Designations

4.1 Green Belt

Strategic Objective

(1) *The rural character of the District will have been maintained and enhanced. The Green Belt and countryside of the District will have been protected from inappropriate development.*

Policy CS.10

Green Belt

The purposes of the Green Belt will be upheld by resisting inappropriate development within it, except in cases where very special circumstances are justified in accordance with the provisions of national planning policy.

The following forms of development in the Green Belt are appropriate in principle:

- (a) A small-scale development which meets a housing, employment or other need identified by a local community, in accordance with Policy AS.10 Countryside and Villages, subject to it not being harmful to the openness and character of the area.
- (b) A small-scale extension to or the replacement of an existing building for the same use, as long as the extended or new building, and the activities involved, do not have a materially greater impact on the openness and character of the area.
- (c) The limited infilling, partial or complete redevelopment, or change of use of a previously developed ('brownfield') site, subject to it not having a materially greater impact on the openness and character of the area than the existing or previous development or activity on the site. The proposed location and type of development should be consistent with the overall development strategy for the District and the provisions of other policies in the Core Strategy where applicable.
- (d) The construction of new buildings and the carrying out of activities as defined in national planning policy.

It is proposed to remove the following areas of land from the Green Belt:

1. 15 hectares east of Birmingham Road (north of A46), Bishopton, Stratford-upon-Avon (see Proposal SUA.3)
2. 7 hectares north of Arden Road, Alcester (see Proposal ALC.3)
3. 7 hectares at Gorcott Hill, north of Mappleborough Green (see Proposal REDD.2)

The boundary of the Green Belt is shown on the Policies Map.

The preparation of the Site Allocations Development Plan Document will include consideration of the need to identify Built-Up Area Boundaries for those Local Service Villages where it is decided that site allocations should be made.

Explanation

4.1.1 The fundamental aim of Green Belt policy, as set out in the National Planning Policy Framework (NPPF), is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.

4.1.2 The construction of new buildings in the Green Belt is considered inappropriate. As set out in the NPPF, exceptions to this include:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Core Strategy; or
- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

4.1.3 Once established, Green Belt boundaries should be altered only in exceptional circumstances. The West Midlands Green Belt wraps around Birmingham, the Black Country and Coventry and extends to a ring of towns beyond the conurbation. Within Stratford-on-Avon District it stretches from the northern edge of Stratford-upon-Avon, along the A46 westwards and the A439 eastwards up to the District boundary with Redditch (apart from small areas of land to the west of Mappleborough Green), Bromsgrove, Solihull and Warwick. The settlements of Alcester, Henley and Studley are excluded from the Green Belt.

4.1.4 The current extent of the approved Green Belt has been established since 1975 and still complies with the purposes of including land within it, as now set out in the NPPF.

4.1.5 There are no reasons for extending the area covered by the Green Belt within Stratford-on-Avon District. Likewise, there is no justification for making a significant reduction to the current extent of the approved Green Belt. The Core Strategy sets out how the development requirements of the District can be met with only limited effect on the current extent of the Green Belt. No significant locational options affecting land in the Green Belt have been identified to meet the District's development requirements that would result in a more sustainable outcome than that put forward in this Plan. For this reason, the Council took the view that a comprehensive review of Green Belt boundaries was unnecessary.

4.1.6 However, there are a number of specific cases where 'exceptional circumstances' for removing land from the Green Belt are identified in order to facilitate economic development. These have also been assessed against the five purposes of the Green Belt specified in the NPPF (para 80).

1. East of Birmingham Road (north of A46), Bishopton, Stratford-upon-Avon

Amount of land affected: 15 hectares (see Policies Map)

Exceptional Circumstances:

A key component of the development strategy for Stratford-upon-Avon is the Regeneration Zone which involves the redevelopment of a substantial area of existing business and commercial uses. To facilitate this will require the relocation of a number of established companies, including various car dealerships based on Western Road. They are seeking a high profile, visible road frontage location which this land provides. The release of this site from the Green Belt is based solely on providing scope for implementing the Regeneration Zone proposal.

Assessment against the five purposes of the Green Belt:

- (i) Restricting the sprawl of large built-up areas relates to the main conurbations in the West Midlands.

- (ii) The scale of the site involved will have no perceived impact on the merging of neighbouring towns.
- (iii) While the development of this site would cause some encroachment into the countryside, it is well screened from the wider landscape. It also provides the opportunity to utilise land and buildings that are currently used for a range of generally unattractive activities, including commercial uses and a caravan site.
- (iv) Development of this site would not have a significant impact on the setting or character of the town as the Birmingham Road approach is already affected by the traffic island and recent development.
- (v) The modest area of land involved will have no discernable impact on the prospects of urban regeneration elsewhere. In this case, removing land from the Green Belt to accommodate development is intended to directly facilitate urban regeneration.

More information is set out in the Area Strategy for Stratford-upon-Avon (see Proposal SUA.3).

2. Land to the north of Arden Road, Alcester

Amount of land affected: 7 hectares (see Policies Map)

Exceptional Circumstances:

Further employment land is required to meet the town's needs. This has been recommended in the Employment Land Study. The Alcester Town Plan also identified a need for business expansion and the release of this land has local support. No suitable land outside the Green Belt for this scale of employment development to meet the needs of Alcester has been identified.

While 4 hectares of adjacent land is available outside the Green Belt, an access off the northern end of Kinwarton Farm Road would be required to avoid crossing the land within the Green Belt. However, this would be both substandard and inconvenient. A more direct and effective access would be from Arden Road and this would make an additional area of land available for employment use to serve the town.

Assessment against the five purposes of the Green Belt:

- (i) Restricting the sprawl of large built-up areas relates to the main conurbations in the West Midlands.
- (ii) The scale of the site involved will have no perceived impact on the merging of neighbouring towns.
- (iii) Development of this site would cause some encroachment into the countryside. Substantial landscaping will be required to minimise the visual impact of the industrial area from the surrounding open countryside to the north.
- (iv) The site is adjacent to an established industrial estate and is not visible from a route into the town experienced by visitors.
- (v) The modest area of land involved will have no discernable impact on the prospects of urban regeneration elsewhere.

More information is set out in the Area Strategy for Alcester (see Proposal ALC.3).

3. Gorcott Hill, north of Mappleborough Green

Amount of land affected: 7 hectares (see Policies Map)

Exceptional Circumstances:

It has been established through joint working with Redditch Borough Council and Bromsgrove District Council that land in Stratford-on-Avon District should be identified for employment uses

to meet the needs of Redditch. The Employment Land Review Update for Redditch identifies a shortfall of 27.5 hectares of land that cannot be accommodated within its boundaries. It should be borne in mind that the Green Belt extends all the way around the urban area of the town.

A study commissioned by North Worcestershire Economic Development and Regeneration identified land at Winyates Green (lying wholly within Stratford-on-Avon District), and Gorcott Hill (which lies partly within Bromsgrove District and Stratford-on-Avon District), as the best option available to meet this shortfall. The former is outside the Green Belt but is only 12 hectares in size. Furthermore, a new access off the A4023 Coventry Highway is required to gain access to both sites. The cost of this, probably in the form of a roundabout, would not be viable unless both areas are made available for development.

Assessment against the five purposes of the Green Belt:

- (i) Restricting the sprawl of large built-up areas relates to the main conurbations in the West Midlands.
- (ii) The scale of the site involved will have no perceived impact on the merging of neighbouring towns.
- (iii) While the development of this site would cause some encroachment into the countryside, it is well screened from the wider landscape. Extensive structural planting and appropriate layout and design will be required to minimise the impact of development on the adjacent Gorcott Hall which is a listed building.
- (iv) Development of this site would not have a significant impact on the setting or character of Redditch.
- (v) The modest area of land involved will have no discernable impact on the prospects of urban regeneration elsewhere.

In assessing the justification for removing this area of land from the Green Belt, it should be borne in mind that Bromsgrove District Council had previously taken adjacent land out of the Green Belt, and designated it as an Area of Development Restraint for potential longer term development, and is now proposing in its emerging Local Plan to allocate the land for employment development.

More information is set out in the relevant section relating to Redditch (see Proposal REDD.2).

4.1.7 Further specific alterations to the boundaries of the Green Belt will be considered through the process of preparing the Site Allocations Development Plan Document. This will include the definition of Built-Up Area Boundaries for those Local Service Villages that lie within the Green Belt, in order to provide for small-scale housing schemes in accordance with the provisions of the overall development strategy.

4.1.8 Unlike previous national guidance, the NPPF does not refer to local plans identifying 'major existing developed sites' in the Green Belt for specific treatment. Instead, it supports in principle the limited infilling, or the partial or complete redevelopment of any previously developed site, whether redundant or in continuing use. This approach is taken forward in the Core Strategy, although it will be necessary to assess any proposal affecting such a site as to whether it is consistent with the overall development strategy set out in the plan.

4.1.9 The Council previously applied a 30% maximum threshold relating to the scale of a house extension and replacement dwelling. However, it is considered that a specific maximum figure is in many senses arbitrary and a more appropriate means of maintaining openness is to consider proposals on a case-by-case basis, from the starting point that maintaining openness and preventing urban sprawl is of upmost importance. Such an approach would also conflict less and be more consistent with changes to the General Permitted Development Order (GPDO) regarding the ability of homeowners to extend their homes without necessarily requiring planning consent.

Development Management Considerations

- (1) Until Built-Up Area Boundaries are defined for Local Service Villages to inset, ie. to exclude them, from the Green Belt, the designation will continue to wash over them and development proposals otherwise consistent with the provisions of part (b) in Policy AS.10 Countryside and Villages will not be supported.
- (2) In relation to part (b) of the policy, the extension to or replacement of any existing building should not cause material (ie. significant) harm to the openness and character of the Green Belt. In this respect, each scheme will raise specific issues and require a thorough assessment of its impact.
- (3) An assessment of impact that would be caused to the openness and character of the Green Belt will to be applied on a case by case basis. Key factors that will be taken into account include:
 - an extension to or replacement of a building must not be disproportionate or materially larger compared with the existing situation, taking into account any buildings that are to be removed;
 - cumulative effect of the proposed scheme together with previous development on the site;
 - visual impact of the proposed development compared with that caused by the existing building(s) on the site;
 - increase in and nature of activities outside the building(s), such as parking, storage;
 - extent to which existing buildings would be removed and the proposed scheme would consolidate or reposition development on the site;
 - use of appropriate design and materials which are suitable to the nature of the local area;
 - a new curtilage building, e.g. garage, should be within five metres of the dwelling.
- (4) In relation to part (c) of the policy, for sites currently or formerly in an employment use, development proposals should seek to secure alternative forms of employment uses in order to provide jobs and support the rural economy, in accordance with Policy CS.21 Economic Development. Other uses may be appropriate but it is necessary to ensure that policies regarding the location of development are applied to individual cases to ensure consistency with the overall strategy.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council
Delivery mechanism	Through the determination of planning applications
Funding	Not applicable
Timescale	Throughout the plan period
Risk	If the policy is not applied rigorously it could result in harm being caused to the openness and character of the Green Belt and undermine the purposes of its designation.
Monitoring indicators	<ul style="list-style-type: none"> • Number of applications granted planning permission despite being defined as 'inappropriate development' in the Green Belt. • Assessment of very special circumstances identified to justify granting planning permission (including appeal decisions). • Assessment of schemes involving extension to or replacement of an existing dwelling in relation to the scale of increase in volume of building involved.

4.2 Cotswolds Area of Outstanding Natural Beauty

Strategic Objectives

- (1) *The rural character of the District will have been maintained and enhanced. The Green Belt and countryside of the District will have been protected from inappropriate development.*
- (3) *The character and local distinctiveness of the District will have been reinforced by ensuring new development is of high quality design, taking into account the intrinsic and special value of its landscapes and townscapes.*

Policy CS.11

Cotswolds Area of Outstanding Natural Beauty

Development proposals in the District involving land either within, or outside but affecting, the Cotswolds AONB should conserve and enhance the special landscape qualities and scenic beauty of the AONB and be consistent with the objectives set out in the Cotswolds AONB Management Plan.

In determining planning applications in and adjacent to the AONB, the Council will work closely with the Cotswolds Conservation Board.

Those parts of the AONB that lie within the District are defined as 'tranquil areas' where the minimisation of noise, traffic congestion and light pollution is a priority.

Large scale development will not be allowed unless exceptional circumstances and public interest are demonstrated in accordance with all the criteria set out in the National Planning Policy Framework.

Small-scale development and activities are appropriate, in accordance with Policy AS.10 Countryside and Villages, but must not harm the historic or built character, local distinctiveness or landscape quality of the AONB.

The impact of development proposals on the economic and social well-being of the area will be taken into account, including the specific needs of agriculture.

The boundary of the Cotswolds AONB is shown on the Policies Map.

Explanation

4.2.1 Nationally designated areas, including Areas of Outstanding Natural Beauty (AONB), have been confirmed by the Government as having the highest status of protection in relation to landscape and scenic beauty. The conservation of the natural beauty of the landscape and countryside should therefore be given great weight in planning policies and development control decisions in these areas.

4.2.2 The National Planning Policy Framework (NPPF) makes it clear that planning permission should be refused for major developments in designated areas such as AONBs, other than in exceptional circumstances where it can be demonstrated that it is in the wider public interest for a scheme to take place in such a location.

4.2.3 That part of Stratford-on-Avon District lying within the Cotswolds AONB requires specific protection. It includes most of the southern fringes of the District between Upper Quinton in the west and Warmington in the east. The Local Development Framework does not provide an opportunity to revise the AONB boundaries as they are determined by the Government through a separate process.

4.2.4 The Cotswolds Conservation Board is responsible for producing a Management Plan and the latest version covers the period 2013-2018. This is a statutory plan and is recognised as being a material consideration in the determination of planning applications.

4.2.5 The Management Plan identifies the special qualities of the Cotswolds AONB, including:

- the unifying character of the limestone geology, its visible presence as natural outcrops, its use as a building material and through the plant and animal communities it supports;
- the Cotswold escarpment, including views to and from it;
- dry stone walls, which give the AONB its essential character in many areas;
- the tranquillity of the area, essentially the absence of inappropriate noise, development, visual clutter and pollution, which creates ‘a feeling of being away from it all’;
- distinctive settlements, developed in the Cotswold vernacular, with high architectural quality and integrity.

4.2.6 Villages and individual buildings and their settings form a vital element of the character of the Cotswolds, particularly because of the widespread use of limestone and the area’s distinctive architecture. The planning and design of development, both within the AONB and around it, is of crucial importance in maintaining the landscape and scenic beauty of the area.

4.2.7 In assessing proposals for development within the AONB, the Council will take a broad view of factors which contribute to ‘natural beauty’. The landscape of the Cotswolds has evolved over many centuries and clearly shows the influence of human endeavour. The role which the built environment, biodiversity and historic heritage has had in shaping the Cotswolds landscape will be taken into account when considering development proposals, in addition to the contribution of natural features.

Development Management Considerations

- (1) The Cotswolds Conservation Board has produced a series of Position Statements and guidance relating to planning issues that will be taken into account in the determination of planning applications. These cover topics such as affordable housing, employment, renewable energy and telecommunications.
- (2) New buildings associated with sport and recreation activities will only be acceptable where the position, scale and design of the building would not harm the special character of the AONB.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council, Cotswolds Conservation Board
Delivery mechanism	Through the determination of planning applications, community-based projects
Funding	The Cotswolds Conservation Board administers a Sustainable Development Fund, a grant scheme that supports projects that bring environmental, social and economic benefits. Grants are also available for environmental improvement projects
Timescale	Throughout the plan period
Risk	If the policy is not applied rigorously it could result in harm being caused to the character and scenic beauty of the AONB and the purposes of its designation.
Monitoring indicators	<ul style="list-style-type: none"> • Assessment of the justification for granting planning permission for large-scale development proposals within or close to the AONB (including appeal decisions).

4.3 Special Landscape Areas

Strategic Objectives

(1) *The rural character of the District will have been maintained and enhanced. The Green Belt and countryside of the District will have been protected from inappropriate development.*

(3) *The character and local distinctiveness of the District will have been reinforced by ensuring new development is of high quality design, taking into account the intrinsic and special value of its landscapes and townscapes.*

Policy CS.12

Special Landscape Areas

The high landscape quality of the Special Landscape Areas, including their associated historic and cultural features, will be protected by resisting development proposals that would have a harmful effect on their distinctive character and appearance which make an important contribution to the image and enjoyment of the District.

The following Special Landscape Areas are identified and their extent is shown on the Policies Map:

- Arden
- Cotswold Fringe
- Feldon Parkland
- Ironstone Hills Fringe

Development proposals relating to settlements that lie within a Special Landscape Area must respect the current and historic relationship of that settlement within the landscape.

Explanation

4.3.1 The National Planning Policy Framework (NPPF) is silent about the use of local landscape designations. However, one of its core principles is that the character of different areas should be taken into account. While this should not be seen as excluding development, such a designation is a response to an area's defined qualities.

4.3.2 The Council commissioned a specific study into whether a local landscape designation in Stratford District is appropriate in the circumstances and, if so, what areas should be covered by such a designation. The approach taken in the study to justifying the use of a local landscape designation, and to the identification of appropriate areas, is based on Natural England's guidance on criteria for defining 'value' in protecting nationally designated landscapes.

4.3.3 The District is the most rural of all the districts and boroughs in Warwickshire. It encompasses a range of pleasant and attractive rural landscapes from the Arden in the north to the Cotswolds AONB to the south. The purpose of the Special Landscape Area designation is to protect, enhance and facilitate better management of the best of the area's landscapes outside the Cotswolds AONB. The SLAs are focussed on larger scale areas which are of generally higher landscape value.

4.3.4 The Special Landscape Area Study (2012) identified the distinctive landscape qualities of various parts of the District which justified being protected through a formal local landscape designation.

4.3.5 SLAs have to be, by definition, 'special' at a district level to merit inclusion. All landscapes are important, especially to their local residents, and Policy CS.5 Landscape emphasises the importance of assessing thoroughly the impact of proposed development on all parts of the District's countryside. However, to define an entire district as 'special' would potentially undermine the purpose of designating specific areas for their landscape quality. Designation has to be driven by the key qualities of a particular area of landscape. On that basis, the SLAs identified represent particularly high quality countryside in the context of Stratford District, based on their landscape and scenic quality, as well as natural and historic features.

4.3.6 With regard to the definition of SLA boundaries around settlements, it is considered that smaller villages and the landscape features within them contribute to the quality of the landscape and, for that reason, the designation should wash over such settlements. The Main Rural Centres which lie within an SLA have been excluded from the designation to coincide with the built-up area boundaries defined for them.

Development Management Considerations

- (1) With regard to the treatment of the SLA designation around settlements, smaller villages and the landscape features around and within them contribute to the quality of the area. For that reason, this designation washes over such settlements and will be taken into account in the consideration of development proposals.
- (2) Assessment of development proposals will have regard to cumulative impact. On an individual basis some proposals may seem innocuous but they could form part of a general trend towards decline in the quality of the landscape.
- (3) While the District Planning Authority is concerned to protect the scenic quality of the SLAs, it is accepted that there are forms of development which are appropriate to these areas. The designation should not be seen as a complete restriction on development. Proposals can include measures which maintain or enhance landscape quality, while others relate to development that is in the local or wider interest. These factors will be taken into account when assessing proposals within the SLAs.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council
Delivery mechanism	Through the determination of planning applications
Funding	Not applicable
Timescale	Throughout the plan period
Risk	If the policy is not applied rigorously it could result in harm being caused to the character and quality of the landscape.
Monitoring indicators	<ul style="list-style-type: none"> • Assessment of the justification for granting planning permission for large-scale development proposals within a Special Landscape Area (including appeal decisions).

4.4 Areas of Restraint

Strategic Objective

(1) *The rural character of the District will have been maintained and enhanced. The Green Belt and countryside of the District will have been protected from inappropriate development.*

(3) *The character and local distinctiveness of the District will have been reinforced by ensuring new development is of high quality design, taking into account the intrinsic and special value of its landscapes and townscapes.*

Policy CS.13

Areas of Restraint

Land designated as an Area of Restraint makes an important contribution to the character of the settlement. Development must not harm or threaten the open nature of such areas, taking into account any possible cumulative effects.

Planning permission for a large-scale form of development in an Area of Restraint will only be granted where a scheme would have demonstrable community benefits and contribute significantly to meeting an objective of the Core Strategy. It will also need to be demonstrated that no suitable alternative site outside the Area of Restraint is available for the proposed development.

Projects which enhance the character and visual amenity of Areas of Restraint will be encouraged, as will the promotion of beneficial uses such as public access, nature conservation and food production.

The boundaries of the Areas of Restraint are shown on the Policies Map.

Explanation

4.4.1 There is no explicit reference in the National Planning Policy Framework (NPPF) to the use of such a local designation. However, the identification of Areas of Restraint recognises the importance of open land within and around urban areas and its value to local people. Whilst open countryside is protected from most forms of development, this may not always be sufficient to protect areas of sensitive land such as river valley corridors on the fringes of a settlement which can be under particular pressure for development and intensified use.

4.4.2 Areas of Restraint are not considered to be local landscape designations in that they do not relate primarily to the quality of the landscape itself. They apply to relatively small areas within or adjacent to settlements and their overriding purpose is to protect the inherently open nature of a particular area because of the valuable contribution it makes to the character and physical form of the settlement. This includes significant areas of open space within the urban area or a physical feature which is important in establishing its setting.

4.4.3 A number of Areas of Restraint in and around Stratford-upon-Avon and many of the Main Rural Centres have been designated in the previous District Local Plan:

- Alcester - the Arrow Valley incorporating the Local Nature Reserve
- Bidford-on-Avon - the river environs south of the village
- Southam - the Stowe Valley and recreation area extending into the town centre
- Shipston-on-Stour - the river environs east of the town
- Stratford-upon-Avon - the Avon Valley through the town
- Stratford-upon-Avon - Shottery Fields
- Wellesbourne.- the Dene Valley and Dog Close

4.4.4 The Council believes their purpose remains valid. This has been upheld by the Landscape Sensitivity Study produced in 2011, which concluded that they are worthy of protection as they contribute strongly to settlement character.

4.4.5 An additional Area of Restraint is designated covering land on the southern edge of Kineton. Though essentially rural in character, it merits the same approach as other settlements in order to protect the open nature of the River Dene valley between the village and the separate community of Little Kineton.

4.4.6 It is not intended to restrict all forms of development within Areas of Restraint. There is a wide range of activity supported by each of them, mainly of an agricultural or recreational nature. It is reasonable to allow these uses to be maintained and to take account of their needs. On that basis, various forms of development may be appropriate, including limited extension or alteration to existing buildings, buildings related to existing or proposed outdoor sport and recreation facilities, cemeteries, allotments, farm diversification schemes and small-scale additions to existing groups of farm buildings.

Development Management Considerations

(1) It is not intended to restrict all forms of development in Areas of Restraint. There is a wide range of activities carried out within them, mainly of an agricultural and recreational nature. It is reasonable to allow these to be maintained and to take their needs into account by way of small-scale ancillary development.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council
Delivery mechanism	Through the determination of planning applications, environmental and recreational improvement projects
Funding	Grants may be available for specific improvement projects
Timescale	Throughout the plan period
Risk	If the policy is not applied rigorously it could result in harm being caused to the openness and character of the Areas of Restraint.
Monitoring indicators	<ul style="list-style-type: none"> Assessment of the justification for granting planning permission for large-scale development proposals within an Area of Restraint (including appeal decisions).

4.5 Vale of Evesham Control Zone

Strategic Objective

(1) *The rural character of the District will have been maintained and enhanced. The Green Belt and countryside of the District will have been protected from inappropriate development.*

Policy CS.14

Vale of Evesham Control Zone

Within the Vale of Evesham Control Zone business-related proposals which would result in a 5% or greater increase in Heavy Goods Vehicles traffic will need to demonstrate that:

- (a) the economic benefits of the development, particularly to the local community, outweigh the impact of the increase in HGV traffic;
- (b) the development cannot be accommodated on a site with better access to the Heavy Goods Vehicles Route Network within Stratford-on-Avon District, as defined by Warwickshire County Council; and
- (c) the supply and distribution routes proposed to serve the development are the most appropriate with regard to impacts on the amenity of local communities.

The boundary of the Control Zone is shown on the Policies Map.

Explanation

4.5.1 The National Planning Policy Framework (NPPF) makes it clear that policies relating to transport have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

4.5.2 The Vale of Evesham covers a substantial geographical area within Stratford-on-Avon, Cotswold and Wychavon Districts and has a traditional association with agriculture, horticulture and market gardening. The Vale is also home to a number of former military bases and airfields where redevelopment for employment uses, especially storage and distribution, has occurred on a large scale. The various employment uses have led to significant growth in the numbers of heavy goods vehicles (HGVs) passing through the area. The resultant intrusion due to noise and vibration, loss of tranquillity and impact on the character of the area is a major concern to the communities affected.

4.5.3 There is no specific reference in the Warwickshire Local Transport Plan to the Vale of Evesham Control Zone. However, the Sustainable Freight Distribution Strategy seeks to encourage the road haulage industry to use the best available routes for heavy goods vehicles travelling within and through Warwickshire.

4.5.4 The policy seeks to control the extent to which new development or the expansion of existing businesses generates additional HGV movements in the Vale area. In general, employment proposals which can demonstrate that only a very modest increase in HGV movement would be generated will be acceptable where they are consistent with other policies in the Plan.

4.5.5 The 5% threshold specified in the policy has proven to be appropriate in that it recognises that small-scale developments do not have a significant impact on lorry movements. Where a proposal would result in a significant increase in HGV movements, it will be supported only if it can be demonstrated that the reasons for the proposal, such as economic benefits to the local economy, outweigh the impact of the increase in traffic. Increases of more than 5%

may be acceptable where proposals are small-scale and the impact of additional HGV traffic would be of little consequence.

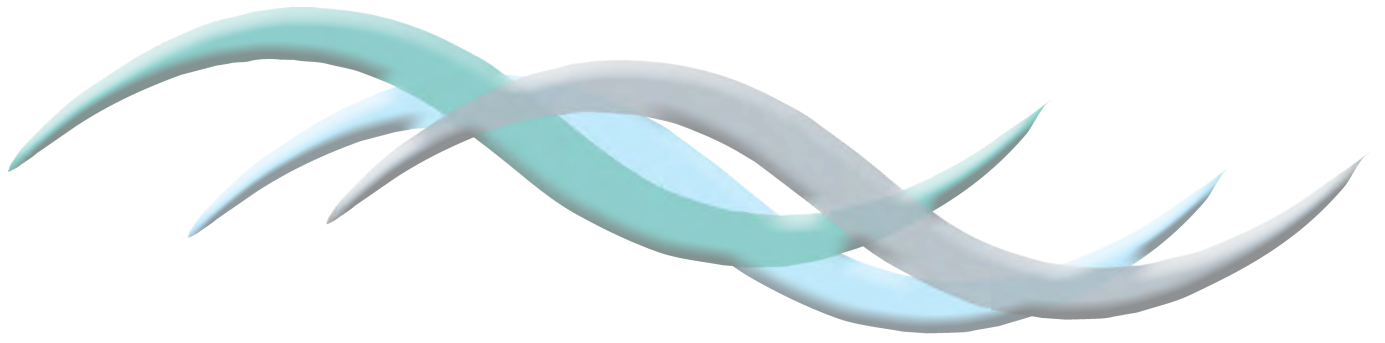
4.5.6 The Council, along with the neighbouring Districts of Cotswold and Wychavon, adopted supplementary planning guidance entitled 'Lorries in the Vale of Evesham'. This provides guidance on the information which will be required to be submitted as part of an application for business development that would potentially generate a significant increase in HGV movements in the area. The guidance will be reviewed once the respective Development Plan Documents have been approved.

Development Management Considerations

- (1) Since sites can be sold on, a condition or legal agreement will be applied to a planning permission to specify the maximum number of HGV movements that would be appropriate. This would then apply to subsequent occupiers of the site.
- (2) For the purposes of this policy an HGV is classed as a lorry over 7.5 tonnes maximum gross weight.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council
Delivery mechanism	Through the determination of planning applications
Funding	Not applicable
Timescale	Throughout the plan period
Risk	If the policy is not applied rigorously it could result in harm being caused to the character of the area and communities within it.
Monitoring indicators	<ul style="list-style-type: none"> • Assessment of the justification for granting planning permission for development proposals which would generate significant HGV movements within the Vale of Evesham Control Zone (including appeal decisions).



Section 5

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 settlements across the District, as reflected in the following hierarchy:

1. Main Town: Stratford-upon-Avon

The town is the principal settlement in the District. 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 Settlement

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.

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. All other settlements

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

6. Local Needs Schemes

In all settlements in this hierarchy, 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.

7. 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 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, Tysoe, Welford-on-Avon, Wilmcote, Wootton Wawen

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

Category 4: Alderminster, Alveston, Aston Cantlow, Bearley, Clifford Chambers, Gaydon, Hampton Lucy, Ladbroke, Lighthorne, Long Marston, 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 Green Belt, Cotswolds AONB, Special Landscape Areas and Conservation Areas.

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 10,800 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 new settlement in the vicinity of Gaydon/Lighthorne Heath is the most appropriate means of contributing to the District's housing requirement during the plan period. This location is adjacent to a major employment site occupied by Jaguar Land Rover and Aston Martin which supports a substantial 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.

5.1.17 The new settlement is expected to deliver 3,000 homes, of which around 2,500 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 In terms of the settlement hierarchy across the District, the new settlement will become the equivalent 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 where they are in or adjacent to 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

Responsible agencies	Stratford-on-Avon District Council, developers, infrastructure and service providers
Delivery mechanism	Through the determination of planning applications
Funding	Not applicable
Timescale	Throughout the plan period
Risk	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.
Monitoring indicators	<ul style="list-style-type: none">• Amount and type of development that takes place in each category of location identified.

5.2 Housing Development

Strategic Objectives

(14) *An additional 10,800 dwellings (an average of 540 per annum) will have been provided across the District. These dwellings will be built by a range of developers, housing associations and other providers. In addition, the needs of gypsies and travellers will have been met through the provision of 52 additional pitches by 2016 and an average of 2 pitches per annum thereafter.*

(15) *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 around 10,800 additional homes, distributed as follows based on the settlement hierarchy set out in Policy CS.15:

- Stratford-upon-Avon: approximately 2,590 homes
- Main Rural Centres: approximately 2,830 homes
- New Settlement at Lighthorne Heath: approximately 3,000 homes of which 2,500 will be built within the plan period
- Local Service Villages: approximately 1,950 homes
- Large Rural Brownfield Sites: approximately 500 homes
- Other Rural Locations: approximately 590 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 on the Canal Quarter Regeneration Zone, Stratford-upon-Avon (SUA.1)
- 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)
- 2,500 homes at Gaydon/Lighthorne Heath New Settlement (GLH)

A further strategic allocation of approximately 1,950 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 76 to 100 homes in each
- Category 2 - approximately 51 to 75 homes in each
- Category 3 - approximately 26 to 50 homes in each
- Category 4 - approximately 10 to 25 homes in each

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 to ensure continuous delivery across the plan period, to avoid either over- or under-provision of housing against the overall District requirement. Allocated sites will only come forward ahead of their phasing timescale if monitoring shows a significant shortfall in housing delivery across the previous phases and there appears to be no reasonable prospect of earlier phased sites being developed within the plan period.

As a contingency, the Site Allocations Plan will also consider any need to identify further housing sites in Stratford-upon-Avon and the Main Rural Centres. Such sites will only be identified and released during the plan period if monitoring shows there is a significant shortfall in the amount of housing being delivered.

Explanation

5.2.1 Stratford-on-Avon District Council is required to boost significantly the supply of housing. The housing requirement of 10,800 for the 20 year period 2011 to 2031 (or an average of 540 homes per annum) is based on an objective assessment of housing needs based on up-to-date technical evidence as required by the National Planning Policy Framework (NPPF).

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. 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 10,800 new homes required, only some 1,700 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. 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 10,800, therefore, is considered likely to lead to a further unbalancing of the population.

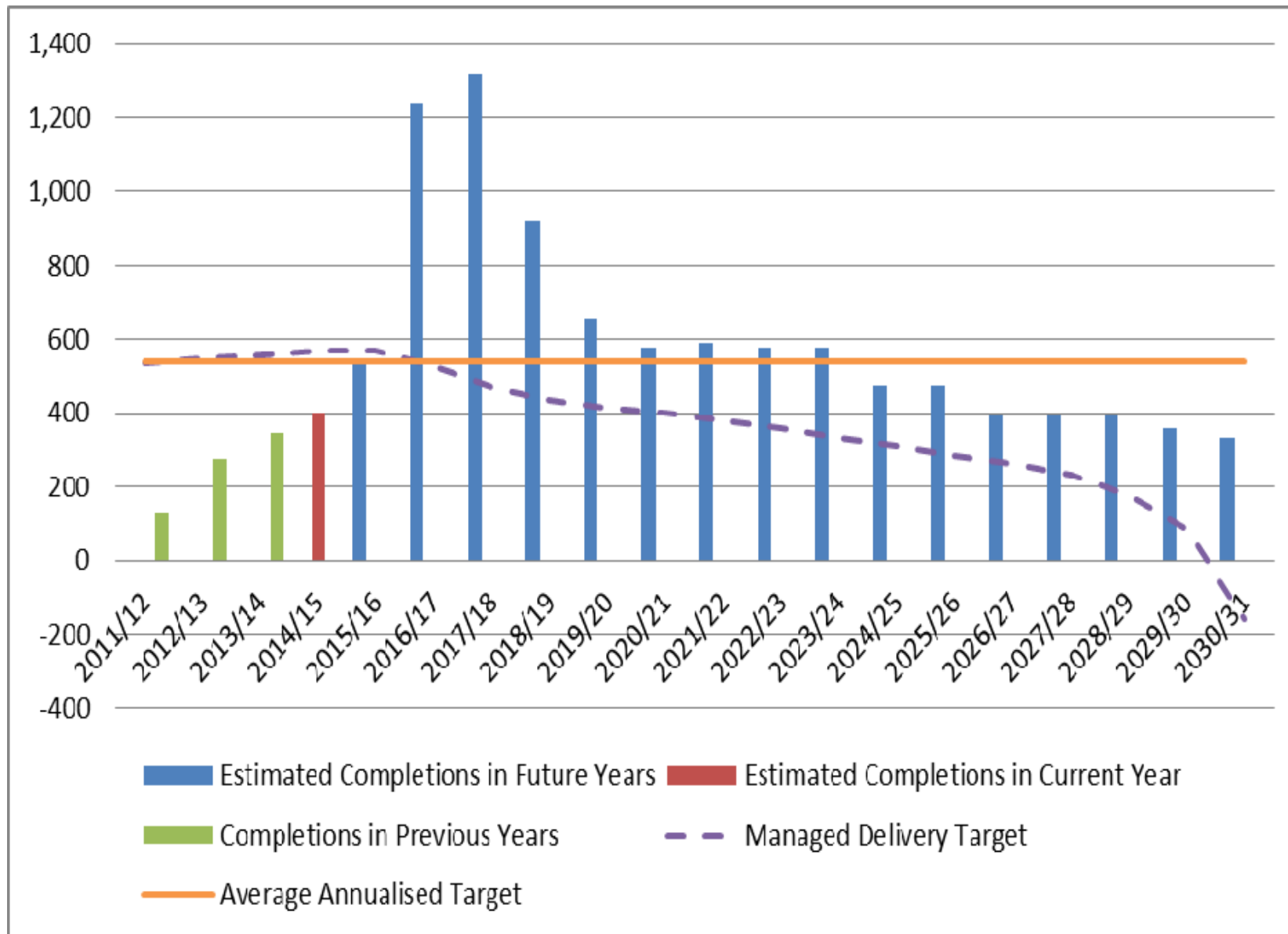
5.2.4 The Fig.1 Housing Trajectory - Table and Graph show how the housing requirement is being met through expected rates of delivery across the plan period. Although the Core Strategy will be adopted in 2015, it covers the 20 year period from 2011 to 2031 and follows on from the end of the Local Plan Review 2006. The graph also shows the annual housing target of 540 (horizontal orange line) and the managed delivery target (dashed purple line). By taking into account the number of homes built, the managed delivery target shows the number of homes still needing to be built to achieve the housing requirement. The slight rise between 2011/12 and 2016/17 above the annualised average rate reflects the shortfall in provision during the early years of the plan period whilst the tailing off reflects the overprovision between 2016/17 and 2020/21. The 'negative' end to the target corresponds to the slight over-provision in overall delivery that is anticipated by 2031.

Fig.1 Housing Trajectory - Table

Location	Phase 1 (2011 /12 – 2015/16)			Phase 2 (2016/17 – 2020/21)			Phase 3 (2021/22 – 2025/26)			Phase 4 (2026/27 – 2030/31)		Total
	Built	With Permission	Allocated	With Permission	Allocated	Windfall	With Permission	Allocated	Windfall	Allocated	Windfall	
Stratford-upon-Avon	360	124	0	870	160	110	337	284	110	206	30	2,591
Alcester	48	71	130	12	220	0	0	0	0	0	0	481
Bidford-on-Avon	2	77	0	143	0	0	0	0	0	0	0	222
Henley-in-Arden	46	14	0	6	0	0	0	0	0	0	0	66
Kineton	8	0	0	91	0	0	0	0	0	0	0	99
Shipston-on-Stour	66	20	0	149	0	0	0	0	0	0	0	235
Southam	8	54	0	13	365	0	0	0	0	0	0	440
Studley	20	16	0	57	0	0	0	0	0	0	0	93
Wellesbourne	22	87	0	278	0	0	0	0	0	0	0	387
MRC Unspecified	0	0	0	0	0	380	0	0	380	0	50	810
MRC Total	220	339	130	749	585	380	0	0	380	0	50	2,833
Local Service Villages	79	125	0	502	44	0	0	600	0	600	0	1,950
Lighthorne Heath	0	0	0	0	750	0	0	875	0	875	0	2,500
Large Rural Brownfield	22	138	0	340	0	0	0	0	0	0	0	500
Other Rural Locations	70	74	0	112	0	110	0	0	110	0	110	586
Total	751	800	130	2,573	1,539	600	337	1,759	600	1,681	190	10,960

Footnote to The Housing Trajectory Table: The Table presents the housing supply situation as of 31 March 2014. The windfall figures in Phases 2 and 3 for Stratford-upon-Avon and the Main Rural centres include an allowance for both large and small windfalls: 80 and 30 in Stratford-upon-Avon and 330 and 50 in the Main Rural Centres, respectively. It is anticipated that a proportion of this allowance will be delivered on sites that achieve planning permission in the short-term prior to the date of Core Strategy Submission. The Council will update the Housing Trajectory to reflect the latest position at the time of Submission.

Fig.1 Housing Trajectory - Graph



5.2.5 The Council acknowledges that the anticipated high-level annual delivery between 2016/17 and 2018/19 (reaching a peak of approximately 1,319 homes in 2017/18) is ambitious and exceeds by some margin the previous highest rate of annual supply of 806 homes in 2004/05. However, this reflects the need to correct the previous undersupply of housing in the short-term, as required by the NPPF. In doing so, it also requires commitment by developers and homebuilders to deliver new homes for which they have been granted planning permission. The stepped decrease in housing provision over the plan period reflects anticipated oversupply in phase 2, enabling the Council to demonstrate a continuous 5 year supply of housing as required by the NPPF. The Core Strategy will need to be reviewed prior to 2031 to identify the housing requirement post 2031, enabling continuous supply of housing beyond the plan period.

5.2.6 The trajectory shows the number of homes already built and the number of homes with planning permission and expected to be built. These are known as completions and commitments, respectively, and count towards meeting the housing requirement of 10,800. Commitments include 800 homes at 'Land West of Shottery, Stratford-upon-Avon' as well as three of the sites identified as strategic allocations in this Core Strategy, which were granted permission in early 2014: 350 homes North of Allimore Lane, Alcester (sites ALC.1 and ALC.2) and 165 homes West of Coventry Road, Southam (SOU.2). The remainder of the housing requirement is being delivered through the remaining strategic allocations as set out in Policy CS.15, with an allowance made for 'windfall' sites.

5.2.7 '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.

5.2.8 The Core Strategy also includes a further allowance for large windfalls (i.e. sites of between 5 and 99 homes) in Phases 2 and 3 of 160 homes in Stratford-upon-Avon and 660 homes across the Main Rural Centres. Whilst the Council acknowledges that this is potentially a large number of homes that have not been allocated in the Core Strategy itself, the Council has committed itself to preparing a Site Allocations Plan to accompany the Core Strategy by the end of 2015/16. The Council anticipates many of these homes will have obtained planning permission and be under construction by 2015/16. Thus, the Site Allocations Plan will identify and allocate land to meet any residual shortfall in supply, taking account of the overall supply of windfalls across the District. This pragmatic and flexible approach is consistent with the Planning Practice Guidance which allows for Core Strategies to be found sound where they do not identify specific sites in years 11-15. The Site Allocations Plan will also allocate sites to meet any shortfall of housing in each Local Service Village as appropriate, and will assess the need for further contingent housing sites to be identified in Stratford-upon-Avon and the Main Rural Centres. These contingent sites would only be released during the plan period if monitoring shows there is a significant shortfall in the amount of housing already delivered.

5.2.9 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).

5.2.10 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.

5.2.11 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.

5.2.12 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.

5.2.13 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.

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.

Implementation and Monitoring

Responsible agencies	Private landowners, developers and housebuilders, registered providers
Delivery mechanism	Through the determination of planning applications
Funding	Private funding, Affordable Homes Programme (or successors), Stratford District Council’s Affordable Housing Investment Programme fund and developer cross subsidies.
Timescale	Throughout the plan period
Risk	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.
Monitoring indicators	<ul style="list-style-type: none"> • Number of homes granted planning permission and number of homes completed against the annual housing target.

5.3 Affordable Housing

Strategic Objective

(15) *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

All new residential development, including that proposed to meet specialised needs, on sites of 0.2 hectares or more and/or comprising 5 or more self-contained homes, will be required to contribute to the provision of affordable housing. The affordable housing will comprise a minimum of 35% of the homes, unless credible site specific evidence of viability indicates otherwise. Schemes proposing more than 35% affordable housing provision, including rural exceptions, will also be supported where it meets an identified need.

B. Site Size Thresholds

On all schemes proposing between 5 and 9 homes a contribution to off-site affordable housing provision in the District will be provided where on-site provision (in whole or part) is not proposed.

On schemes proposing 10 or more homes, affordable housing will be provided on-site.

The application of the minimum affordable housing requirement may result in a fractional level of provision. Given the distributional strategy of this Plan and the preference for smaller sites, fractional provision assumes greater importance for reasons of equitability. On sites of between 5 and 9 homes, the fractional requirement will be provided as an off-site contribution. For sites proposing between 10 and 20 homes the requirement for on-site provision will be rounded down to 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.

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. The expectation is that the following tenure mix will apply, as updated by the Development Requirements Supplementary Planning Document in

accordance with the housing type, size and mix set out in Policy CS.18, unless evidence relating to specific local circumstances indicates otherwise:

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

D. On-site Provision and Integration

To contribute to the achievement and maintenance of sustainable communities, affordable housing will be provided on-site in accordance with Part B of this policy. To ensure community cohesion and good design, affordable homes will be fully integrated in the design of the overall scheme, being physically and visually indistinguishable from the market units and 'pepper-potted' across the site in clusters appropriate to the size and scale of the development.

Full or partial off-site provision will only be permitted where exceptional circumstances have been demonstrated to the Council's satisfaction. In such cases, the alternative form of provision will be equivalent or better in all respects to the affordable housing, were this to have been provided on-site in accordance with Part A of the policy.

E. Delivery

The provision of affordable housing will be required irrespective of the availability of public subsidy. Schemes must have effective mechanisms in place to ensure their timely delivery, proper allocation and management, and retention in perpetuity. All homes will reflect the Council's benchmark standards 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'.

5.3.2 The Council's current Housing Strategy (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.

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 between 5 and 9 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 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.

5.3.9 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) 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 6 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; and
 - Pitches for Gypsies and Travellers and plots for Travelling Showpeople.
- (2) 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.
- (3) 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.
- (4) Where specialised needs accommodation is provided, the affordable housing element should also be provided as the same type of specialist accommodation.
- (5) 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.
- (6) 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.
- (7) Full or partial off-site provision of schemes of 10 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.
- (8) 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.
- (9) 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.
- (10) The stated 35% proportion represents the minimum expected level of provision. 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

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

5.4 Housing Mix and Type

Strategic Objectives

(14) An additional 10,800 dwellings (an average of 540 per annum) will have been provided across the District. These dwellings will be built by a range of developers, Housing associations and other providers and private landowners. In addition, the needs of gypsies and travellers will have been met through the provision of 52 additional pitches by 2016 and an average of 2 pitches per annum thereafter.

(15) To improve the affordability of housing across the District, 35% of dwellings on eligible sites will have been provided as affordable homes.

Policy CS.18

Housing Mix and Type

A. Principle

All new homes (both market and affordable and whether general needs or specialised) will contribute to the creation of balanced and sustainable communities by meeting identified local and District housing needs in terms of mix, size, tenure and type to cater for the full range of different households. Generally, the larger the scale of development, the more opportunity exists for a wider range of dwelling types and sizes.

B. General Needs Housing Mix

The expectation is that the following type and size mix will apply, as updated by the Development Requirements Supplementary Planning Document, and in accordance with the tenure mix set out in Policy CS.17 Affordable Housing, unless evidence relating to specific local circumstances indicates otherwise.

Dwelling Type Fix table re market and affordable dwelling types	Market housing	Social rented or affordable rented Housing	Intermediate affordable housing
1 bed (2 person)	5%	10%	0%
2 bed (3 or 4 person)	40%	40%	50%
3 bed (5 or 6 person)	40%	30%	40%
4+ bed (6, 7 or 8+ person)	15%	20%	10%

To maximise flexibility of the housing stock, 1 and 2 bed affordable homes will be provided through an appropriate mix of bungalows, maisonettes and houses, whilst 3 and 4 bed affordable homes will be provided as houses. Affordable homes, irrespective of tenure, will not be provided as flats or apartments. 1 and 2 bed affordable houses will be built with bedrooms capable of satisfactorily accommodating 2 occupiers in each bedroom (i.e. double or twin bedrooms).

C. Specialised Accommodation

Schemes proposing housing that meets the needs of vulnerable people whilst promoting independent living, including extra care accommodation, will be supported in accordance with Policy CS.16 Housing Development provided all of the following criteria are met:

- (1) the type of specialised accommodation proposed meets identified District needs and contributes to maintaining the balance of the housing stock in the locality;
- (2) the proposal relates well to the existing settlement and provides easy access to services and facilities, including public transport, enabling its residents' to live independently as part of the community;
- (3) the design of the proposal, including any individual units of accommodation, is capable of meeting the specialised accommodation support and care needs of the occupier; and
- (4) arrangements are in place to ensure the delivery of appropriate care and support packages.

D. Flexible Design and Space Standards

All residential development will be designed and built to encourage sustainable and flexible living. In particular, it will provide accommodation that can be easily adapted to suit changing household needs and circumstances, including to cater for home working and to benefit household members with disabilities or older residents who may need care and support. All dwellings will therefore incorporate sufficient storage space and floor layouts will provide practical usable space and a good standard of amenity. All homes will be built to the optional higher level of accessibility as set out in Building Regulations (Part M). Proposals for affordable housing will meet the national space standard for new homes.

Explanation

5.4.1 Meeting housing needs is not just about delivering additional housing; it is about ensuring the right type of additional housing is delivered. The Strategic Housing Market Assessment (SHMA) for the Coventry and Warwickshire sub-region provides guidance on the appropriate mix of housing in Stratford-on-Avon District. The majority of need and demand is for 2 and 3 bed homes. Regard has also been had to the deliverability of affordable housing by the Council's partner housing associations.

5.4.2 The optimum housing mix profile set out in this policy is considered to be the most appropriate and sustainable in the long-term, having regard to the need to balance a range of considerations.

- Bungalows are a consistently popular option, especially for older people wishing to maintain their independence. Their provision can in some cases help create vacancies in existing larger houses perhaps more suitable for occupation by families.
- Maisonettes (defined as dwellings each with their own separate entrance from the public realm) are considered more versatile than flats, and avoid or reduce affordability issues arising from service charges and potential management problems arising from the maintenance of communal areas.
- Houses usually represent the most versatile form of general needs accommodation, and are essential to cater for the needs of families with children (especially important if the imbalance in District's demographic profile is to be addressed).
- Shared ownership mortgages for flats and maisonettes are far more difficult to obtain than shared ownership mortgages for houses. In addition, deposits (as a percentage of the value of a property) for flats and maisonettes are higher than those for houses. Consequently, new build and resale flats have tended to be unpopular as a shared ownership sale product at least for general needs accommodation and for this reason their development is not considered acceptable. However, provision of shared ownership flats within Extra Care

Housing is, considered acceptable because it broadens the range of housing options available, especially to older people wishing to “downsize” thereby freeing-up larger family-size housing.

- In a District with high demand and low turnover rates for affordable housing, the provision of 1 bed 2 person and 2 bed 4 person (i.e. double/twin bedroomed) affordable accommodation will maximise the versatility of the housing stock to meet changing household needs. It will also assist with managing the impact of welfare reform and, in particular, the requirement to share bedrooms.

5.4.3 The ‘default’ tenure profile set out in this policy may require modification in some cases to assure affordability and reflect other sustainability issues: for example, the particular characteristics of existing affordable housing or other planned development in the same locality.

5.4.4 In addition, affordable housing need, just like market housing demand, is dynamic and may be expected to vary over the life of the Plan. It will therefore be subject to periodic review.

5.4.5 Through the Housing Standards Review the Government is simplifying the system of standards for the design and construction of new homes. Many of the changes involve consolidating standards into Building Regulations. An optional higher standard relates to accessibility and this will replace the current ‘Lifetime Homes’ requirement. In preparing its Plan the Council tested the cost implications of requiring all homes to be built to this standard. 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 and demonstrated that on the whole, requiring all homes to be built to a higher standard of accessibility was viable.

5.4.6 Stratford-on-Avon District is also expected to have an ageing population (both in terms of increasing number and as a proportion of the population). Thus, ensuring that the housing stock is sufficiently flexible and can be easily adapted for changing lifestyles and needs is of crucial importance, particularly if it helps residents to continue to live independently.

5.4.7 People’s housing, care and support needs are changing with a move away from previous inflexible models of specialised accommodation which are considered no longer fit for purpose. As such, generally there is considered to be a lack of appropriate accommodation, whether in terms of the condition of the housing stock or support for older people and those with disabilities to allow them to live independently. Stratford-on-Avon District is faced with a shortage of affordable accommodation and specialist housing, for example: extra care housing, accommodation and support for young people and single homeless people of all ages. All groups in the district, including older people and vulnerable people, need to be given a choice of housing options.

Development Management Considerations

- (1) For the avoidance of doubt Part B of this policy applies to ‘new-build’ homes as opposed to conversions and changes of use of existing buildings. This includes where an existing building has been demolished in full or substantially in part to facilitate the conversion of the existing building.
- (2) Part B of this policy does not apply to specialised accommodation. Schemes that do not meet the requirements of Part C will be treated as general needs housing and subject to the provisions of this policy.
- (3) 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.
- (4) Specialised accommodation, including Extra Care schemes, that provide self-contained units of accommodation (irrespective of level of care provided or Use Class) will provide

affordable housing in accordance with Policy CS.17 and count as supply against the District housing requirement.

- (5) Schemes, including Extra Care, should meet the internal space standards and care support arrangements specified in the latest relevant Warwickshire County Council guidance contained in Market Position Statements. The first suite of these statements includes 'Services for People with Disabilities' and 'Services for Older People'. They are available to view at www.warwickshire.gov.uk. Extra Care schemes should be provided in accordance with Warwickshire County Council's 'Extra Care Housing Strategy for Older People in Warwickshire'. This document sets out the justification for the Council's approach. Additional information in respect of arrangements to ensure the delivery of appropriate care and support packages will be set out in the Development Requirements SPD.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council & other stakeholders
Delivery mechanism	Determination of planning applications
Funding	Public & private sector funding streams
Timescale	Throughout the plan period
Risk	If the policy is not followed the required mix, size and tenure of the District's dwellings will be put at risk.
Monitoring indicators	<ul style="list-style-type: none"> The type, size and tenure of completed dwellings. 100% of new homes to be designed and built to lifetime homes standard.

5.5 Existing Housing Stock and Buildings

Strategic Objectives

(3) *The character and local distinctiveness of the District will have been reinforced by ensuring new development is of high quality design, taking into account the intrinsic and special value of its landscapes and townscapes.*

(14) *An additional 10,800 dwellings (an average of 540 per annum) will have been provided across the District. These dwellings will be built by a range of developers, Housing associations and other providers and private landowners. In addition, the needs of gypsies and travellers will have been met through the provision of 52 additional pitches by 2016 and an average of 2 pitches per annum thereafter.*

Policy CS.19

Existing Housing Stock and Buildings

A. Conversions and Changes of Use

The District's existing housing stock will be managed and safeguarded as a vital resource. Proposals will not result in the net loss of dwellings through demolition or change of use unless there is a specific and overriding justification.

The subdivision or conversion of existing buildings into dwellings or existing houses into flats or Homes in Multiple Occupation (HMO) will be supported where the residential use is acceptable in principle and the conversion provides a satisfactory living environment and amenity for the intended occupiers and there would be no significant adverse impact on the amenities of neighbouring properties by virtue of the intensification of use.

The provision of flats above shops will also be supported in principle where the proposal does not dilute or undermine the commercial activity on site or in the vicinity.

B. Alterations and Modifications

Alterations and modifications to existing buildings and dwellings, including proposed extensions, outbuildings and annexes, will be of an appropriate scale and subservient in relation to the existing building, taking into account the site location and the cumulative impacts of previous extensions and development on the site where appropriate.

C. Replacement Dwellings

Renovating existing dwellings is often a more sustainable and environmentally friendly approach than replacing existing dwellings in their entirety. Where the existing dwelling is not considered suitable for retention, the replacement dwelling will be well sited in relation to the existing site and buildings, not visually intrusive, and not significantly larger than the dwelling it replaces.

Where a replacement dwelling is considered appropriate, the existing dwelling will have a lawful planning use as a dwelling and not have been demolished prior to the determination of the associated planning application and/or have been abandoned. Replacement dwellings should be sited within the lawful curtilage of the existing dwelling, unless significant environmental benefits would result.

D. Empty Homes

The Council will support in principle the re-use of empty homes for residential use where the home has an existing lawful residential use.

E. Requirements

- (1) Proposals will preserve and enhance the character of the locality and will not unacceptably detract from the amenities of any neighbouring property by reason of loss of daylight, loss of privacy, overshadowing, or overbearing impacts.
- (2) Proposals for new dwellings should help achieve sustainable mixed communities by contributing to the provision of a mix of housing to meet local needs.
- (3) In determining applications, other material planning considerations will be taken into account, in particular the impacts on highway safety, heritage assets, protected trees, openness in the Green Belt, protected species, flooding and drainage.
- (4) Proposals will be compliant with the considerations set out in the Development Requirements Supplementary Planning Document, as appropriate.

Explanation

5.5.1 The effective management of existing housing stock reduces the net loss of dwellings, impacting on overall housing need and the need to build new houses. Whilst the Council will seek to resist changes of use from residential, there may be circumstances where the change of use is acceptable because it has a community benefit such as the provision of a playschool or health facility. Subject to satisfactory assessment of the impacts, the Council will support such changes of use.

5.5.2 Empty homes are a wasted resource and can have a detrimental effect on the appearance and the quality of the location. They also provide a useful contribution to meeting housing needs. The Council is anxious to bring such buildings back into residential use not only to contribute to the net housing stock but also to improve the character and vitality of the locality. The Council has a good record of helping to return empty homes to residential use, but as at April 2013 its records show that 1,053 empty homes remain in the District (subject to full Council Tax charge). The Council's programme of bringing vacant homes back into use will be undertaken in accordance with the Stratford-on-Avon District Empty Homes Strategy 2012 – 2015: 'From Empty Properties to New Homes' (July 2012).

5.5.3 Modifications to dwellings (such as extensions) and the replacement of dwellings can enable homeowners to realise the potential of their property, adapt their homes to changing needs and improve the quality of their lives without leaving their community. The Council supports such aspirations. At the same time, however, the Council must ensure it strikes an appropriate balance by also protecting the amenity of neighbouring residents, the character of the locality and by taking all other material planning considerations into account.

5.5.4 Conversion of existing buildings and dwellings can be an effective way of increasing housing supply and such sites could contribute to the District housing requirement as part of the 'windfall allowance'. However, the impacts of intensification of use can also be significant, particularly on neighbouring properties in addition to wider community infrastructure. Such issues are important considerations that the Council will take into account when considering any proposal.

5.5.5 The Development Requirements SPD will include further detail on how the Council will seek to effectively manage the existing housing stock and existing buildings.

Development Management Considerations

- (1) The District Council's Planning Advice Note 'Extending your home – a planning guide for householders' (April 2008) provides useful guidance on such schemes and will be used in considering planning applications.
- (2) The principle of the change of use from non-residential to residential will be assessed against relevant policies in this plan, such as CS.21 (employment uses), CS.22 (retail uses),

CS.23 (tourism and leisure uses), CS.24 (community uses) and AS.10 (rural and agricultural uses).

- (3) Proposals in relation to the existing housing stock and buildings should also take full account of the requirement for enhancing local distinctiveness, achieving high quality design and providing satisfactory levels of amenity of existing, intended and neighbouring occupiers, as set out in Policy CS.9 Design and Distinctiveness.
- (4) Alterations and modifications to existing buildings must also take into account the site location. Where sites are located in the countryside or within a specific policy designation such as the Green Belt (CS.10), the Cotswolds Area of Outstanding Natural Beauty (AONB) (CS.11), a Special Landscape Area (CS.12) or an Area of Restraint (CS.13), proposals must satisfy the requirements of the respective policy, as appropriate.
- (5) Policy CS.18 Housing Mix and Type sets out the Council's requirements in respect of housing type, size and tenure mix and space standards.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon Council
Delivery mechanism	Through the determination of planning applications
Funding	Private sector, householders, empty properties assistance grant (as appropriate)
Timescale	Throughout the plan period
Risk	That there is a net loss of dwellings across the District resulting in unnecessary increased demand for new build properties. Loss of existing properties can also have a detrimental impact on the character and vitality of an area.
Monitoring indicators	<ul style="list-style-type: none"> • Number of empty properties returned to residential use against the target in the Empty Homes Strategy. • Number of dwellings lost to other uses.

5.6 Gypsies and Travellers and Travelling Showpeople

Strategic Objective

(14) *An additional 10,800 dwellings (an average of 540 per annum) will have been provided across the District. These dwellings will be built by a range of developers, Housing associations and other providers and private landowners. In addition, the needs of gypsies and travellers will have been met through the provision of 52 additional pitches by 2016 and an average of 2 pitches per annum thereafter.*

Policy CS.20

Gypsies and Travellers and Travelling Showpeople

Proposals for the provision of permanent, temporary and transit Gypsy and Traveller pitches and Travelling Showpeople plots will be supported where all of the following criteria are met:

- (a) the site is not located within the Green Belt, unless there are very special circumstances, or the Cotswolds Area of Outstanding Natural Beauty (AONB), unless it complies with Policy CS.11;
- (b) the site is not located within an area of designated historic or environmental importance and will not compromise the objectives of any national or local designation, including Special Landscape Areas;
- (c) if located in proximity to the Cotswolds AONB, the site will have a buffer of appropriate scale and landscaping to minimise any adverse visual impact upon the AONB;
- (d) the site will not be at high risk of flooding in accordance with Environment Agency requirements;
- (e) the site will not be located on unstable or contaminated land that cannot be mitigated;
- (f) the site will have safe access to the highway and avoid significant impact on minor rural roads;
- (g) the site will be in a sustainable location in reasonable proximity to local services and facilities, including health services, making them accessible by modes of transport more sustainable than the private car;
- (h) the location of the site will not result in unacceptable environmental impacts on the amenity of future occupiers of the site;
- (i) the development and use of the site makes best use of previously developed, untidy or derelict land and will not have unacceptable adverse impacts on the landscape, biodiversity or the built environment;
- (j) the site will have a good residential environment and be of good quality layout and design incorporating appropriate landscaping, security, utilities and facilities, and be acceptable in terms of foul and surface water drainage and waste storage and disposal;
- (k) the site will not have an unacceptable adverse impact on neighbouring residential amenity, including noise from any commercial activities; and
- (l) arrangements are put in place to ensure the proper management of the site to seek to ensure community cohesion between the settled and traveller communities.

The Gypsy and Traveller Local Plan will identify sites but consideration will also be given to the provision of pitches as a component of sites allocated for development in the Core Strategy, where this is considered appropriate.

Explanation

5.6.1 The National Planning Policy Framework (NPPF) requires the Council to identify sites to meet the accommodation needs of the gypsy and traveller community. Even though government policy requires the identification of sites for permanent and temporary pitches, the Council's Gypsy and Traveller Needs Assessment (2011) indicates that at present there is no need for Travelling Showpeople sites. There is also no demonstrated need for transit site provision in the District. The County Council is seeking to bring forward Emergency Stopping Places in the County and the District Council and its neighbours will be key partners in this process. Temporary planning permission was granted in November 2013 for a facility in Stratford-on-Avon District for up to 12 caravans and towing vehicles near Southam. The permission runs to November 2016, enabling the effects of the use to be gauged over a temporary period.

5.6.2 National guidance suggests that local gypsies and travellers prefer small sites with a small number of pitches to accommodate immediate and extended family. The national 'Designing Gypsy and Traveller Sites' Good Practice Guide (Communities & Local Government (2008) has established that a site with a maximum of 15 pitches provides a comfortable environment and is easy to manage. Smaller sites with 3 to 4 pitches can also be successful, especially for an extended family.

5.6.3 Two preferred broad locations for gypsy and traveller provision have been identified. See Map 1.

- Broad Location 1 – the 'Avon Valley' outside of the Green Belt
- Broad location 2 – the remainder of the district, but outside of the Cotswolds AONB.

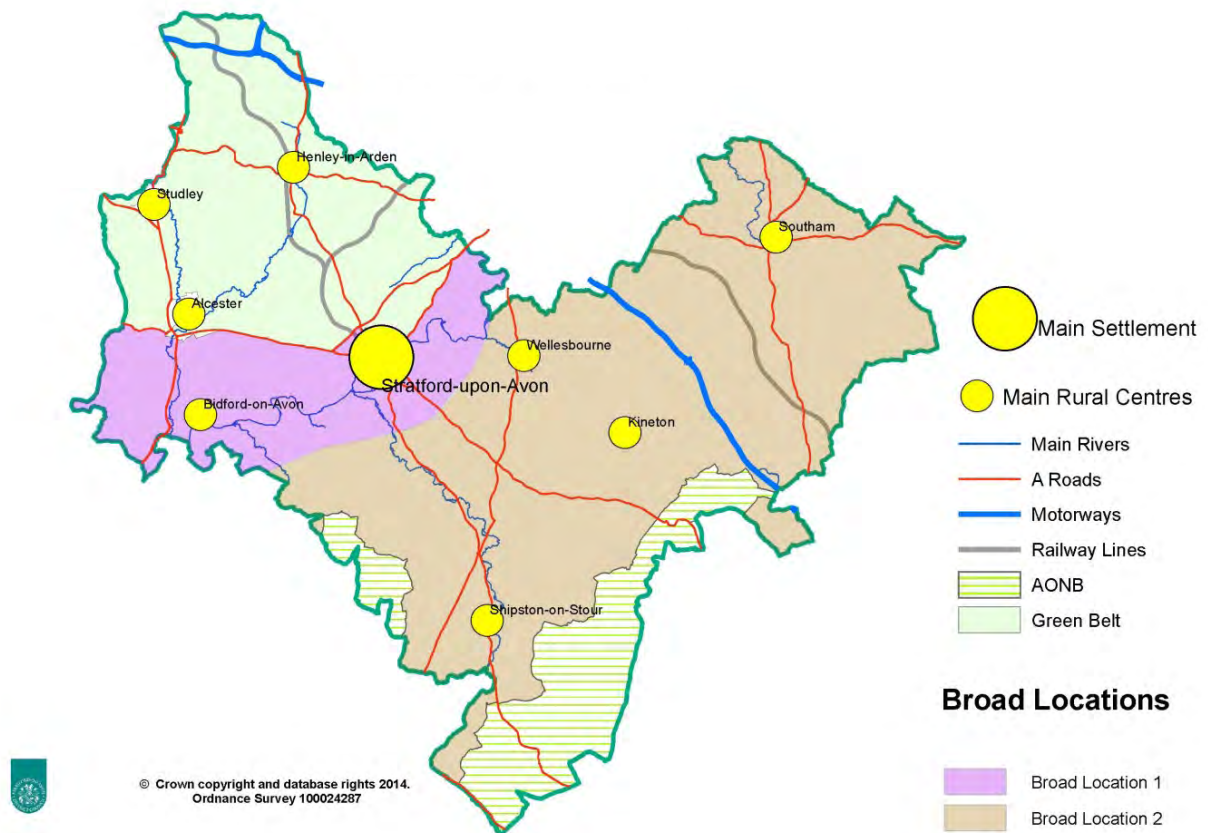
5.6.4 In relation to proposed sites in the Green Belt, in accordance with the NPPF, 'very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations'.

5.6.5 Sites allocated for development in the Core Strategy could contribute to the provision of pitches and the policy seeks to ensure that consideration is given to this as part of the masterplanning work and, where appropriate, through planning applications. If suitable opportunities are identified on such sites they will be identified as allocations in the Gypsy and Traveller Local Plan.

Development Management Considerations

- (1) Further guidance will be provided in a Gypsy and Traveller Local Plan.
- (2) Site development must accord with the national guidance on site design and facility provision set out in the 'Designing Gypsy and Traveller Sites: Good Practice Guide' (May 2008, as amended).

Map 1 - Gypsy and Traveller Sites Provision – Broad Locations



Implementation and Monitoring

Responsible agencies	District Planning Authority & Warwickshire County Council, Registered Providers and other stakeholders
Delivery mechanism	Gypsy and Traveller Local Plan, determination of planning applications
Funding	Public & private sector funding streams
Timescale	Throughout the plan period
Risk	If the policy is not followed provision for Gypsy and Travellers may not be met, which may increase the likelihood of unauthorised encampments or provision may be met in locations the Council does not consider appropriate.
Monitoring indicators	<ul style="list-style-type: none"> 5 year supply of Gypsy and Traveller pitches.

5.7 Economic Development

Strategic Objective

(12) *There will have been a reduction in the level of net commuting through an improved balance between the number of homes and jobs in the District. To contribute to this, an additional 35 hectares of land for business uses will have been delivered in the District.*

Policy CS.21

Economic Development

Development that provides for a wide range of business and commercial activity will be promoted in sustainable locations in order to support and foster the growth and competitiveness of the District's economy, provide more jobs and improve the vitality of the local business environment.

Provision will be made for an additional 35 hectares of employment land over the plan period 2011-2031. The primary purpose of this land is to provide opportunities for business uses falling within Class B1a (offices) and Class B1b (research and development) of the Town and Country Planning (Use Classes) Order.

A further 19 hectares of employment land are allocated to meet the specific needs of Redditch. (see Proposals REDD.1 and REDD.2)

In addition, approximately 100 hectares of land are identified at Gaydon/Lighthorne Heath to enable the expansion of Jaguar Land Rover's activities. (See Proposal GLH)

A flexible approach will be taken to accommodating a wide range of employment-generating uses, including public and community uses, on existing industrial areas. This is subject to the specific provisions of other policies in the Core Strategy, including Policy CS.22 Retail Development and Main Centres. The exception to this approach is in relation to recently developed and proposed business parks where the primary uses are expected to be within Class B1 of the Use Classes Order.

Opportunities for business development will be provided in the countryside, including farm-based activities, in accordance with Policy AS.10 Countryside and Villages.

The expansion of businesses in their existing locations will be supported, subject to the scale and type of activities involved, the location and nature of the site, its accessibility including by public transport, and impact on the character of the local area.

The incorporation of workspace associated with residential development will be encouraged in order to increase the scope for home-based working. The provision of workspace in a proposed dwelling will not make that dwelling acceptable if its location is contrary to policies elsewhere in the Core Strategy.

An existing employment site should not be redeveloped or converted to non-employment uses unless it is no longer viable or appropriate for a business purpose. The same principle applies to a site with planning permission for employment uses that has not been implemented. A rigorous assessment of each proposal of this nature will be undertaken.

Schemes involving companies in the knowledge-based and other high value-added sectors will be encouraged in order to support the restructuring of the local economy and to provide more higher-skilled and paid jobs.

Requirements for business investment in the District that are not specifically catered for elsewhere in this policy will be considered thoroughly and will be supported where the economic and social benefits of an individual proposal outweigh any specific harm likely to be caused.

Explanation

5.7.1 The Government's 'Planning for Growth' agenda identifies the planning system as having a key role to play in rebuilding Britain's economy by ensuring that the sustainable development needed to support economic growth is able to proceed as easily as possible.

5.7.2 This is taken forward into the National Planning Policy Framework (NPPF) which identifies the economic role of planning as contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation.

5.7.3 For the purposes of national planning policies, economic development includes that within Class B of the Use Classes Order, as well as other forms of commercial activity such as retail and tourism. The policies also apply to other development which achieves at least one of the following objectives: provides employment opportunities, generates wealth, or generates an economic output or product. The same principles should therefore be applied at the local level.

5.7.4 In 2012, Stratford-on-Avon District supported over 64,000 jobs and over 12,000 firms. Between 2006 and 2012, the District saw a 9.4% fall in numbers of employees, likely to be due to the effects of the economic recession. Business base growth has also seen a small decline between 2006 and 2012, with 171 fewer firms in 2012 than 2006.

5.7.5 Employment activity in the District is spread across a relatively broad range of sectors. The top five employment sectors with the largest number of employees are: wholesale and retail, tourism, professional, scientific and technical services and manufacturing. Around a quarter of businesses in the District are classified as being knowledge-based.

5.7.6 The current unemployment rate (Job Seekers Allowance claimants) in the District is well below the national and sub-regional levels. In February 2014 it stood at 0.9% compared with the 3.0% for the UK as a whole and 3.7% in the West Midlands.

5.7.7 Stratford-on-Avon District has experienced a higher increase of in-commuting than other parts of Warwickshire, rising from about 20% in 1981 to nearly 36% in 2001. There has also been an increase in out-commuting during the same period, from about 32% to nearly 40%, again the highest in the county. Overall, there was a daily net outflow of commuters to surrounding areas of around 3,600 people according to the 2001 Census. Generally, those commuting out of the District to work are more highly skilled than those commuting into the area. This is more likely to reflect the high levels of skills in the resident population than a deficit in highly skilled jobs within the District. High levels of commuting are also a reflection of the high cost of housing in the District for people on low wages.

5.7.8 In 2001 the most significant workplace destinations outside the District were Warwick District (11.5%), Worcestershire, particularly Redditch (5.7%), Birmingham (4.7%), Coventry (3.6%), Oxfordshire, particularly Banbury (3.1%), and Solihull (2.6%). The most significant origins of commuting into the District are Worcestershire (11.8%), Warwick District (6.3%), Birmingham (2.6%), Solihull (2.3%) and Coventry (2.0%).

5.7.9 The Coventry & Warwickshire Local Enterprise Partnership 5-Year Strategy identifies the priority to create more jobs, particularly by higher growth, private sector businesses. It has set a number of key ambitions:

- to create an environment where it is easy for businesses to start, locate and thrive;
- to accelerate growth in the economy through targeted support in key strategic sectors; and
- to ensure that appropriate sites, premises and infrastructure are provided to support economic growth.

5.7.10 The Council will work with the CWLEP to develop a unified strategy to support inward investment as reflected in the management of development in the District. It also supports the development of any potential City Deal programme which is designed to drive the sub-regional economy by building on its strength in engineering, an approach that should have a long lasting effect on the economic health of the area.

5.7.11 A key aim of the Council's Corporate Strategy (February 2011) is 'A District where business and enterprise can flourish'. The Council wishes to increase the proportion of its residents that can find work in the District and increase the economic viability of the area.

5.7.12 This has been taken forward in the Council's Business and Enterprise Strategy adopted in 2012. Its stated objectives are to:

- create an environment for businesses to start, locate and thrive;
- facilitate growth of the local economy through targeted support; and
- create new jobs and improve skills.

5.7.13 The Council commissioned an Employment Land Study in 2011 to form part of the evidence base for the Core Strategy. It concluded that, over the longer-term, Stratford-on-Avon District is relatively well positioned. It lies within one of the most economically dynamic parts of the West Midlands located close to the M40 corridor that connects London and Birmingham. It benefits from a high quality of life and environment, a strong skills base and high levels of economic participation. It is entrepreneurial, with higher than average business births, relatively strong business survival rates and self-employment almost twice regional and national averages. The District's economic structure means it is expected to be more economically resilient than many others.

5.7.14 It is likely that the District's geography and quality of life will support further growth of small and home-based businesses, including within rural areas. There is potential for both home and remote working to increase and for growth of home-based businesses over the plan period. For this reason, the District Council will look to provide support to small businesses in these areas. It will also be important that good quality telecommunications infrastructure is provided, particularly high-speed broadband.

5.7.15 The Study concluded that it would be appropriate to plan for the provision of 25-30 hectares (net) of employment land over the plan period to 2028. Additional employment allocations are appropriate to support higher value economic growth in Class B1a offices and B1b research development sectors in particular.

5.7.16 Conversely, the Study identified a sizeable surplus of more traditional employment sites across the District, primarily in industrial uses. It considered there to be potential for a selective release of existing poorer quality employment land in Stratford-upon-Avon in particular.

5.7.17 The CWLEP has produced a Strategic Economic Plan (SEP) setting out its ambitions for economic growth in the sub-region, in accordance with its Growth Deal with Government. At the heart of the SEP is the objective of unlocking the area's growth potential and investing in the infrastructure needed to achieve this. It recognises that the availability and deliverability of employment sites is fundamental to attracting new investors, retaining local businesses and supporting the manufacturing sector.

5.7.18 Related to this, the local authorities in the Coventry and Warwickshire sub-region commissioned an assessment of employment land requirements. It considered a range of demand scenarios and whether there is a need to provide a large employment site of sub-regional significance to attract major companies looking to relocate and expand. The Study indicates that, under its recommended scenario, which is aligned to the Growth Deal for the area approved by Government, the amount of additional employment land to be provided in the District should be slightly higher than that identified in the District Employment Land Study. Hence, the policy proposes 35 hectares. It also concluded that there is a case for an employment site of sub-regional importance but ideally it should be located close to Coventry.

5.7.19 The Council believes that the area has an important role to play in providing greater opportunities for investment by the high technology sector given its accessible location and environmental attractiveness. Increasing the provision of these types of jobs would help to address the loss of traditional employment, reduce the amount of out-commuting and maintain the District's economic competitiveness.

5.7.20 Rural employment sites in the District are generally well occupied and actively used, and play an important role in supporting the rural economy. The planning process should also support the sustainability of the rural economy when considering the re-use and possible redevelopment of farm buildings for employment-generating activities.

5.7.21 The Council takes a positive attitude towards the creation of workspace closely associated with residential use. This can be incorporated into the design of dwellings, including live/work units and by providing small-scale business units within housing schemes. Such provision can help to reduce the need to travel to work and have a positive effect on energy consumption and traffic congestion.

Development Management Considerations

(1) Planning applications involving the loss of employment land or floorspace will be assessed against the following criteria:

- Is the site allocated for employment uses? The assumption is that allocated sites should be protected for such purposes.
- Is there an adequate supply of employment land of sufficient quality in the locality to cater for a range of business requirements?
- Is the site capable of being served by a catchment population of sufficient size to provide local jobs? What is the balance between population and employment in the local area? What might be the impact of employment loss on commuting patterns? Would there be a detrimental impact on the local economy due to the loss of employment land?
- Is there evidence of active marketing of the site for employment uses? How does the size and quality of employment space provided match local demand, taking account of market conditions and expected future economic trends?
- Is redevelopment for employment purposes practical, taking account of site characteristics and location, and would redevelopment be viable? If redevelopment is not practical or viable, could a mixed use scheme be brought forward?
- If firms are likely to be displaced through redevelopment to other uses, is there a supply of alternative suitable accommodation in the locality to support their relocation? Would this promote or hinder sustainable communities and travel patterns?

Applicants will be expected to provide such an assessment as part of a planning application and to pay the Council to get it independently verified.

It is expected that modern business parks occupied predominantly by Class B1 uses which have been developed over the past twenty years or so will be retained for that purpose unless it can be demonstrated that the site is no longer attractive or suitable for such companies. The same principle will be applied to sites allocated and/or granted planning permission for such uses that have not been implemented.

(2) When considering planning applications for economic development which are not in accordance with the provisions of this policy, the following factors will be rigorously assessed:

- weigh market and economic information and impact against environmental and social information and impact;
- take full account of any longer term benefits, as well as the costs of development such as job creation or improved productivity, including any wider benefits to the national, regional or local economy;

- consider whether the proposal would help to meet the wider objectives of the Core Strategy.
- (3) Business uses associated with housing development will not be supported where there is likely to be a detrimental impact on the amenity of residents by reason of noise, vibration, fumes, lighting, vehicle movements or activity during unsociable hours.
- (4) Economic development at the Gaydon Site (see Policy AS.11 Large Rural Brownfield Sites) is not included within the employment land provision specified in this policy. This principle has been applied for many years as the form of business activity on the site is of strategic significance rather than primarily to meet the employment needs of the District.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council, businesses
Delivery mechanism	Through the determination of planning applications
Funding	Private sector investment, Coventry & Warwickshire Local Enterprise Partnership
Timescale	Throughout the plan period
Risk	Balanced decisions need to be made to ensure that appropriate and sufficient provision is made for business development and the creation of jobs in a manner that meets the needs of the District's residents but does not have an unacceptable level of impact on the amenity and character of the area.
Monitoring indicators	<ul style="list-style-type: none"> • Changes in the number and types of jobs provided in the District. • Amount of land developed for employment uses. • Implementation of sites allocated for employment purposes. • Amount of floorspace completed for different types of employment use. • Amount of land available for different types of employment use. • Loss of employment land through redevelopment to other uses.

5.8 Retail Development and Main Centres

Strategic Objective

(11) *To support the role and function of the District's town and main rural centres, retail and commercial uses in them will have been retained and strengthened. Specifically, additional comparison goods retail floorspace will have been provided in Stratford-upon-Avon town centre on appropriate sites.*

Policy CS.22

Retail Development and Main Centres

Retail development and other commercial uses will be provided in a manner that helps to strengthen the function and character of the District's town and rural centres for the benefit of residents, businesses and visitors.

The respective roles of Stratford-upon-Avon town centre as a shopping and service centre of sub-regional importance, and the commercial core of each of the Main Rural Centres as a focus of shopping and services for their local area, will be supported through the encouragement of new and enhanced shopping and other business and community uses.

Large-scale retail development, defined as exceeding 1,000 square metres (gross), should be located within or on the edge of Stratford-upon-Avon town centre, or the commercial core of a Main Rural Centre identified in Policy CS.15 Distribution of Development, or to serve the needs of the proposed new settlement at Gaydon/Lighthorne Heath.

The Site Allocations Development Plan Document will identify sites for large-scale retail development based on the justification for such provision to be made in specific locations.

The boundaries for Stratford-upon-Avon town centre and the commercial core of each Main Rural Centre are defined on the Policies Map.

Any large-scale retail proposal that is promoted elsewhere in the District requires a comprehensive Retail Impact Assessment, in accordance with national planning policy, to seek to justify the proposed scale and location of the development, and to show that:

- (a) there are no suitable sites available for the proposed development within or on the edge of Stratford-upon-Avon town centre or the commercial core of a Main Rural Centre; and
- (b) the proposal would not have a significant adverse impact on the vitality and viability of:
 - Stratford-upon-Avon town centre;
 - town centres outside the District; or
 - the commercial core of any of the Main Rural Centres.

The cumulative impact of large scale retail schemes outside Stratford-upon-Avon town centre and the commercial core of Main Rural Centres, including those in other local authority areas, on the vitality and viability of these centres will be taken into account. Retail proposals of less than 1,000 square metres (gross) are appropriate in principle outside Stratford-upon-Avon town centre and in any of the Main Rural Centres.

Retail (Class A1) should remain the predominant activity at ground floor level on the primary shopping streets in Stratford-upon-Avon town centre as defined on the Policies Map. At least 60% of the total gross floorspace at ground floor level on each primary street should be retained in this use.

Throughout the District, the change of use of a property from one falling within Class A1 of the Town and Country Planning (Use Classes) Order to one within another class will be resisted unless the proposal satisfies the provisions of Policy CS.24 Healthy Communities.

The provision of new shops in neighbourhood centres and villages will be encouraged.

Explanation

5.8.1 A network of centres across the District is recognised as being essential to provide easily accessible shops and services to meet the day-to-day needs of residents, as well as being the focus of local community facilities.

5.8.2 The National Planning Policy Framework (NPPF) expects planning policies to be positive in promoting competitive town centre environments and providing for the management and growth of centres over the plan period. Local planning authorities are expected to recognise town centres as the heart of their communities and pursue policies to support the viability and vitality of town centres, and also define a network and hierarchy of centres that is resilient to anticipated future economic changes.

5.8.3 Stratford-upon-Avon is the only 'strategic centre' in the District and, as such, it is the most appropriate location for major retail, leisure, commercial and office developments. It has a good quality retail offer given its size and a wide range of other commercial and leisure uses. However, high rents have meant that some independent traders and 'local' businesses have been pushed out of the main shopping area.

5.8.4 The town is facing growing competition from larger shopping centres nearby, such as Solihull, Royal Leamington Spa, Redditch and Banbury, and, increasingly, from electronic retailing - although increasing consumer spending and growth in leisure shopping had bolstered the town centre until the recent down-turn.

5.8.5 Consistent with national policy, the Council will pursue a strong 'town centre first' approach in order to maximise the prospects for new retail investment coming forward, to enable it to continue to compete with larger centres elsewhere, and to control the level and type of competition generated by retail facilities elsewhere in the town.

5.8.6 The boundary of Stratford-upon-Avon town centre has been extended to include land up to the railway station and existing commercial and leisure uses on the Bridgeway. This reflects the manner in which the commercial core of the town has grown in recent years and embraces other community and leisure uses that should be provided in town centres in accordance with national planning policy.

5.8.7 The out-of-centre Maybird Retail Park is playing an increasingly important role and was extended in 2008. While there is some concern that it is causing harm to the town centre, it should be borne in mind that this scale of retail outlet could not have been provided more centrally. Furthermore, it means that local residents do not have to travel for this form of shopping. However, it is important that the Maybird Retail Park functions in a way that is complementary to the town centre. Accordingly, measures will be taken to further improve the physical and functional relationship between the two, with the principal objective of boosting trips to, and trade within, the town centre.

5.8.8 It is important to support the role of the rural market towns and other main rural centres in the District by attracting new shops and other businesses, with a specific emphasis on offering a wide choice of local produce. Market Town Visions and Parish/Town Plans produced for the Main Rural Centres stress the importance of supporting their local shops and services.

5.8.9 A boundary has been defined for the commercial core of each of the Main Rural Centres. However, their nature and relatively small size means that in certain instances a degree of

flexibility could be justified in relation to the location of retail and commercial development in order to help bolster their role.

5.8.10 The Convenience Goods Retail Study commissioned by the Council specifically covered the towns of Stratford-upon-Avon, Alcester, Shipston-on-Stour and Southam. The Council is applying the scenario whereby no further large foodstore should be provided in any of the main rural settlements. Given the lack of suitable sites within or on the edge of the commercial core of these centres, the Council is concerned about the impact a large foodstore on the edge of a main rural settlement would have on the role of the existing centre. Although it is acknowledged that such stores would widen choice for local residents and help to reduce the need to travel, the extensive geographical nature of the District means that communities tend to look to those shopping centres which are the most convenient and relatively close to them. The provisions of the policy provide scope for the impact of a proposed store to be assessed in detail on a case by case basis.

5.8.11 The Study also concluded that there is no requirement to provide further convenience goods floorspace in Stratford-upon-Avon. In fact, there is a significant overprovision in the town under both scenarios. This is particularly the case as a Waitrose foodstore has recently been built on an edge of town site at Shipston Road and the Tesco store on Birmingham Road has planning permission for a large extension.

5.8.12 The policy makes specific allowance for the provision of retail floorspace associated with the proposed new settlement at Gaydon/Lighthorne Heath. The scale of the overall development will make it the second largest settlement in the District, equivalent to the size of Alcester. As such, it will be important to provide sufficient shops and services to meet the needs of the new community. A village centre incorporating a range of facilities is an integral part of Proposal GLH. However, the scale of retail provision should be directly related to the function of the new settlement in itself and within the local area.

5.8.13 A Comparison Goods Retail Study has also been produced for the Council. This Study covered Stratford-upon-Avon specifically as it is the focus of this form of shopping, being the only main town in the District. It found that 42% of all non-bulky comparison goods floorspace in the town is located out of centre, whilst the corresponding figure for bulky comparison goods is 89%. For the comparison sector as a whole, almost 60% of retail floorspace in Stratford-upon-Avon town is now located out of centre.

5.8.14 As acknowledged in the Study, the existing consumer choice in Stratford-upon-Avon town centre is more than adequate, but no centre can afford to 'rest on its laurels'. There is limited scope to provide further large-scale retail schemes in the town centre due to physical, conservation and traffic management constraints. Furthermore, it would be inappropriate to extend the primary shopping area in the town centre as this would tend to dilute it and be detrimental to the way in which it functions. However, the Council will encourage and support appropriate opportunities that arise to refresh and improve the town centre's retail offer.

5.8.15 As the Study found that there is no need to provide additional non-bulky comparison goods floorspace in the town until 2021, the Site Allocations DPD will be used to consider whether specific opportunities in the town centre for retail and other commercial uses should be identified.

5.8.16 Additional large-scale non-bulky comparison goods provision outside the town centre could put at risk its existing relatively healthy state; particularly given the recent economic recession and various sources of competition, including large retail centres close to the District and special forms of trading such as internet shopping.

5.8.17 Although the Comparison Goods Retail Study recommends that any additional bulky comparison goods floorspace should be provided within the town centre, it is recognised that, in practice, this may be hard to achieve. The Council is concerned that substantial additional floorspace of this nature outside the town centre would undermine its vitality and viability and the Core Strategy makes no provision for this form of retail development.

Development Management Considerations

(1) The NPPF provides a local authority with the scope to set its own threshold for when a Retail Impact Assessment should be required (para. 26). This should be based on local circumstances and the view is taken that the modest size of even the larger settlements in the District justifies a lower threshold than the default threshold of 2,500 sq.m specified in the NPPF. The policy therefore specifies that a Retail Impact Assessment will be required for proposals over 1,000 sq.m. for sites outside Stratford-upon-Avon town centre. Applicants will be expected to provide a RIA as part of a planning application and to pay the District Council to get it independently verified. Evidence regarding impact will be sought in relation to smaller schemes where there is concern about their potential effect on existing centres.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council, retail sector
Delivery mechanism	Through the determination of planning applications
Funding	Private sector investment
Timescale	Throughout the plan period
Risk	Balanced decisions need to be made to ensure that provision is made for retail uses in a manner that provides for the needs of residents but does not undermine the health and function of main centres.
Monitoring indicators	<ul style="list-style-type: none"> • Amount of new retail floorspace provided in the District. • Provision of new retail development within Stratford-upon-Avon town centre, on the edge of the town centre and elsewhere in the town, by type and occupancy. • Regular health check of Stratford-upon-Avon town centre to cover (inter alia): <ul style="list-style-type: none"> - diversity of main town centre uses - presence of national multiples and high profile retailers - retail rents - proportion of vacant properties at ground floor level - quality and mix of services - pedestrian flows. • Gains and losses of retail floorspace in commercial core of and elsewhere in Main Rural Centres.

5.9 Tourism and Leisure Development

Strategic Objective

(10) *The value of tourism to the District will have increased substantially, initially by 25% during the period 2011-2015, through the District Council working with its private sector partners, including Shakespeare's England. Stratford-upon-Avon will have re-established its position in the top 20 UK towns and cities for international visitors.*

Policy CS.23

Tourism and Leisure Development

The role of tourism will be increased by supporting the growth and improvement of existing attractions and by encouraging new attractions and dispersing them throughout the District, in order to support the local economy and to provide the opportunity for local communities to enjoy the benefits that are derived.

Large-scale schemes for visitor attractions or overnight accommodation should, wherever possible, be located within the urban areas of Stratford-upon-Avon or a Main Rural Centre.

Elsewhere in the District, large-scale proposals for new and major extensions to existing tourism-related development, including accommodation, will need to be justified taking into account:

- (a) the nature of the activity and whether it can only reasonably be located in a rural area;
- (b) the nature of the existing site and its relationship to the local area;
- (c) its impact on the character of the local landscape and settlements, including historic and natural features;
- (d) the benefits that the scheme offers to the local communities;
- (e) the benefits that the scheme would secure to wider economic or environmental interests;
- (f) the relationship between the development and major transport routes and impact on the highway network; and
- (g) the accessibility of the site by existing public transport and the scope to improve services.

Large-scale visitor accommodation may be justified in the rural parts of the District where it is directly associated with and genuinely ancillary to a major existing tourist, recreation, conference or other form of business use.

The provision of additional conference facilities is encouraged in order to support business tourism. Large scale schemes should be located in Stratford-upon-Avon, a Main Rural Centre, or in the rural area of the District in relation to an existing hotel, visitor attraction or business.

Small scale tourism and visitor-based schemes, including those for new or extensions to existing visitor accommodation and conference facilities, will be supported where they are appropriate to the size and role of the settlement and/or to the specific nature of the location.

Increased access to and use of canals and navigable waterways in the District will be encouraged, including the provision of moorings and marinas. Additional permanent moorings and marinas will only be supported where there is adequate access, availability of existing facilities such as transport links or shops, and where they will not compromise the use or operation of existing navigable waterway features such as junctions or locks.

All forms of tourism and leisure development should be sensitive to the character of the area and designed to maximise the benefits for the communities affected in terms of job opportunities and support for local services.

Wherever possible, tourist and visitor facilities should be located in existing or replacement buildings if they are suitable for the purpose, particularly where they are located outside settlements.

Facilities requiring new buildings in the countryside should, where possible, be provided within or close to a settlement but may be justified in other locations where the facilities are required in conjunction with a particular countryside attraction and there are no suitable existing buildings or developed sites available to re-use.

In areas that are statutorily designated for their natural and cultural heritage qualities, there will be scope for tourist and leisure related developments, subject to appropriate control over their number, form and location to ensure the particular qualities or features that justify the designation are conserved.

Explanation

5.9.1 The tourism sector is an important component of the national economy, The Government is committed to building a strong, competitive economy and this principle should be applied to the provision of tourism-related development.

5.9.2 The National Planning Policy Framework (NPPF) specifically states that to promote a strong rural economy, plans should (inter alia) 'support sustainable rural tourism and leisure developments that support businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.'

5.9.3 Tourism plays an essential role in supporting the economy of Stratford-on-Avon District. It currently attracts about 4.9 million visitors a year, who spend about £336 million in the area. Tourism is one of the main sources of employment in the District with over 8,000 jobs supporting the industry.

5.9.4 Stratford-upon-Avon itself has been highlighted as one of the 'Attract Brands' by VisitEngland. It represents a huge opportunity as the gateway to discover not only the town and its Shakespearean heritage but also the surrounding attractions in the rest of Stratford District.

5.9.5 The Good Practice Guide on Planning for Tourism (2006) explains that local planning policies should aim to maximise the benefits of tourism, in particular ensuring that the development is able to reach its potential to contribute to tourism in the area and for local communities to enjoy those benefits.

5.9.6 While engendering a positive approach to rural tourism, the Guide stresses that large-scale tourist proposals must be assessed against the whole range of sustainable development objectives. This includes not only their transport implications but also other sustainability considerations such as how they would assist rural regeneration and the well-being of communities.

5.9.7 A Stratford-upon-Avon Destination Tourism Strategy has been approved by a wide range of agencies and organisations, including the District Council. By helping to develop this strategy, the Council is acting as a catalyst, in partnership with the private sector and other tourism stakeholders. It seeks a balanced approach to tourism in the District, being led and developed by experts in the field that can deliver an effectively managed destination to visit, experience and return to. The strategy identifies a range of objectives, all of which will be dependent on the planning system in various ways to help achieve. The initial objective is to achieve a 5% growth in the value of tourism to the District's economy each year during the period 2011-2015, in line

with projections set out in the Strategic Framework for Tourism for England produced by VisitEngland.

5.9.8 Tourism itself and the drivers for visitors are changing and in the last few years several significant trends have emerged or gained momentum. The 'staycation' phenomenon continues to grow and holidaying at home remains a key area of interest for the domestic market. The District is conveniently located in relation to other attractions such as The Cotswolds and Warwick as a centre for short breaks. This opportunity needs to be focused on in terms of both promotion and physical linkages.

5.9.9 The Council is working closely with a wide range of partners in the tourism sector, including Shakespeare's England, a private sector led, not-for-profit organisation covering Stratford-on-Avon and Warwick Districts created by local businesses and local authorities to manage sustainable tourism growth in the area.

5.9.10 There has also been an increase of interest in 'green, sustainable or responsible' tourism amongst consumers, who are looking increasingly for authentic experiences that provide benefit to the host destination and minimise the impacts. Overseas markets traditionally relied upon are not growing as fast but new markets are emerging that can take their place. In short, despite the global economic recession, tourism offers plenty of opportunities for growth.

5.9.11 Tourism is a vital component of the District's economy as it supports hospitality, catering, accommodation, retail and business. The specific role of business tourism in the District is important as it helps to diversify and widen the range of visitors. Companies look to hold conferences and other events in locations which are attractive to delegates. This opportunity is increased by the District's proximity to Birmingham and the National Exhibition Centre.

5.9.12 Tourism also benefits local programmes of events, including the arts, sports and festivals, where local traditions can be shared with visitors. These activities help to build local pride and provide opportunities for new businesses, business growth and development.

5.9.13 As a catalyst for economic growth and employment, tourism provides opportunities for an increase in demand for businesses as well as tourist attractions for both visitors and residents. It is important to ensure tourism works to the advantage of the District by attracting and dispersing visitors to discover and experience the wide range of attractions the District has to offer and to maximise opportunities to increase the number of overnight stays, length of visitor stay and visitor spend.

5.9.14 A number of specific initiatives are being progressed in Stratford-upon-Avon (see the Area Strategy for the town in Section 6). These include the Historic Spine project aimed at making the route between Shakespeare's birthplace and resting-place more attractive and pedestrian-friendly, and the intention of the Shakespeare Birthplace Trust to provide an enhanced attraction in Henley Street which will incorporate a new learning and research centre for the enjoyment and study of Shakespeare.

5.9.15 The larger rural centres provide an appropriate focus for smaller-scale tourism activity outside Stratford-upon-Avon. Alcester wishes to develop a reputation as a festival town, a stop-over for walkers and cyclists, and to promote its Roman heritage. Shipston is looking to promote itself as a base from which to explore the Cotswolds and Shakespeare country. Southam has schemes to support local attractions such as the Holy Well ancient monument and to promote its Civil War links. Wellesbourne has a new tourist attraction known as Chedham's Yard, a restored blacksmith's and wheelwright's workshop dating from the early 19th century. The area strategies for the Main Rural Centres identify a number of tourism and leisure-related initiatives (see Section 6).

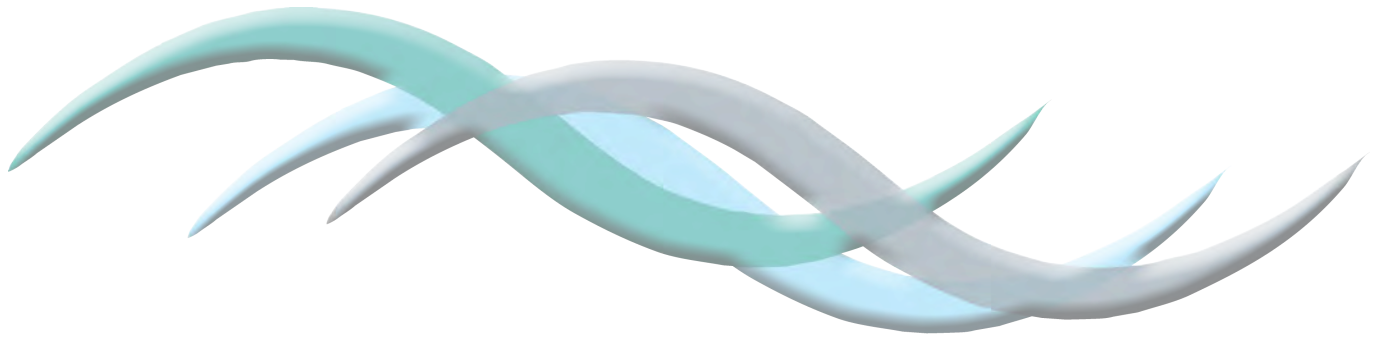
5.9.16 There is also a wide range of visitor attractions in the countryside, including country houses, parks and gardens and the canal network. These have a vital role to play in broadening the tourism offer, providing jobs and supporting local services.

Development Management Considerations

- (1) For schemes involving large-scale hotels or similar accommodation in rural locations, the accommodation should be directly associated with an existing use which has to be of such a nature and scale that it can justify the provision of overnight accommodation in its own right. It must be genuinely ancillary to the needs of the existing use on the site. Consequently any proposal should be of a scale appropriate to the needs of that use, and it will be a requirement for all applicants to justify why the accommodation proposed is appropriate in relation to the particular existing use.
- (2) It is a major objective of the planning system to maximise the use of brownfield land for new development. Certain types of visitor attractions can take large areas of agricultural land and the District Planning Authority will wish to take into account the scope to utilise previously developed sites. In appropriate cases, the applicant will be expected to submit evidence on the extent to which alternative brownfield sites have been investigated.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council, tourism agencies, private sector providers
Delivery mechanism	Through the determination of planning applications, specific projects and initiatives
Funding	Private sector investment, Stratford-on-Avon District Council
Timescale	Throughout the plan period
Risk	Balanced decisions need to be made to ensure that provision is made for tourism and leisure activities in a manner that does not undermine the character and qualities of the District.
Monitoring indicators	<ul style="list-style-type: none"> • Provision and location of new tourism and leisure related development, including conference facilities and visitor accommodation. • Number of domestic and international visitors to the District. • Amount of spending by visitors • Number of overnight stays and occupancy rates in hotels and guest houses. • Number of jobs in the District related to tourism sector.



Section 6

Area Strategies

6.1 Stratford-upon-Avon Area Strategy

All Strategic Objectives are relevant to this Area Strategy.

Context

6.1.1 Stratford-upon-Avon remains a rare example of a largely intact medieval planned town. A charter was issued around 1196 for a New Town to be established to the north of the original settlement. The preservation of the town's medieval character and layout stems from the decline of the wool trade at the end of the 16th Century and only modest changes that took place as a result of the arrival of the canal and then the railway. Improved infrastructure allowed a greater number of visitors to experience the town's association with Shakespeare. Since then, tourism has become the key driver in Stratford's economy and development.

6.1.2 The town is comparatively small, having approximately 26,000 residents in 2011 (excluding Tiddington and Alveston), an increase of 31% since 1981. However, in terms of dwellings there has been a 58% increase between 1981 and 2011, reflecting the national trend towards a smaller average household size and the considerable amount of housing development that has taken place in the town over the past ten years. There are about 11,500 dwellings in Stratford-upon-Avon town, excluding Tiddington and Alveston (as at 2011).

6.1.3 The town is the focus of international cultural attractions in the form of the Shakespeare properties and the Royal Shakespeare Theatre, as well as being attractive for its riverside and historic centre. It is well-positioned in the heart of the UK to take advantage of the demand for short breaks. It is essential that the town capitalises on these invaluable assets and works towards improving those features that require enhancement.

6.1.4 It is estimated that the town attracts around 3.5 million visitors a year. Of these, about 70% are day visitors, with only 30% staying overnight. Expenditure by day visitors is only about £7.50 per head, whereas for staying visitors it is £32.50. This significantly greater spending on shopping, services and other attractions shows the importance of encouraging more people to stay overnight in the town.

6.1.5 In order to retain its high profile tourist image, it is essential that the historic character of the town, its key buildings and open spaces, as well as the world famous Shakespeare legacy, is protected and enhanced. This should embrace the town as whole, so that its market town scale and attractive landscape setting are retained. It is worth noting that in a recent visitor survey, 91% of visitors rated their overall enjoyment of the visit to the town as very high or high.

6.1.6 The huge numbers of visitors places a massive burden on the fabric and infrastructure of such a small town, which creates tension between meeting the needs of local residents and the expectations of the visitors. This pressure manifests itself in the central area in particular, where there is a considerable conflict between pedestrians and vehicles. This affects the quality of the visitor experience and undermines the historic character of the town centre.

6.1.7 Specific aspects of the town's infrastructure and services are under heavy pressure and are reaching capacity thresholds. This is the case with traffic on the road network, particularly during the morning and afternoon peaks and on certain days during the year such as Bank Holidays, when queuing and delays on routes into the town centre are considerable. Traffic causes adverse environmental impacts on various parts of the town due to noise, air quality and visual intrusion.

6.1.8 There are also major issues in education provision, with both the primary and secondary provision having little, if any, additional capacity. Conversely, the drainage system, including the Milcote Wastewater Treatment Works, has some spare capacity.

6.1.9 The town supports a much wider range of shops and services than would be expected for its size because of the large numbers of visitors it attracts. However, it cannot afford to 'rest on its

laurels' and ongoing attention is needed to bolster its role as a sub-regional centre for shopping and other functions.

6.1.10 There has been a considerable amount of out-of-town centre retail development over the past twenty years which has boosted the commercial base of the town. The effect is significant and has meant that local residents do not have to travel elsewhere for this form of shopping. So far, this has not undermined the health of the town centre because it performs a wide range of roles, not just for shopping. However, it is important to ensure that this balance is maintained.

6.1.11 As with most towns, certain parts have become outworn, even redundant, over time. In recent years, much of the Birmingham Road area, which was the focus of industrial activity throughout the 1900s, has been redeveloped. However, there is further scope to improve the appearance and image of this part of the town. Opportunities for environmental improvements and regeneration exist in other parts of the town, such as in the Timothy's Bridge Road/Masons Road area and the canal corridor through the town.

6.1.12 Stratford-upon-Avon functions at various levels as a focus of shops and services. The town acts as a local centre for its own residents but also has an extensive catchment area for shops, jobs and a wide range of services such as education and health. The town's hinterland covers much of the central and western part of the District, including large rural centres such as Bidford-on-Avon, Shipston-on-Stour and Wellesbourne. As well as this local role, the town is a major attraction, drawing visitors from all around the country and from abroad. Its description as the 'international market town' is apposite given these wide-ranging but complementary functions.

6.1.13 As is to be expected with the largest settlement in the District, the proportion of its employed residents that also work in Stratford-upon-Avon itself is much higher than for the rural market towns and large villages. At the time of the 2001 Census, 63% lived and worked in the town. Besides this, its residents work in a wide range of places, with the next most important source of jobs being Warwick/Leamington at only 7%. A large majority of those who work in the town live in Stratford District (73%), with only 5% living in each of the Districts of Warwick and Wychavon, and an even smaller number elsewhere.

6.1.14 A household survey undertaken for the Retail Study published in 2008 identified a 'core catchment' which covers the town itself and a number of surrounding settlements. In this area, the town attracts 94% of available spending on convenience goods. Stratford-upon-Avon also has an extensive 'primary catchment' which covers Alcester, Bidford, Wellesbourne and Kineton. In this area, between 25% and 50% of convenience goods spending takes place in the town. In terms of non-food shopping, again the town itself is the dominant destination for local residents (58%), with Leamington the next most popular at only 5%.

Future development issues

6.1.15 Stratford-upon-Avon has a dichotomy of roles; as a small market town meeting the needs of its residents and a major tourist destination for which the historic character and heritage needs to be preserved. It is essential that the town meets these diverse expectations in an effective manner, and the scale of future development has an important bearing on this.

6.1.16 Considerable concern has been expressed by the local community that the town is growing too large and that its character is being threatened. This is due in part to the recent large-scale housing development along Birmingham Road and at Bridgetown (Trinity Mead). There is a risk that the character of the town will deteriorate if this type of development continues which, in turn, could have an impact on its image and attractiveness to visitors.

6.1.17 There are a number of significant constraints to development on the edge of the urban area, not least the fact that the approved Green Belt abuts the northern edge of the town and up to the A46 Northern Bypass between Alcester Road and Birmingham Road. There are also Areas of Restraint along the River Avon valley through the heart of the town and the historic open space of Shottery Fields. It is expected that the generally open nature of these areas should be maintained.

6.1.18 The Landscape Sensitivity Study identifies land at Clopton on the north-east edge of the town, Bordon Hill to the west and the Avon Valley as being of high sensitivity to housing development. The extent of this is even wider for industrial and other forms of commercial development, with the western flank of the town being of high landscape sensitivity. The landscape south of the A46 Northern Bypass and that abutting the south-eastern edge of the urban area is generally less sensitive to development in comparison.

6.1.19 In terms of ecological and habitat value, the Welcombe Hills to the north of the town are a Local Nature Reserve. There is also a Site of Special Scientific Interest known as Racecourse Meadow on the south western edge of the town which is sensitive to water run-off associated with Shottery Brook.

6.1.20 The central part of the town is a designated Conservation Area, within which there are a substantial number of listed buildings, and it extends eastwards to cover the river environs. Clopton Bridge is an Ancient Monument, as is the site of the Romano-British settlement on Tiddington Road.

6.1.21 Flood risk is a major constraint to development; with an extensive swathe of land along the Avon Valley lying within Flood Zone 3a which has a high probability of flooding. There are further localised areas prone to flooding, particularly in relation to Shottery Brook on the western side of the town.

6.1.22 The whole of Stratford-upon-Avon was designated an Air Quality Management Area in January 2010. As a result, development proposals in the town need to show that air quality would not deteriorate as a result.

6.1.23 Much of the land on the south-eastern side of the town, between Banbury Road and Wellesbourne Road, is high quality agricultural land, being Grade 2 or 3a.

6.1.24 There is a particular heritage constraint in relation to Shottery, which was a separate village community until the post-war housing estates were built to the north and south of it. Nevertheless, the historic part retains its character and is a designated Conservation Area. There are a number of listed buildings within it, including the Grade 1 Anne Hathaway's Cottage and associated registered garden. It is critical that the character of the Cottage as a major tourist attraction, and its setting, are preserved.

6.1.25 The District Employment Land Study identified scope for certain industrial and commercial areas which have become outworn to be considered for mixed use purposes, including residential, such as the Western Road and Masons Road areas. This has now been progressed through the identification of an extensive area adjacent to the canal to be regenerated in a comprehensive manner. To facilitate this, it is necessary to provide suitable opportunities for businesses to relocate in the form of sites that are accessible and attractive.

6.1.26 In order to attract new businesses and investment in the District, the Employment Land Study recommended that an additional 5-10 hectares of land should be allocated at Stratford-upon-Avon for Class B1 uses, with specific provision made in the form of a business park. The study indicated that the preferable location for this would be close to the A46 and the Stratford Parkway Station.

6.1.27 It is evident from the Convenience Goods Retail Study that there is no need for any further increase in this type of floorspace during the plan period. Conversely, the Comparison Goods Retail Study has identified a need for additional floorspace to be provided at 2021. While land between Rother Street and Grove Road may come forward for redevelopment and could be considered for retail uses, the primary shopping area needs to be consolidated rather than extended in this direction. For this reason, the comprehensive redevelopment of Town Square for retail purposes would be more effective as it lies at the heart of the town centre. As things stand, there is a planning permission for a scheme incorporating a multi-screen cinema. Consideration will be given to identifying specific opportunities in the town centre for retail development through the preparation of a Site Allocations DPD.

6.1.28 In terms of leisure and tourism related development, it is important that the range of attractions is broadened to help lengthen the visitor stay, increase expenditure in the town and attract a wider range of visitors and investors. This can be also be achieved by promoting the evening economy, enhancing the quantity and quality of the hotel offer and encouraging further high quality retail outlets. A purpose-built conference facility would also help to support the local economy. The profile of the town means that it offers an interesting venue for delegates.

6.1.29 There are a number of important opportunities to enhance the appearance and function of the town through the regeneration and/or redevelopment of previously developed sites within the urban area.

6.1.30 Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 2,590 homes are to be provided in the town over the plan period.

6.1.31 A wide range of issues and opportunities relating to the future planning of the Stratford-upon-Avon area have been identified from various sources, including plans produced by the local community and studies produced for the Council.

Policy AS.1

Stratford-upon-Avon

The Council will apply the following principles in considering development proposals and other initiatives relating to the Stratford-upon-Avon area. Developers will be expected to contribute to the achievement of these principles where it is appropriate and reasonable for them to do so, taking into account the provisions of the Infrastructure Delivery Plan.

A. Environmental

- Ensure the town presents an attractive image and experience given its international standing and significance.
- Retain the scale, character and form of the town and protect the individual character of each part in the design of development.
- Co-ordinate new developments and open spaces so that they are integrated with the existing fabric of the town.
- Ensure that any development on the approaches to the town retains and respects the existing landscape setting and green spaces and augments them.
- Improve the quality and appearance of the main corridors and gateways to the town centre, including the Birmingham Road/Arden Street area.
- Improve the way in which the town's historic environment and cultural heritage is conserved, interpreted and presented.
- Enhance the setting of Shakespeare's Birthplace to reflect its status as an international cultural attraction.
- Enhance the town's historic townscape and its associated public realm.
- Improve the appearance and function of secondary shopping areas in the town centre.
- Enhance the River Avon corridor through the town for its biodiversity, recreational and flood management value.
- Improve linkages between key biodiversity areas and corridors, including the river, the racecourse and Welcombe Hills.
- Provide additional natural accessible greenspace, specifically in the Tiddington area, given the shortfall against the standard set out in Policy CS.24 Healthy Communities.

- Improve the appearance and image of the Stratford Enterprise Park.
- Apply measures relating to the Air Quality Management Area designated for the town.

B. Social

- Provide an upgraded or replacement Leisure Centre in the town.
- Provide additional parks, gardens and amenity greenspace given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Provide additional play spaces for children and young people given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Provide additional pitches for mini and junior football and junior rugby given the shortfall identified in the town.
- Provide additional allotments given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Support the provision of enhanced health and medical facilities at Stratford Hospital.

C. Economic

- Provide opportunities for existing companies to expand and to attract new companies to the town.
- Investigate the potential for an Innovation Centre in the town.
- Provide additional non-bulky comparison goods retail floorspace in the town centre, ideally through the redevelopment of Town Square.
- Improve the physical and functional links between the town centre and the Maybird Retail Park.
- Support uses which create a diverse and prosperous night-time economy for residents and visitors.
- Improve the quality and variety of the visitor experience.
- Support the creation of a new learning and research centre on Henley Street for the enjoyment and study of Shakespeare.
- Investigate the provision of a major conference facility in or well-related to the town.
- Support the provision of a creative industries hub in or well-related to the town centre.

D. Transport

- Implement the Stratford Transport Package of traffic management measures.
- Implement appropriate measures to improve traffic management on Birmingham Road.
- Provide a bus-rail interchange adjacent to Stratford Railway Station as part of the redevelopment of the former Cattle Market site.
- Assess the provision of a bus station within the town centre.
- Assess the provision of a park-and-ride facility on the southern side of the town.
- Improve the route between Stratford railway station and the town centre.
- Achieve an effective balance between long-stay and short-stay car parking in the town centre.
- Implement the Historic Spine project to improve pedestrian facilities.
- Provide a new road link between Warwick Road and Bridgeway to create easier access to car and coach parks.
- Improve the pedestrian route between Bridgeway and the town centre, particularly at Bridgefoot.

- Improve cycle routes throughout the town, particularly between residential areas and secondary schools.
- Upgrade Lucy's Mill footbridge to make it more accessible to a range of users.

Development Proposals

6.1.32 To contribute to meeting the future needs of the District, the following sites are allocated for development. The extent of each site is defined on the Policies Map.

Proposal SUA.1: Canal Quarter Regeneration Zone	
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"> • Housing – approx 650 dwellings by 2031 • Class B1 uses on a minimum of 3 hectares • Linear park alongside canal • Multi-purpose community facility (if required)
When it is to be delivered	Phases 1 - 4 (2011/12 - 2030/31) and post 2031
How it is to be delivered	Private sector, public sector, Canal & River Trust
Specific requirements	<p>Production of a Masterplan Supplementary Planning Document to establish a comprehensive approach to the whole area, to include, inter alia:</p> <ul style="list-style-type: none"> • environmental, ecological and recreational enhancement of the canal corridor • pedestrian and cycle links through the area and with adjacent parts of the town and a vehicular crossing over the canal linking development off Masons Road and Timothy's Bridge Road • traffic management measures • improve links to Stratford railway station • ensure implementation of the Steam Railway Centre is not prejudiced • appropriate treatment of any contamination • scope to de-culvert watercourses <p>The Masterplan will also incorporate Design Codes and a Delivery Strategy, in conjunction with Proposal SUA.2 and Proposal SUA.3.</p>

Proposal SUA.2: South of Alcester Road	
Where it is to be delivered	South of Alcester Road, west of Wildmoor roundabout Approx. 20 hectares (gross)
What is to be delivered	Employment uses comprising: (i) Class B1(a) office and Class B1(b) research and development uses, although scope for B1(c) light industry will be considered (ii) 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.
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"> • vehicle access directly off Wildmoor Roundabout or proposed Western Relief Road • improvements to Wildmoor Roundabout as required by Highways Agency • provision for improvements to A46 adjacent to the site as required by Highways Agency • extensive landscaping within the site and on southern and western boundaries • appropriate treatment and management of mature hedgerows along road frontages • protect and enhance ecological features • frequent bus service into the development

Proposal SUA.3: East of Birmingham Road	
Where it is to be delivered	East of Birmingham Road, north of A46, Bishopton Approx. 15 hectares (gross)
What is to be delivered	Employment and commercial uses relocating from the Canal

	Quarter Regeneration Zone on a minimum of 9 hectares, together with uses that will help to facilitate the relocation process.
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"> • vehicle access off Birmingham Road only • improvements to Bishopton Roundabout as required by Highways Agency, incorporating pedestrian and cycle facilities • extensive landscaping within the site and along northern and eastern boundaries • appropriate treatment and management of the mature hedgerows along the road frontages • protect and enhance ecological features • redevelopment of buildings known as Langley Farm • frequent bus service into the development

6.2 Alcester Area Strategy

All Strategic Objectives are relevant to this Area Strategy.

Context

6.2.1 The historic market town of Alcester overlies the site of a significant Roman settlement on Icknield Street. The town was granted a Royal Charter to hold a weekly market in 1274 and prospered throughout the next centuries. In the 17th century it became a centre of the needle industry. With its long narrow Burbage plots and tueries (interlinking passageways), the town centre street pattern of today and many of its buildings are medieval.

6.2.2 The town sits at the confluence of the Rivers Arrow and Alne, about 6 miles west of Stratford-upon-Avon and 6 miles south of Redditch. It is the largest of the main rural centres in the District with a population of about 7,100 at the time of the 2011 Census (Alcester and Kinwarton parishes combined), an increase of 17% since 1981. The number of dwellings has increased by 45% between 1981 and 2011, although there had been very little residential development in the town over the past ten years until very recently. At 2011 the town comprised about 3,000 dwellings, including that part of the urban area within Kinwarton Parish.

6.2.3 The bypasses were completed in 1990 and take through traffic around the west and south of the town. There are frequent bus services to Stratford, Redditch and Evesham.

6.2.4 Alcester has experienced serious flooding from surface water and watercourses that run through it, the River Arrow, River Alne and Spittle Brook. In the July 2007 floods more homes were affected in Alcester than in any other settlement in the District. Alcester formed a unique Town Flood Forum that has been very active in recent years. Flood risk has been partially remedied by the installation of two pumping sets and the repair and replacement of substantial parts of the 'Old Town Drain'. This work was undertaken by a joint agency approach involving Warwickshire County Council, Stratford District Council and the Environment Agency. The combined sewerage system in Alcester has had a complete overhaul involving Severn Trent, with £2.4m having been spent.

6.2.5 The town has a wide range of services, including primary and secondary schools, doctors, dentists, library, leisure centre and fire station. The former hospital has now been replaced with a primary care centre incorporating GP surgeries. Residents value the number of small independent shops concentrated in or adjacent to the High Street and are concerned that these are gradually been lost to other uses.

6.2.6 Although Alcester supports a wide range of shops and services, its catchment is relatively small, It serves a range of communities, including the large village of Bidford-on-Avon for certain purposes, and neighbouring parts of Worcestershire. This is because Stratford-upon-Avon and, to a lesser extent, Redditch and Evesham are not that far away. The presence of three secondary schools means that this aspect of the town's function covers a considerably wider area.

6.2.7 The town also has a diverse economy with a wide range of jobs. Most industry is based on the well-established estate at Arden Forest, in neighbouring Kings Coughton and the high-technology innovation centre/incubation units at Minerva Mill. The Town Plan found that local businesses experienced problems enlarging or relocating in Alcester due to a lack of available sites, and finding employees with suitable skills and experience.

6.2.8 According to the 2001 Census, a substantial proportion (42%) of its employed residents work within the town. The other dominant relationship in relation to workplace is with Stratford-upon-Avon (14%), whereas only 7% work in Redditch. In terms of those who work in the town, 58% live in Stratford District, while 17% live in Redditch Borough, 9% in Wychavon District and 5% in Birmingham/Solihull.

6.2.9 As for retail catchments, the 2008 household survey revealed that for residents of the Alcester and Bidford-on-Avon area, the main destinations for main food shopping are Stratford-

upon-Avon (34%), Alcester itself (25%), Evesham (14%) and Redditch (10%). For non-food shopping, the dominant relationship is with Stratford-upon-Avon (33%), followed by Redditch (16%).

Future development issues

6.2.10 The promotion of tourism is an important objective of the community, with a particular focus on the town's Roman heritage, about which a museum has been established containing a wide range of local finds. This attraction is an important part of Alcester's tourism offer and is also well-used by schools from a wide area. The Vision for Alcester initiative has identified projects to promote its attractive environment and links to nearby attractions.

6.2.11 The Conway and Ten Acres Estates in the northern part of Alcester contains the most deprived area in the District, falling within the top 30% nationally in terms of income, education and skills according to the Indices of Deprivation 2007 produced by the Warwickshire Observatory. The Town Plan indicates that there is a strong support for housing to meet the needs of local people, particularly affordable housing to rent and to buy, and sheltered or adapted housing for elderly people.

6.2.12 Vision for Alcester and Alcester Town Council have instigated the provision of improved facilities for all ages at Jubilee Fields, adjacent to the Conway Estate, including a new youth club venue and a Multi Use Games Area. The Town Council has recently secured further facilities for outdoor sports, in particular football. It is also keen to resolve the shortage of allotment and cemetery space.

6.2.13 There is scope to introduce a range of transport-related measures, including improvements for pedestrians and parking management around the Town Hall and High Street, traffic management in the central area, and a network of walking and cycling routes within the town and into the countryside. As a rural market town, Alcester is predominantly served by the motor car. The town has identified a shortage of long stay parking facilities and to meet the demand created by special events such as the Food Festival.

6.2.14 As the Alcester Town Plan stresses, the small size of the town, and easy access to town and countryside, contribute to the feeling of a close knit community, proud of its heritage and traditions. However, Alcester is the largest of the main rural settlements in the District and supports a wide range of shops, services and jobs. For that reason, the town is a suitable location for further housing and employment.

6.2.15 The Green Belt surrounds the town, although various parcels of land on the edge of the urban area are excluded from it in order to provide scope for future development. There is also a designated Area of Restraint that runs along the Arrow Valley through the town which should be protected from development that would harm its open character.

6.2.16 The River Arrow runs north to south through the town and the River Alne joins it from the east at Oversley Green just south of the urban area. Together, their valleys form an extensive flood risk area. Careful planning and investment will be required when considering development in the town regarding the sustainability of the sewerage system which has recently been upgraded to meet the challenge of future weather conditions in relation to the existing housing stock.

6.2.17 The other significant constraint to development is the extensive archaeological remains from the Romano-British period. There are a number of Scheduled Ancient Monuments within and adjacent to the urban area and other remains that are worthy of protection.

6.2.18 The Landscape Sensitivity Study identifies extensive areas of land adjacent to the town as being of high sensitivity to development. These are mainly along the river valleys and the rising land to the east forming Captains Hill. Land between the urban area and the western bypass is of low to medium sensitivity for housing development, although much more sensitive for commercial development. Areas of land to the north of the town and east of Kinwarton Farm Road are of medium sensitivity.

6.2.19 There is no high quality agricultural land around the town. Neither are there any nationally significant ecological or geological features on the edge of the town.

6.2.20 As identified both in the Alcester Town Plan and the Employment Land Study, there is a need for more employment land to be provided to meet the requirements of existing companies and to attract new ones to the town. The most appropriate location for this form of development is north of the existing industrial estate off Arden Road. The Employment Land Study recommends such an extension for B1 (office, research & development and light industry), B2 (general industry) and a limited amount of B8 (storage & distribution) uses.

6.2.21 Another main focus of attention is the need to support the role of the town centre which is a very attractive and important rural centre for shops and services. There is also considerable scope to attract more visitors given the town's historic heritage and character. While there is no need for a significant increase in shopping provision, opportunities should be taken to bolster the town's commercial base in order to maintain its role and viability.

6.2.22 Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 480 homes, plus windfall development, are to be provided in the town over the plan period.

6.2.23 A wide range of issues and opportunities relating to the future planning of the Alcester area have been identified from various sources, including plans produced by the local community and studies produced for the Council.

Policy AS.2

Alcester

The Council will apply the following principles in considering development proposals and other initiatives relating to the Alcester area. Developers will be expected to contribute to the achievement of these principles where it is appropriate and reasonable for them to do so, taking into account the provisions of the Infrastructure Delivery Plan.

A. Environmental

- Protect and enhance the historic fabric of the town and its associated open spaces.
- Assess the scope to introduce traffic management measures in the town, particularly High Street.
- Enhance the biodiversity and recreational value of the River Arrow Nature Reserve.
- Protect existing woodland and reverse fragmentation, including through the provision of development buffer zones.
- Enhance the Arden Forest Industrial Estate through the use of planting and Green Infrastructure features.
- Improve the appearance of Hopkins Precinct and its surroundings and the manner in which the area is managed.

B. Social

- Identify and implement specific initiatives to meet the needs of people living on the Conway and Ten Acres Estates, including the provision of affordable homes.
- Improve indoor recreation and leisure facilities in the town.

- Improve outdoor play and leisure facilities on Jubilee Fields and on the western side of the town.
- Provide additional play spaces for children and young people given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Provide additional allotments given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Create additional cycle routes connecting to nearby settlements and National Cycle Network Route 5 which runs between Stratford-upon-Avon and Redditch.
- Utilise the Arrow and Alne river corridors as linear features for recreational opportunities.

C. Economic

- Provide opportunities for existing companies to expand and to attract new businesses to the town.
- Promote the town as an attractive destination for tourists and day visitors.
- Enhance existing car parks and provide additional parking to encourage more people, including visitors, to use the town centre shops and facilities.

Development Proposals

6.2.24 To contribute to meeting the future needs of the District, the following sites are allocated for development. The extent of each site is defined on the Policies Map.

Proposal ALC.1: North of Allimore Lane (southern part)	
Where it is to be delivered	Land between the edge of urban area and Western Bypass Approx. 7 hectares (gross)
What is to be delivered	<ul style="list-style-type: none"> • Housing – approx 190 dwellings • Public Open Space
When it is to be delivered	Phases 2 - 3 (2016/17 - 2025/26)
How it is to be delivered	Private sector
Specific requirements	<ul style="list-style-type: none"> • vehicle access off Eclipse Road • ensure vehicle, pedestrian and cycle links can be provided to adjoining land to north (see Proposal ALC.2) • substantial landscape buffer alongside bypass • protect important natural features on the site • pedestrian and cycle links, including to town centre • contribution to community facilities (on and/or off-site)

NOTE: THIS SITE WAS GRANTED OUTLINE PLANNING PERMISSION BY THE SECRETARY OF STATE ON 5 MARCH 2014.

Proposal ALC.2: North of Allimore Lane (northern part)	
Where it is to be delivered	Land between the edge of urban area and Western Bypass Approx. 6 hectares (gross)
What is to be delivered	<ul style="list-style-type: none"> • Housing – approx 160 dwellings • Public Open Space
When it is to be delivered	Phases 2 - 3 (2016/17 - 2025/2026)
How it is to be delivered	Private sector
Specific requirements	<ul style="list-style-type: none"> • vehicle access off Birmingham Road • substantial landscape buffer alongside bypass • pedestrian and cycle links, including to town centre • contribution to community facilities (on and/or off-site)

NOTE: THIS SITE WAS GRANTED OUTLINE PLANNING PERMISSION BY THE SECRETARY OF STATE ON 5 MARCH 2014.

Proposal ALC.3: North of Arden Road	
Where it is to be delivered	Land north of Arden Forest Industrial Estate Approx. 11 hectares (gross)
What is to be delivered	<ul style="list-style-type: none"> • Employment within Class B1, B2 and B8 uses
When it is to be delivered	By 2031
How it is to be delivered	Private sector
Specific requirements	<ul style="list-style-type: none"> • extensive landscaping within the site and along northern and western boundaries • protect watercourse that runs along southern boundary • undertake a detailed archaeological investigation of the site

6.3 Bidford-on-Avon Area Strategy

All Strategic Objectives are relevant to this Area Strategy.

Context

6.3.1 Bidford-on-Avon dates back to Saxon times, although the Roman Rykneld Street originally crossed the River Avon at this point.

6.3.2 This large village lies six miles to the west of Stratford-upon-Avon and six miles to the north-east of Evesham. The parish population (which includes the villages of Broom, Barton and Marlcliff), was 5,350 according to the 2011 Census; an increase of about 69% since 1981. The number of dwellings in the parish has increased by 86% over this period. It is estimated that the population of Bidford-on-Avon village itself is now close to 5,000 and comprises about 2,200 dwellings (as at 2011).

6.3.3 The relief road, which was built in 1978, tends to sever more recent residential areas from the village centre, although two pedestrian/cycle crossings help the situation. The centre itself has many attractive features and the riverside recreation ground, known as Big Meadow, is a popular attraction.

6.3.4 There is a reasonable range of shops and services in the village centre although the provision has declined in recent years, which is reflected in the number of previously commercial premises that have been converted into dwellings. There is a primary school and medical centre, both of which meet the needs of local residents and surrounding villages. The latter is relocating to a larger facility just outside the village to cater for its growing catchment population. However, the closure of the secondary school in 1985 had a significant effect on the community. A large foodstore was built on the Salford Road, just outside the village centre, in the late 1990s.

6.3.5 A frequent (half-hourly) bus service runs through Bidford-on-Avon on Mondays to Saturdays linking with Evesham and Stratford-upon-Avon. There is also a daily (including Sunday) service between Redditch and Evesham which passes through the village.

6.3.6 The local shops and services help to meet the day-to-day needs of the village's residents and those who live in surrounding communities. However, Bidford-on-Avon's catchment is relatively small due to the proximity of the larger towns of Stratford-upon-Avon, Evesham and Alcester.

6.3.7 A well-established industrial estate off Waterloo Road supports a wide range of jobs, although the 2001 Census showed that only 34% of employed residents also worked in the local area (Bidford-on-Avon and Salford Ward). 19% of the Ward's employed residents work in Stratford-upon-Avon, compared with only 5% who work in Alcester and 3% in Evesham. About 64% of the jobs in the Ward are taken by residents of Stratford District, with Wychavon District (22%) being the only other dominant source of workers.

6.3.8 The household survey carried out in 2008 for the Retail Study showed that Stratford-upon-Avon is used by 34% of residents in the Alcester and Bidford-on-Avon area for their main food shopping, compared with 14% who go to Evesham and 10% to Redditch. Only 8% use the food shops in Bidford-on-Avon itself for this purpose. For non-food shopping, 33% of residents use Stratford-upon-Avon on a regular basis, 16% go to Redditch and only 4% to Evesham.

Future development issues

6.3.9 The community is concerned about the scale of development that has taken place in Bidford-on-Avon in recent decades, which has changed its character. Despite this level of growth, there has been little investment in infrastructure and there is limited and, in some respects, a declining range of shops and services in the village.

6.3.10 There is also local concern that the drainage system, both surface and foul, has little spare capacity and that further development would increase the risk of flooding in some parts of

the village. Furthermore, the primary school has limited capacity to deal with further large-scale growth. Such development would also lead to an increase in out-commuting due to the limited number of local jobs available.

6.3.11 Future development in the village is intended to be limited given the comparatively modest provision of shops, services and infrastructure. It is essential that further development does not increase the drainage problems experienced and preferably helps to alleviate the situation. Opportunities should be taken to limit the impact of vehicles in the village, through the use of traffic management measures and improvements to pedestrian and cycle links.

6.3.12 There are significant constraints affecting large areas of land on the edge of the village. All of the southern edge along the Avon valley is affected by flood risk (mostly Flood Zone 3a, high probability). This land is also designated as an Area of Restraint within which the open nature of the landscape should be protected. Small Brook, a minor watercourse that runs along the northern and western edges of the village, is also prone to flooding.

6.3.13 The land rises quite sharply to the east and particularly to the west of the village at Marriage Hill. The Landscape Sensitivity Study identifies these rising areas as being of high/medium sensitivity to development. It also specifies the Avon Valley as being of high sensitivity. Furthermore, much of the land around the village is high quality (Grade 2) agricultural land, including the area between Victoria Road and Waterloo Road.

6.3.14 There are no nationally significant archaeological constraints affecting land around the village apart from the bridge over the River Avon which is an Ancient Monument. The village centre and river environs to the south lie within a Conservation Area. There are no nationally significant ecological or geological features on the edge of the village.

6.3.15 While the Employment Land Study concludes that additional land for employment purposes is not required in Bidford-on-Avon unless there is large-scale housing development, a small amount may be appropriate to help increase the opportunity for residents to work locally. The regeneration of certain parts of the well-established Waterloo Park Industrial Estate will be encouraged.

6.3.16 Particular attention needs to be given to the village centre in order to arrest its recent decline so that it provides an attractive focus of services and activities for the local community. The provision of small-scale shopping and other commercial uses will be encouraged, along with projects to enhance the environmental quality of the centre and its links with the rest of the village.

6.3.17 Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 220 homes, plus windfall development, are to be provided in the village over the plan period.

6.3.18 A wide range of issues and opportunities relating to the future planning of the Bidford-on-Avon area have been identified from various sources, including plans produced by the local community and studies produced for the Council.

Policy AS.3

Bidford-on-Avon

The Council will apply the following principles in considering development proposals and other initiatives relating to the Bidford-on-Avon area. Developers will be expected to contribute to the achievement of these principles where it is appropriate and reasonable for them to do so, taking into account the provisions of the Infrastructure Delivery Plan.

A. Environmental

- Protect and enhance the historic character of the village core.
- Preserve the riverside setting of the village and the views towards it.
- Improve the drainage infrastructure in order to reduce the risk of flooding, including the combined sewer outflow at The Pleck.
- Reduce the impact of traffic through the village.
- Provide additional natural accessible greenspace given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Support the multi-functional use of land to the south of the river for recreation, biodiversity and flood alleviation.
- Enhance the character and setting of the Bidavon/Waterloo Industrial Estate.
- Enhance biodiversity at Bidford Grange Golf Course, including through tree planting.

B. Social

- Improve sports and social facilities, including the ongoing modernisation of Crawford Hall.
- Provide a pedestrian/cycle bridge across the River Avon to improve access to the Big Meadow.
- Provide additional play spaces for children and young people given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Provide additional pitches for mini and junior football given the shortfall identified in the village.
- Investigate the creation of a greenway with public access along the dismantled railway line on the northern edge of the village.

C. Economic

- Support the regeneration of the industrial estate and redevelopment of vacant and underused plots within it.
- Assess the need for additional employment development in the village.
- Enhance the role of the village centre as a focus of shops and services in order to attract more customers.
- Seek to attract more leisure visitors to the village by promoting its riverside setting and Big Meadow recreation ground.

6.4 Henley-in-Arden Area Strategy

All Strategic Objectives are relevant to this Area Strategy.

Context

6.4.1 Henley-in-Arden is an attractive market town with a renowned one mile-long main street. It lies eight miles to the north of Stratford-upon-Avon, six miles east of Redditch and eight miles west of Warwick.

6.4.2 The powerful De Montfort family settled here after the Norman Conquest. It built the castle which stood on the site of a former hill fort known locally as the Mount, which is now an ancient monument. Market charters were granted in the 12th and 13th centuries and the 15th century Market Cross still stands in the old Market Place. The length of the High Street is lined with historic red brick and black and white half-timbered buildings, many of which are listed.

6.4.3 The combined population of Beaudesert and Henley-in-Arden parishes was just over 3,000 at the time of the 2011 Census, an increase of nearly 13% since 1981. However, the actual number of dwellings has increased by about 42% between 1981 and 2011 and the town now consists of about 1,200 dwellings, including those lying within Beaudesert Parish (as at 2011).

6.4.4 Henley-in-Arden's position on the road network and its proximity to the M40 makes it an attractive location for certain types of business, for example the coach operators on Liveridge Hill. On the other hand the town is well-placed for commuting into the Birmingham and Solihull conurbation. The town benefits from being on the railway, known as the Shakespeare Line, which provides a regular service between Birmingham and Stratford-upon-Avon. Improvements to the service frequency, passenger information and access to the station are ongoing.

6.4.5 The Parish Council is working with partners, such as local companies and agencies, to encourage and attract business and employment to the town. It wishes to retain existing employment sites and is particularly keen to provide small units for local industrial, craft and high-tech businesses.

6.4.6 Henley-in-Arden has a secondary school, an annex to a further education college, and a wide range of community and leisure facilities. It also supports a variety of shops, food and drink establishments, banks and other services. The once thriving agricultural market has sadly ceased to operate and the site has recently been redeveloped for housing. The Parish Plan showed the strong level of support for improving the range of shops. The historic environment, heritage centre, specialist shops and cafes all attract tourists to the town and the Parish Council is working with the County Council to encourage coach parties to stop off when passing through.

6.4.7 While the community wishes to meet local need for both housing and employment, it also wishes to preserve the existing character of the settlement and resist expansion into the surrounding Green Belt wherever possible. Other priorities for local people include providing and improving recreation spaces and allotments, and increasing police presence.

6.4.8 For its size, Henley has a good range of shops and services, assisted in part by visitors to the town. However, its role as a service centre is localised due to the proximity of a number of large towns, ie. Stratford-upon-Avon, Warwick and Redditch. The presence of a secondary school and part of Warwickshire College widens its sphere of influence for education purposes.

6.4.9 Only 24%, a relatively small proportion of Henley's employed residents, actually work in the town (2001 Census). However, there is no dominant destination in terms of commuting patterns, with 10% travelling to Birmingham/Solihull, 8% to Stratford-upon-Avon, 7% to Warwick/Leamington and only 2% to Redditch. Of the jobs it supports, 53% are taken by people who live in Stratford District. The other dominant source is Birmingham/Solihull at 22%, with only 6% coming from both Redditch Borough and Warwick District.

6.4.10 In terms of shopping habits, a Household Survey carried out in 2008 showed that Redditch is the most popular place for main food shopping (34%) and non-food shopping (43%) for people who live in the Henley and Studley area. However, this figure masks the inclination of Henley residents to look mainly to Stratford-upon-Avon and Warwick/Leamington for shopping.

Future development issues

6.4.11 The key factor that influences the extent and manner in which future development should take place at Henley-in-Arden is the designated Green Belt that surrounds the town. As such, exceptional circumstances will need to be proven if land currently within the Green Belt is to be identified for development.

6.4.12 In reality, there are significant constraints affecting the periphery of the town. The railway line is carried on an embankment along much of its western boundary and this creates a very strong physical edge. To the east of the town, the valley of the River Alne is a wide flood risk area and there is an extensive Scheduled Ancient Monument covering Beaudesert Mount. This is part of a steeply rising scarp that creates a distinctive backdrop to the town. An embankment associated with a disused railway line forms a strong edge to the north and there are extensive playing fields associated with the secondary school and further education college on the south side.

6.4.13 These features are reflected in the Landscape Sensitivity Study which identifies all of the countryside around the town as being of high or high/medium sensitivity to development.

6.4.14 In terms of other constraints, there is no high quality agricultural land around Henley-in-Arden or designated ecological sites of national importance. However, Beaudesert Mount and the river environs on the eastern and southern edges of the town lie within the town's Conservation Area.

6.4.15 There is no case for large-scale employment development at Henley-in-Arden. However, the Employment Land Study did identify the need for small workspace units in the town. Such provision would help to off-set the loss of employment opportunities in the town over recent years.

6.4.16 Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 65 homes, plus windfall development, are to be provided in the town over the plan period.

6.4.17 A wide range of issues and opportunities relating to the future planning of the Henley-in-Arden area have been identified from various sources, including plans produced by the local community and studies produced for the Council.

Policy AS.4

Henley-in-Arden

The Council will apply the following principles in considering development proposals and other initiatives relating to the Henley-in-Arden area. Developers will be expected to contribute to the achievement of these principles where it is appropriate and reasonable for them to do so, taking into account the provisions of the Infrastructure Delivery Plan.

A. Environmental

- Protect the historic character and appearance of the town and the open spaces within it.
- Improve the appearance of and access to Henley railway station.

- Enhance the biodiversity value of the disused railway line to the north of the town.
- Protect existing woodland and reverse fragmentation through new planting and restoration of connections between woodland.
- Strengthen connections to nearby green infrastructure assets such as the Stratford-upon-Avon Canal, Austy Wood and Bannam's Wood.

B. Social

- Improve public transport services in the area, including bus services to Redditch and Warwick.
- Improve facilities at the railway station, including additional car parking and a pedestrian bridge.
- Manage Beaudesert Mount sensitively as a popular recreational attraction.
- Provide additional parks, gardens and amenity greenspace given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Provide additional play spaces for children and young people given the shortfall against the standard set out in Policy CS.24 Healthy Communities.

C. Economic

- Provide scope for employment uses in the town, including small workspace units, to support local job opportunities.
- Encourage the provision of further shops in the town centre.
- Promote the town as a visitor attraction, including for coach tours.
- Support the reinstatement of Henley Market on an appropriate site.

6.5 Kineton Area Strategy

All Strategic Objectives are relevant to this Area Strategy.

Context

6.5.1 The first recorded mention of Kineton, spelt Cynton, is in a Saxon Charter of AD969. In 1227, it was granted a Market Charter and two years later, a Charter for Fairs. Kineton's role as an important administrative centre can be traced back to 1160 where, following the reorganisation of local government by Henry II, it gained an important role by being the centre of the Kineton Hundred.

6.5.2 Kineton's relationship with the English Civil War Battle of Edgehill in 1642 is well documented. Today the battlefield lies mostly within the restricted area of Defence Munitions (DM) Kineton (owned by the Ministry of Defence) although a monument commemorating the battle and those who died can be found on the Banbury Road, about a mile outside the village.

6.5.3 The village is located approximately 5 miles south east of Wellesbourne and 10 miles north east of Shipston-on-Stour. About 2 miles to the north is former RAF Gaydon, which is now a vehicle testing ground and its motor vehicle research and development centre for Jaguar Land Rover and Aston Martin.

6.5.4 At the time of the 2011 Census, the population of Kineton was about 2,300, an increase of nearly 16% since 1981. The number of dwellings has increased by 39% during that time and the village now comprises about 900 dwellings (as at 2011).

6.5.5 Kineton has a small area of influence due to the relatively limited range of shops and services it provides. There are only a small number of villages close by which look to Kineton as their local service centre because Shipston and Wellesbourne exert their influence. The particular exception is in relation to secondary education because it has a High School which draws pupils over a wide area, from Wellesbourne down to the District boundary to the south and east.

6.5.6 It is not possible to give an accurate picture of travel to work patterns for the village of Kineton because the major employment source at the Gaydon Site is in Kineton Ward and skews the situation. However, the 2001 Census showed that 31% of its employed residents also work in the Ward, while 18% work in Warwick/Leamington and only 8% in Stratford-upon-Avon. The influence of the Gaydon Site is even more dominant in terms of the place of residence of people who work in Kineton Ward, with only 35% living in Stratford District.

6.5.7 The household survey carried out in 2008 for the Retail Study showed that Stratford upon Avon is used by 34% of residents in the Wellesbourne and Kineton area for their main food shopping compared to 25% who go to Leamington/Warwick and 8% to Wellesbourne. For non-food shopping the main destinations are Stratford-upon-Avon (45%), Leamington (18%) and Banbury (17%).

Future development issues

6.5.8 There is a significant risk of flooding in the valley of the River Dene which runs along the southern edge of the village, although this is far greater downstream from Kineton. The ecological quality of the River Dene within the Kineton area has been categorised as poor. A new discharge consent therefore would be required to support further significant development at Kineton.

6.5.9 There are significant capacity constraints at Kineton Wastewater Treatment Works. Despite likely capacity in the network at Kineton, the impact of any future growth upon the Combined Sewer Outflow at Banbury Road needs further investigation.

6.5.10 Situated on the northern bank of the River Dene is the site of the Scheduled Monument known as King John's Castle. The site features the earthwork remains of a Motte and Bailey Castle, which is now open to the public and forms an important amenity open space. Additional amenity and recreational green space can be found in the swathe of open land between Kineton and Little Kineton.

6.5.11 Kineton published a Village Appraisal in 2003. It encourages appropriate new employment opportunities and emphasises that infill and redevelopment proposals should be sensitive to the character of the area. The need for better facilities for children is identified. The retention of village shops and other services through the planning process is one of the key actions.

6.5.12 The scale of development in Kineton is intended to be limited given the comparatively modest provision of shops and services. Opportunities should be taken to limit the impact of vehicles in the village, through the use of traffic management measures and improvements to pedestrian and cycle links, and to encourage accessibility to the rural areas through enhanced public transport links.

6.5.13 The Conservation Area and historic character of the village is an important local feature which offers distinctiveness to the village centre. Infill and redevelopment proposals should be sensitive to the character of the area therefore.

6.5.14 There is no identified need for further retail floorspace in Kineton although the established role of the existing centre should be maintained. Particular attention needs to be given to enhancing the role of the village centre so that it provides an attractive focus of services, facilities and activities for the local community. The retention and provision of small-scale shopping and other commercial uses will be encouraged.

6.5.15 There are significant constraints affecting large areas of land on the edge of the village. The southern edge is bordered by the Avon Valley but due to the steep valley is not adversely affected by flood risk in this immediate location. In addition, the Battle of Edgehill Historic Battlefield lies to the south and south east of the village.

6.5.16 There are two areas located to the south east and south west of the village of high landscape sensitivity. Areas to the north west and south of the existing settlement boundary are recorded as high/medium landscape sensitivity. Land parcels to the north east of the village, in the vicinity of the secondary school, have the least sensitivity to residential development.

6.5.16 An additional Area of Restraint is also proposed for Kineton, which although essentially rural in character, merits the same approach as other settlements in protecting the River Dene. The open nature of the landscape in this area should be protected.

6.5.17 While the Employment Land Study concludes that additional land for employment purposes is not required in Kineton, it is important to retain the already established industrial estate in the village and existing levels of employment in the area.

6.5.18 Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 100 homes, plus windfall development, are to be provided in the village over the plan period.

6.5.19 A wide range of issues and opportunities relating to the future planning of the Kineton area have been identified from various sources, including plans produced by the local community and studies produced for the Council.

Policy AS.5

Kineton

The Council will apply the following principles in considering development proposals and other initiatives relating to the Kineton area. Developers will be expected to contribute to the achievement of these principles where it is appropriate and reasonable for them to do so, taking into account the provisions of the Infrastructure Delivery Plan.

A. Environmental

- Maintain a green corridor along the Dene Valley to preserve the separate identities of Kineton and Little Kineton and the open character of the landscape.
- Enhance biodiversity at DM Kineton by supporting the aspirations of the Warwickshire Biodiversity Action Plan.
- Recognise and protect the importance of King John's Castle as an important multifunctional area for its biodiversity, recreation and archaeological significance.
- Increase access to the River Dene Valley between Bridge Street and King John's Castle while also enhancing biodiversity in the area.
- Preserve the historic character of the Market Square.
- Ensure Seven Trent Water has carried out the necessary works at Kineton Waste Water Treatment Works before new housing is implemented.

B. Social

- Support the replacement or major refurbishment of Kineton High School.
- Provide additional play spaces for children and young people given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Create circular walking routes to the north of Kineton leading from within the settlement out into the wider countryside.
- Create additional cycle links that connect to established routes, including National Cycle Network Route 48 and those to the north west and south east of the village.

C. Economic

- Retain and enhance the established industrial estate at Brookhampton Lane.
- Maintain the existing level of shops in the village centre and support the provision of new retail outlets.
- Attract more visitors to the village due to its relationship with the Battle of Edgehill.

6.6 Shipston-on-Stour Area Strategy

All Strategic Objectives are relevant to this Area Strategy.

Context

6.6.1 The town is of Anglo-Saxon origin; its name being derived from Scapeswasce or Sheepwash. It was founded on the grant of land to the monks of Worcester cathedral confirmed by King Edgar in his charter of AD964, and the town and surrounding hundred remained an outlier of Worcestershire until 1931. Following a fall in the demand for local wool, the local economy was in part sustained by the opening, in 1836, of a horse-drawn Stratford and Moreton tramway, which allowed agricultural produce to be transported more quickly to Birmingham.

6.6.2 The town is located on the River Stour at the heart of probably the most rural part of the District, lying about 10 miles south of Stratford-upon-Avon and 14 miles to the west of Banbury. It is close to the northern edge of the Cotswolds and is a focal point for communities within an extensive rural area. Located on the A3400 (formerly the A34) between Stratford-upon-Avon and Oxford, the town was once an important stopping place for stagecoaches and many former coaching inns remain.

6.6.3 The 2011 Census recorded a population of just over 5,000 in the parish as a whole, a growth of 62% since 1981. However, in terms of increase in dwellings, the town has doubled in size between 1981 and 2008, the largest increase of any settlement in the District. There are about 2,400 dwellings in the town (as at 2011).

6.6.4 Shipston-on-Stour's distinctiveness and townscape is a key asset, and provides the town with a unique sense of place and character. The town is home to a rich historic environment, including a wealth of Medieval and Georgian buildings, which mirrors the settlement's historic importance as a regionally important sheep and wool market town. The heritage of the town is reflected in the designation of an extensive Conservation Area and the presence of numerous listed buildings from a range of periods.

6.6.5 Just to the south of Shipston lies the Cotswolds Area of Outstanding Natural Beauty and the town is one of the 'gateways' to it. The protection and enhancement of the landscape of this important asset is a priority for the local community.

6.6.6 Shipston has the widest local catchment of all the District's main rural centres due to its distance from larger towns. As a result, a considerable number of rural communities in the southern part of the District look to the town for shops and services. While their dependency on Shipston has reduced in recent decades due to the use of the private car and the provision of large foodstores and other attractions elsewhere, the town retains a valuable role as a service centre.

6.6.7 At the time of the 2001 Census, Shipston had the highest proportion (at 44%) of people living and working in the same Ward of all the main rural centres. There is a relatively modest relationship with other areas, with approximately 5% working in Gloucestershire, 5% in Oxfordshire, 9% in Warwick and 12% in Stratford-upon-Avon. This is also the case with regard to the place of residence of people who work in the Ward. Of these, 78% live in Stratford District, with Cotswold District being the largest source from elsewhere, at only 7%.

6.6.8 The household survey carried out in 2008 for the Retail Study showed that Stratford-upon-Avon is used by 35% of residents in the Shipston area for their main food shopping, compared with 25% who go to Banbury, 25% who shop in Shipston itself and 9% in Stow. For non-food shopping the main destinations are Stratford-upon-Avon (48%), Banbury (20%) and Shipston (12%). There is local support for maintaining a strong retail presence in the town centre.

Future development issues

6.6.9 The recent loss of IMI Norgren, which was the largest local employer in Shipston, and several other local firms has hit the economic base of the town. Consequently the Town Plan looks for a concerted effort to meet the needs of new and expanding businesses. It also seeks to promote tourism opportunities, taking advantage of the town's proximity to Stratford-upon-Avon and the Cotswolds, which will help to bolster the local economy.

6.6.10 The capacity of transport infrastructure, including roads and public transport, is a key concern in rural parts of the District. The Community Transport Strategy seeks to mainstream community transport services in order to sustain established initiatives. The services provide an essential link to Shipston for many rural communities nearby. There have been two cycle routes implemented recently from Shipston to Moreton-in-Marsh and to Southam.

6.6.11 The Town Plan identifies the importance of improving sport and recreation facilities for local people. There is also an emphasis on education with a specific reference to the prospect of creating a 6th Form at the High School.

6.6.12 The centre of Shipston-on-Stour was very badly affected by the 2007 flood event. As a result of this, the Environment Agency is undertaking further modelling to determine the most effective way of reducing the risk of a similar situation occurring.

6.6.13 In addition, upsizing of the waste water infrastructure network would be required to accommodate future growth at Shipston-on-Stour. This however, is not considered a significant constraint to future development.

6.6.14 The Conservation Area and historic character of the town is an important local feature which offers distinctiveness to the town centre. Infill and redevelopment proposals should be sensitive to the character of the area therefore.

6.6.15 The rising land to the west of Shipston, incorporating Hanson Hill and Waddon Hill, forms a prominent backcloth to the town which is apparent from along the Stour Valley and further to the east.

6.6.16 Particular attention needs to be given to enhancing the role of the town centre so that it provides an attractive focus of services, facilities and activities for the local community. The retention and provision of small-scale shopping and other commercial uses will be encouraged, along with projects to enhance the environmental quality of the centre and its links with the rest of the town. According to the Retail Study, a modest additional amount of convenience goods floorspace is justified to bolster the role of Shipston, and this should be located within or adjacent to the town centre.

6.6.17 The town has already been extended considerably southwards in recent years and further development in this direction would be some distance from shops and facilities. On the eastside the floodplain of the River Stour is an overriding constraint to development. To the north, landscape constraints and the sloping ground rule out major expansion.

6.6.18 In terms of sensitivity to residential development, there are areas located to the northwest, north and east of high landscape sensitivity and high/medium landscape sensitivity. Land parcels to the west and south west have the least sensitivity to residential development. Therefore, with appropriate mitigation measures, small parcels of housing development could be accommodated in this area.

6.6.19 The Employment Land Study concludes that Shipston-on-Stour's remoteness from the motorway network and larger settlements affect its commercial attractiveness, albeit the quality of the place is high. There are 2.0 hectares of land available for employment development at Tileman's Lane, which would appear adequate to support the future employment needs of the settlement.

6.6.20 In addition, within the surrounding rural areas provision should be made to meet the needs of small businesses and support the continuing use of successful local employment sites, including the intensification of activities on them where appropriate.

6.6.21 Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 235 homes, plus windfall development, are to be provided in the town over the plan period.

6.6.22 A wide range of issues and opportunities relating to the future planning of the Shipston-on-Stour area have been identified from various sources, including plans produced by the local community and studies produced for the Council.

Policy AS.6

Shipston-on-Stour

The Council will apply the following principles in considering development proposals and other initiatives relating to the Shipston-on-Stour area. Developers will be expected to contribute to the achievement of these principles where it is appropriate and reasonable for them to do so, taking into account the provisions of the Infrastructure Delivery Plan.

A. Environmental

- Minimise the risk of flooding in the town from the River Stour and other sources.
- Protect and enhance the character of the historic town centre.
- Enhance the attractiveness of the River Stour corridor and its setting to the town.
- Provide additional natural accessible greenspace given the shortfall against the standard set out in Policy CS 24 Healthy Communities.
- Investigate and identify a suitable area to be designated as a Local Nature Reserve in the Shipston area.

B. Social

- Provide a new Medical Centre in the town.
- Support the expansion of Shipston High School, including improvements to sports facilities, and possibly to provide a 6th Form.
- Refurbish or replace the Townsend Hall to improve leisure facilities in the town.
- Support improvements to the Portobello crossroads and Darlingscote crossroads on the A429.
- Improve the public rights of way network, in particular access to open countryside to the west of the town.
- Maximise the opportunities to use land to the east of the river as a multi-purpose leisure area, including the provision of a pedestrian bridge across the river.
- Increase the provision of parks and gardens and amenity greenspace given the shortfall against the standard in Policy CS.24 Healthy Communities.
- Provide additional play spaces for children and young people given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Provide additional allotments given the shortfall against the standard set out in Policy CS.24 Healthy Communities.

- Provide additional pitches for mini football, junior rugby, cricket and hockey (the latter in the form of an all-weather surface), given the shortfall identified in the town.

C. Economic

- Diversify the local economy and increase the provision of premises for local businesses.
- Support the business uses on the Tilemans Lane/Shipston Business Village estate and retain it for employment purposes.
- Support the growth of new local enterprises fostered by effective business support.
- Support the vitality of the town centre, including through improved shopping and service outlets.
- Promote the role of tourism in the town and surrounding area.
- Improve the quantity and range of visitor accommodation.

6.7 Southam Area Strategy

All Strategic Objectives are relevant to this Area Strategy.

Context

6.7.1 Southam is a market town situated in the north east corner of the District, about six miles to the east of Leamington Spa. It grew up at the intersection of several roads, including the Welsh Road used by drovers moving sheep between Wales and London. It was first mentioned in AD998 when it was granted to the Priory of Coventry by King Ethelred. In 1227 it was granted a charter for a market and annual fair.

6.7.2 The town has seen significant development in recent years. A large housing development took place on the east side of the town during the 1990s after the bypass was constructed. By 2011 the parish population had reached just over 6,500, 26% more than in 1981. In terms of dwellings, this increased by 59% between 1981 and 2008. The number of dwellings in the town now stands at about 2,800 (as at 2011).

6.7.3 The bypass (A423) provides significant benefits by diverting through traffic between Banbury and Coventry away from the town centre and residential neighbourhoods. However, it is also a significant constraint to integrating communities to the east of the road with the rest of the town. Further growth of the town must be sensitive towards this particular issue.

6.7.4 Southam town centre retains a range of shops, commercial activities such as banks, local services and facilities and pubs. Other services in the town include primary and secondary schools, a leisure centre, library, medical centres, police station and post office. There are good public transport services to the towns of Leamington Spa and Rugby, as well as community transport services that connect the town with nearby villages.

6.7.5 There is a well established employment area on Kineton Road that provides a range of jobs. This has seen a significant expansion in recent years. It now comprises a traditional industrial estate and the more recent Holywell Business Park, and the town has been successful in attracting a number of large companies. A large foodstore was opened there in 2010 and it will be important to ensure this functions in a manner that supports rather than undermines the role of the town centre.

6.7.6 Southam functions as a service centre for much of the eastern part of the District. A large number of rural communities look to the town for their everyday needs. Some of these are quite sizeable, such as Harbury, Long Itchington, Napton and Stockton. Southam College strengthens the town's role due to its extensive catchment which includes neighbouring parts of Rugby Borough.

6.7.7 At the time of the 2001 Census, a relatively modest 33% of the Southam's employed residents actually worked in the town. The other dominant source of jobs for local people is Leamington and Warwick at 23%. In terms of where people live who work in Southam Ward, 64% are residents of Stratford District, while Warwick District is quite a significant source at 16%. Coventry and Rugby are much less of a draw, at 5% each.

6.7.8 A Retail Study Household Survey (2008) indicated that the dominant destinations for main food shopping by local residents are Leamington (68%), Southam itself (18% - pre Tesco) and Banbury (11%). For non-food goods, the main destinations are Leamington (50%), Southam (30%) and Banbury (10%).

Future development issues

6.7.9 Southam is one of the largest rural centres in the District and is the focal point of shops, services and jobs for a sizable rural catchment. As such, it is reasonable for the town to be considered suitable for additional housing and business development. Having said that, its

character as a rural market town needs to be protected and there are various constraints to further development on its periphery.

6.7.10 Development to the east of the bypass would tend to exacerbate the issues of severance and integration that has been experienced with large housing estates built in the 1990s. If any development is to be acceptable in this area, high quality crossings of the bypass for pedestrians and cyclists will be essential in order to provide attractive links to the town centre, schools and various facilities. However, the Landscape Sensitivity Study identifies much of this area as being of only medium value in terms of impact from housing development. Land on the southern edge of the town is of similar value.

6.7.11 The sloping and elevated land relating to the Stowe Valley on the west side of the town is particularly sensitive in landscape terms and would impinge on what remains of the open aspect of this part of the town's setting. Due to this importance to the form and character of the town, it is designated as an Area of Restraint. The Landscape Sensitivity Study identifies the entire western flank of the town as high/medium value, although small parcels may be suitable for development.

6.7.12 None of the land on the periphery of Southam is of high quality agricultural value. However, there are a number of specific ecological and archaeological features that need to be taken into account, including some of the best surviving ridge and furrow in the area. There is also an extensive Conservation Area covering the central part of the town and the open space to the west of the town centre.

6.7.13 There is a mineral safeguarding area to the north east of the town, beyond the bypass. The cutting sides of the bypass at its northern end, and the quarry associated with Southam Cement Works, are designated as Regionally Important Geological Sites (RIGS).

6.7.14 Further large-scale development proposals in the town will be dependant on additional capacity being provided at the Itchen Bank Wastewater Treatment Works. This will require the involvement of Severn Trent Water.

6.7.15 Flood risk is a further issue that needs to be assessed. The River Stowe valley through Southam to its confluence with River Itchen lies within Flood Zone 3a. It is important that development does not result in flooding or increase the risk of flooding further downstream.

6.7.16 The route of the proposed High Speed Two railway runs close to the southern edge of the town. It is essential that the design of the railway minimises and mitigates its noise, visual and other impacts on the local area.

6.7.17 The Employment Land Study found that the rationale for a further large employment allocation in the town is questionable, unless there is significant housing growth, taking into account the availability of employment development around Warwick and Leamington. However, provision of small business floorspace on existing sites should be encouraged.

6.7.18 The important role of the town centre needs to be improved through a wide range of measures to improve its economic viability and physical appearance. This may involve redevelopment schemes, enhancement of the public realm and traffic management measures, all aimed at making the centre a more attractive place to visit and do business.

6.7.19 Southam performs a range of functions for its rural hinterland and this role should be protected and enhanced. Furthermore, accessibility to and from surrounding villages should be continuously improved if its importance as a service centre is to be sustained.

6.7.20 Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 440 homes, plus windfall development, are to be provided in the town over the plan period.

6.7.21 A wide range of issues and opportunities relating to the future planning of the Southam area have been identified from various sources, including plans produced by the local community and studies produced for the Council.

Policy AS.7

Southam

The Council will apply the following principles in considering development proposals and other initiatives relating to the Southam area. Developers will be expected to contribute to the achievement of these principles where it is appropriate and reasonable for them to do so, taking into account the provisions of the Infrastructure Delivery Plan.

A. Environmental

- Enhance the character of Southam as a historic market town.
- Improve the function and appearance of the recreation ground off Market Hill.
- Investigate the scope for pedestrianisation and traffic management measures in parts of the town centre.
- Enhance green infrastructure to support the function and use of the River Stowe and River Itchen as natural river corridors which provide multi-functional benefits.
- Improve the green infrastructure network to enhance linkages to and between important biodiversity and geodiversity features in the town's hinterland, such as Ufton Fields SSSI and Long Itchington and Ufton Woods SSSI.
- Minimise and mitigate the impacts of activities at the former Southam Cement Works and associated quarry.
- Support the restoration of the disused quarry alongside the A426 to provide a high quality area for leisure and recreation, whilst supporting biodiversity and nature conservation interests.
- Mitigate the impact of the proposed High Speed Two railway on the landscape, properties and proposed development in the local area.
- Protect and enhance the Holy Well and its setting.

B. Social

- Provide a new community hub in the town centre, to include a library and one-stop shop facility.
- Provide additional parks, gardens and amenity greenspace given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Provide additional play spaces for children and young people given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Provide additional pitches for mini football and junior rugby given the shortfall identified in the town.
- Improve pedestrian and cycling links to the town centre.
- Improve countryside walks that are accessible from the town, particularly along the Stowe Valley.
- Develop a traffic free cycle link to National Cycle Network Route 41 between Leamington Spa and Rugby, and the Grand Union Canal to the north of the town.

C. Economic

- Strengthen the role of Southam town centre as a focus of shops and services and tourism activity.

- Provide a museum in the town to display local historical artefacts, including the Cardall Collection.
- Support the role and provision of heritage and tourism attractions, including the canal corridor and Civil War links.
- Retain the remainder of Holywell Business Park for employment use.

Development Proposals

6.7.22 To contribute to meeting the future needs of the District, the following sites are allocated for development. The extent of each site is defined on the Policies Map.

Proposal SOU.1: West of Banbury Road	
Where it is to be delivered	Land between Banbury Road, Kineton Road and the industrial estate Approx. 22 hectares (gross)
What is to be delivered	<ul style="list-style-type: none"> • Housing – approx 200 dwellings • Employment uses on western part of site adjacent to Kineton Road • Relocated and enhanced sports facilities
When it is to be delivered	Phases 2 - 3 (2016/17 - 2025/26)
How it is to be delivered	Private sector, sports clubs
Specific requirements	<ul style="list-style-type: none"> • vehicle access to residential development off Banbury Road • vehicle access to employment development off Kineton Road • pedestrian and cycle links, including crossing at Leamington Road • consider impact of adjoining industrial estate • contribution to community facilities (on and/or off-site) • take into account proximity of proposed route of High Speed Two

Proposal SOU.2: West of Coventry Road	
Where it is to be delivered	Land between northern edge of urban area and petrol filling station

	Approx. 9 hectares (gross)
What is to be delivered	Housing – approx. 165 dwellings
When it is to be delivered	Phases 1 - 2 (2011/12 - 2020/21)
How it is to be delivered	Private sector
Specific requirements	<ul style="list-style-type: none"> • vehicle access off Coventry Road to north of roundabout • pedestrian and cycle links to Mayfield Road and Ploughmans Holt • extensive landscaping along southern and western boundaries of the site • contribution to community facilities (on and/or off-site)

NOTE: THIS SITE WAS GRANTED OUTLINE PLANNING PERMISSION SUBJECT TO THE COMPLETION OF A SECTION 106 AGREEMENT ON 12 MARCH 2014.

6.8 Studley Area Strategy

All Strategic Objectives are relevant to this Area Strategy.

Context

6.8.1 Studley is one of the largest villages in Warwickshire. It lies in the Green Belt just to the south of Redditch, which is in Worcestershire, and about three miles to the north of Alcester. The growth of Studley was based on the development of the needle industry which flourished in the area from the 17th century. During the 19th century steam-powered mills were built to produce needles, fishing hooks and fishing tackle, and between 1841 and 1881 the population of the parish doubled.

6.8.2 In 2011, the population of Studley Parish as a whole stood at nearly 5,900. This is only a slight increase from the 1981 situation although this is because Mappleborough Green has become a separate parish. The population of the village itself was about 5,800 in 2011. However, the number of dwellings has increased by about 34% since 1981 and now stands at approximately 2,500 (as at 2011).

6.8.3 The village is a distinctive triangle shape bounded by the line of the A435 Alcester Road to the east and the A448 Bromsgrove Road to the south-west. To the north is an area of recreational uses and attractive farmland. While the village is surrounded on all sides by Green Belt, this area is particularly significant in preserving the separate identity of Studley from Redditch.

6.8.4 The A435 passes through the heart of the village and carries in the order of 20,000 vehicles per day. Traffic problems have long been acknowledged, but a bypass scheme was dropped from the national road programme and the road has since been detrunked. The County Council has considered alternative bypass schemes but it does not feature in the current capital programme. An Air Quality Management Area was declared in 2006.

6.8.5 Local residents are still aggrieved by the decision to cancel the bypass scheme, and traffic management improvements are identified as a very high priority in the Parish Plan.

6.8.6 Studley supports a reasonable range of retail services for its size, including three supermarkets, butchers and chemist. However a number of outlets have closed in recent years and there has been a trend towards cafes and takeaways opening up. There is a widely held concern that the centre of the village is deteriorating. The Studley Improvement Partnership (SIP) focuses on short and medium term actions to improve the local environment of the village centre.

6.8.7 The village has a primary and secondary school and various community facilities. It has several active sports clubs and recently obtained a skatepark. There is a half hourly bus service to Redditch and hourly services to Stratford and Evesham. The well-equipped modern village hall was opened in 2003.

6.8.8 There are a number of industrial areas on the outskirts of Studley (in Sambourne Parish), at Poplars Trading Estate and Green Lane/The Slough. The industrial area on the northern edge of Studley provides a mix of employment opportunities and includes the large ex-Needles Factory. The Parish Council is keen to support existing employers in the village.

6.8.9 The geographical extent of Studley's role as a service centre is limited because Redditch, including district centres such as Matchborough and Woodrow, is close by. Despite this, the village has an important role in meeting day-to-day needs. Smaller communities close to Studley also look to its shops and services as they are accessible and convenient. The High School bolsters this role, particularly as its catchment extends into adjacent parts of Redditch.

6.8.10 Not surprisingly, the village has a dominant relationship with Redditch, with approximately 25% of its employed residents working in the town (2001 Census). The same

applies to those who work in Studley Ward. While 47% live in Stratford District, a significant 29% live in Redditch.

6.8.11 Redditch is also by far the most important destination for main food and non-food shopping for the residents of Studley and surrounding villages.

Future development issues

6.8.12 The Parish Plan reflects the view of many residents that recent decades have seen a change in Studley's character and identity. There is an expectation that its village atmosphere will be maintained as this is highly valued by local people. There is some support for the provision of housing for young people, sheltered housing and small family homes. Also, there are very few large properties within the affordable housing stock of the village and it would be useful to address this gap.

6.8.13 It is evident that the most critical feature about Studley which should be preserved is its separate identity from Redditch. One of the key purposes of the Green Belt is to prevent settlements from merging into one another and it is important that the gap of open countryside between the two is not encroached on by development. The eastern and western edges of the village are also very strongly defined.

6.8.14 The landscape around Studley is also very attractive. This is confirmed by the Landscape Sensitivity Study which identifies all the land around the village as being of high or high/medium sensitivity to the impact of development. It concludes that only specific small parcels of land might be suitable for housing development. Rough Hill and Wirehill Woods to the north west of the village are designated as a Site of Special Scientific Interest.

6.8.15 The character and quality of the landscape and the strongly defined physical edges to the village are the main factors in assessing the scope for future development on the edges of Studley. The only other significant constraint affecting the fringes of the village is a localised area affected by flood risk to the east of Birmingham Road and Castle Road.

6.8.16 The high volume of traffic on the A435 through Studley has a major impact on the local environment and on people using the village centre. As things stand, this situation means there is a significant constraint on any development that would worsen this situation. This matter will need to be resolved in order for large-scale development to be appropriate in and on the edge of the village.

6.8.17 A further major factor which will have a bearing on development in Studley is the Air Quality Management Area covering the village centre that was declared in 2006. As a result, it is necessary to assess whether a development proposal would worsen air quality in the area and, if so, whether it would be possible to mitigate this impact.

6.8.18 A key challenge facing Studley is the need to enhance the image of the village centre so that it becomes a more attractive place to visit and do business. There is a wide range of issues to address, most pressing of which is the management of traffic in order to reduce its impact on the environment and pedestrians. Ideally, this needs a comprehensive approach that will allow the introduction of an integrated scheme of improvements to the public realm.

6.8.19 Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 95 homes, plus windfall development, are to be provided in the village over the plan period.

6.8.20 A wide range of issues and opportunities relating to the future planning of the Studley area have been identified from various sources, including plans produced by the local community and studies produced for the Council.

Policy AS.8

Studley

The Council will apply the following principles in considering development proposals and other initiatives relating to the Studley area. Developers will be expected to contribute to the achievement of these principles where it is appropriate and reasonable for them to do so, taking into account the provisions of the Infrastructure Delivery Plan.

A. Environmental

- Retain the separate and distinct identity of Studley and maintain the open gaps with Redditch and Middletown/Sambourne.
- Support projects to assist the environmental regeneration of the village centre.
- Implement traffic management measures in the village centre.
- Investigate opportunities for mitigating the impact of through traffic on the A435 through Studley and Mappleborough Green.
- Apply the provisions of the Air Quality Management Area Action Plan which covers the village centre.
- Create village 'gateway' features to emphasise the sense of place.
- Provide additional natural accessible greenspace given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Enhance the village's green infrastructure network by improving linkages to and between features such as Rough Hill Wood SSSI, River Arrow and into Redditch.
- Promote the River Arrow valley as a multi-functional green infrastructure corridor.

B. Social

- Assess the opportunity to implement a comprehensive scheme to enhance the community facilities on High Street.
- Improve links to National Cycle Network Route 5 between Redditch and Stratford-upon-Avon which runs through Studley.
- Provide additional parks, gardens and amenity greenspace given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Provide additional play spaces for children and young people, particularly in the southern part of the village, given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Provide additional pitches for mini and junior football and junior rugby given the shortfall identified in the village.

C. Economic

- Retain the main employment sites on Birmingham Road/Redditch Road, Brickyard Lane and The Slough/Green Lane in business use.
- Bolster the role of the village centre as a focus of local shops and services.
- Investigate the scope to increase the amount of off-street car parking for people visiting the village centre.

6.9 Wellesbourne Area Strategy

All Strategic Objectives are relevant to this Area Strategy.

Context

6.9.1 Wellesbourne is a large village and sits on the A429, located around 6 miles south of Warwick and 5 miles east of Stratford-upon-Avon. Junction 15 on the M40 is only four miles to the north, making it highly accessible.

6.9.2 The name was first recorded in AD862 as Wallesburam. It was later referred to as Walesborne in the Domesday Book. Much more recently, in 1872, Joseph Arch addressed a gathering of agricultural labourers which led to the formation of the first Agricultural Workers' Union.

6.9.3 The village once comprised two separate villages known as Wellesbourne Mountford and Wellesbourne Hastings, separated by the River Dene. In 1947 the two parishes were merged and it is now considered to be a single village. For these historical reasons Wellesbourne does not have a concentrated village centre. It also lacks a modern community and leisure centre to meet the needs of its much expanded population.

6.9.4 According to the 2011 Census, the Parish (which includes the village of Walton), had a population of 5,850, an increase of 46% since 1981. In terms of dwellings, this increase is even more pronounced with the stock having grown by 74% between 1981 and 2011. The village now has about 2,500 dwellings (as at 2011).

6.9.5 There has also been extensive employment-related development on the airfield, taking advantage of the village's proximity to the M40. The airfield, which originated in the Second World War, also provides a popular facility for business and leisure flights and is home to a number of flying schools. A market held on the airfield each Saturday claims to be one of the largest in the country. Chedham's Yard is a recently opened visitor attraction, comprising a restored blacksmith's and wheelright's workshop dating from the 19th century.

6.9.6 Despite its size and good range of shops and services, Wellesbourne has a limited catchment. This is particularly due to its proximity to the much larger centres of Stratford-upon-Avon and Warwick/ Leamington, both of which are strong draws for local residents. Furthermore, it does not have a secondary school so young people have a reduced association with their home community. The medical centre has a particularly important role in serving smaller communities in the area.

6.9.7 Travel to work patterns (as at 2001 Census), show a relatively strong relationship with adjacent areas outside the District. Approximately 17% of Wellesbourne Ward's employed residents work in Warwick/Leamington. This compares with 16% that work in Stratford-upon-Avon. A large proportion of those who work in Wellesbourne live in Stratford District (69%), while 13% live in Warwick District.

6.9.8 The household survey carried out in 2008 for the Retail Study showed that Stratford-upon-Avon is used by 34% of residents in the Wellesbourne and Kineton area for their main food shopping compared to 25% who go to Leamington/Warwick and 8% to Wellesbourne. For non-food shopping the main destinations are Stratford-upon-Avon (45%), Leamington (18%) and Banbury (17%).

Future development issues

6.9.9 The capacity of transport infrastructure, including roads and public transport, is a key concern for Wellesbourne's residents. Other local concerns include the significant capacity constraints at the Wastewater Treatment Works. The capacity of smaller treatment works in the local area also needs further investigation to ensure future housing growth is adequately

supported. In terms of water quality, an additional consent would be required to support further development in the village but this is not considered to be a significant constraint.

6.9.10 The River Dene flows through Wellesbourne on its course to joining the River Avon to the north-west of the village. The river corridor links the village to the well-known heritage asset of Charlecote Park managed by the National Trust.

6.9.11 The river is also a significant biodiversity corridor, and the majority of the floodplain is dominated by improved grassland, ponds, woodlands and plantations. A further local watercourse and floodplain also exists at the north eastern edge of the village. Large parts of the village have suffered from a number of flooding events in recent years, including most recently when 70 properties were flooded in Wellesbourne during the floods of July 2007. A flood alleviation scheme has now been agreed by the Environment Agency and, with funding from the District Council, has been partly implemented.

6.9.12 One SSSI is located close to the village, namely Loxley Church Meadow. In addition Biodiversity Action Plan priority habitats are recorded as present near Wellesbourne, namely the wet woodland of Wellesbourne Wood and an area of lowland mixed deciduous woodland situated to the south east of the village.

6.9.13 Whilst there are no areas of Natural Accessible Greenspace present in the village, there is an extensive area of well-used allotments on Kineton Road. A range of sport and recreational facilities are also located in Wellesbourne. However, there is a relative under provision of parks, gardens and amenity greenspace in the village and open space in the sub-area as a whole.

6.9.14 Scope for development is restricted by the airfield to the west and the floodplain around the north eastern edge of the village. In addition, further development close to the River Dene is undesirable, even outside the floodplain, as this would lead to the loss of important open spaces.

6.9.15 Particular attention needs to be given to enhancing the role of the village centre so that it provides an attractive focus of services, facilities and activities for the local community. There is no identified need for further retail floorspace to be provided in Wellesbourne. However, the retention and provision of small-scale shopping and other commercial uses will be encouraged, along with projects to enhance the environmental quality of the centre and its links with the rest of the village.

6.9.16 In terms of sensitivity to residential development, the river valley is classified as an area of high landscape sensitivity. Areas to the north, north east, west and south west of the existing settlement boundary are recorded as high/medium landscape sensitivity. Land parcels to the south and the east of the village have the least sensitivity to residential development.

6.9.17 These constraints lead to the conclusion that land on the southern and eastern side of the village is the most appropriate for development. Whilst the southern location is some distance from the shops and services in the village centre and the primary school, it is relatively close to a supermarket, recreation facilities and the main employment area. The open nature of the landscape means that strong planting features will be required to break up the visual impact of the development.

6.9.18 The Employment Land Study concludes that improvements should be made to the M40 Distribution Park and a wider range of employment generating uses should be supported at the site. Planning permission has recently been granted for the regeneration of the site, comprising the replacement and refurbishment of various units for industrial, warehousing and ancillary office floorspace.

6.9.19 The Study also recommended that the established flying function of the airfield should be retained due to its importance to the local economy. Within Wellesbourne, support should be given to the provision of small scale business units to assist the expansion of local companies and to help diversify the economic base.

6.9.20 Just to the north of the village is Horticulture Research International, which is part of the University of Warwick. It is a well-established base for research and teaching in plant and environmental sciences. There is some uncertainty about the future of some of the current uses on the site, with the prospect of certain activities moving to the main University campus. However, it provides a significant opportunity to expand research activities and jobs in the District in an accessible and attractive location.

6.9.21 Based on the strategy set out in Section 5 for distributing housing development in the District, and taking into account the number of dwellings built and granted planning permission since 2011, about 385 homes, plus windfall development, are to be provided in the village over the plan period.

6.9.22 A wide range of issues and opportunities relating to the future planning of the Wellesbourne area have been identified from various sources, including plans produced by the local community and studies produced for the Council.

Policy AS.9

Wellesbourne

The Council will apply the following principles in considering development proposals and other initiatives relating to the Wellesbourne area. Developers will be expected to contribute to the achievement of these principles where it is appropriate and reasonable for them to do so, taking into account the provisions of the Infrastructure Delivery Plan.

A. Environmental

- Protect the openness of the River Dene valley through the village and create wider public access to it.
- Reduce the impact of heavy goods vehicles in the village associated with the M40 Distribution Park.
- Ensure the Wellesbourne Wastewater Treatment Works is upgraded by Severn Trent Water to facilitate future development in the village.
- Improve linkages with important biodiversity features such as the Smatchley, Loxley and Wellesbourne Woods, Loxley Church Meadow and the River Dene.
- Provide additional natural accessible greenspace given the shortfall against the standard set out in Policy CS.24 Healthy Communities.

B. Social

- Provide a multi-purpose community and leisure centre.
- Create additional car parking in Wellesbourne village centre.
- Expand the existing Medical Centre or provide a new facility.
- Provide additional parks, gardens and amenity greenspace given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Provide additional play spaces for children and young people given the shortfall against the standard set out in Policy CS.24 Healthy Communities.
- Provide additional pitches for mini and junior football, cricket and tennis courts given the shortfall identified in the village.
- Improve links to National Cycle Network Route 41 between Warwick and Stratford-upon-Avon which runs through Wellesbourne.

C. Economic

- Enhance the village centre, including the attraction of new shops and services.
- Retain the established flying functions at Wellesbourne Airfield.
- Assess the need for additional employment development in the village
- Improve local job opportunities by increasing the concentration of activity on the M40 Distribution Park for uses within Class B.
- Promote links with Charlecote Park and Compton Verney as local visitor attractions.
- Support the use of the Horticultural Research International (Warwick University) site for research and development and educational purposes.

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 dwellings to be built by 2031) and associated services, facilities and necessary off-site infrastructure, together with provision for Jaguar Land Rover to expand its 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.

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.

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 Masterplan Supplementary Planning Document (SPD) with input from the existing local communities alongside the promoters/developers of the new community and Jaguar Land Rover. This will be approved before the Council grants any planning permissions for the new development, unless exceptional circumstances arise. Proposals will need to be in accordance with the detailed requirements of this SPD and the evolving business requirements of Jaguar Land Rover.

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.

Proposal GLH: Gaydon/Lighthorne Heath	
Where it is to be Delivered	Land largely bounded by M40, B4451 and B4100 and to north and east of Lighthorne Heath Approx. 290 hectares (gross)
What is to be Delivered	<ul style="list-style-type: none"> • Land comprising approximately 100 hectares to enable the expansion of Jaguar Land Rover (JLR) to meet the business needs for uses that can include: <ul style="list-style-type: none"> ○ Research, design, testing and development of motor vehicles and ancillary related activities. ○ Other advanced engineering technologies and products. ○ Offices.

	<ul style="list-style-type: none"> ○ Low volume manufacturing and assembly operations. ○ Development of associated publicly accessible event, hospitality, display, leisure and conference facilities and marketing infrastructure. ○ Automotive education and training including ancillary accommodation. ● Housing – approximately 3,000 dwellings (2,500 dwellings by 2031) ● One main village centre, appropriately located to serve both the overall development and the existing resident and workforce communities, comprising a range of shops and services to support these existing and new communities and to include community, health & leisure facilities and a primary school. ● A contribution to support off-site provision for secondary (including sixth form) schooling. ● A comprehensive green infrastructure strategy incorporating: <ul style="list-style-type: none"> ○ Structural landscaping and open space, both alongside the M40 and to establish and/or reinforce visual and functional buffers to maintain the separate identity and integrity of the existing villages of Lighthorne and Gaydon. ○ A managed ecological reserve at Lighthorne Quarry, linking to managed networks within and adjacent to the development. ○ A network of open spaces to include provision for children’s play, formal sports, allotments and community woodland. ● Highway improvements in the vicinity of the site and to the wider network that mitigate the impact of the development. ● Walking and cycling links within the site and to integrate with the surrounding countryside. ● Frequent, express bus services to Warwick/Leamington and Banbury, including railway stations.
When it is to be Delivered	Phases 2-4 (2016/17 to 2030/31) and post 2031
How it is to be Delivered	Private sector, public sector, infrastructure and service agencies
Specific Requirements	Production of a Masterplan Supplementary Planning Document (SPD) to determine the key principles of land uses, layout, design, phasing, infrastructure and mitigation. The SPD will need to accord with the following specific

	<p>requirements:</p> <ul style="list-style-type: none"> • All elements of the proposal, including both the new housing and related facilities and the expansion of the Jaguar Land Rover facility, will be considered comprehensively in order to promote an integrated approach to the overall development as far as this is practicable. • The proposed new housing and expansion of the Jaguar Land Rover facility will properly integrate with, complement and where appropriate deliver related enhancements to the existing employment land at the Gaydon Site and the existing urban fabric at Lighthorne Heath. • The expansion of the Jaguar Land Rover facility will be considered within the context of the wider long term aspirations for the existing Jaguar Land Rover operations on the Gaydon Site. • The first phase of residential development will be defined to include the initial phased delivery of the new primary school, community facilities and village centre. <p>The Masterplan SPD will identify:</p> <ul style="list-style-type: none"> • Mix, type and tenure of dwellings including the opportunity for specialist accommodation to include extra care for the elderly, private sector rental and self-build opportunity. • Range and scale of community services and facilities to be provided. • Provision and phased implementation of all necessary infrastructure. • Clear guidance on how land uses within the site and beyond are integrated both physically through the provision of public routes and visually through urban design principles, whilst respecting the operational requirements of the business and security. • Integrated open space, ecological mitigation, and biodiversity strategy for the site as a whole and how this relates to a wider countryside accessibility strategy.
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6.11 Countryside and Villages

Strategic Objective

(1) *The rural character of the District will have been maintained and enhanced. The Green Belt and countryside of the District will have been protected from inappropriate development.*

Policy AS.10

Countryside and Villages

In order to help maintain balanced rural communities and a strong rural economy, provision will be made for a wide range of activities and development in rural parts of the District.

All proposals will be subject to a thorough assessment to make sure their scale, nature and location are appropriate, including the need to:

- minimise impact on the character of the local landscape, communities and environmental features;
- minimise impact on the occupiers and users of existing properties in the area;
- avoid a level of increase in traffic on rural roads that would be harmful to the local area;
- make provision for sustainable forms of transport wherever appropriate and justified;
- prioritise the re-use of brownfield land and existing buildings; and
- avoid development on best and most versatile agricultural land.

The following forms of development and uses in the countryside are acceptable in principle:

Community

(a) Small-scale schemes for housing, employment or community facilities to meet a need identified by a local community in a Parish Plan, Neighbourhood Plan or other form of local evidence, on land within or adjacent to a village.

Residential

(b) Small-scale housing schemes, including the redevelopment of buildings, within the Built-Up Area Boundary of a Local Service Village (where defined), or otherwise within the physical confines, in accordance with Policy CS.15 Distribution of Development.

(c) Conversion to a residential use of a building within the physical confines of a village.

(d) Conversion to a residential use of a redundant or disused building in open countryside, constructed of brick or stone, that is listed or of local historic, architectural or other merit. In such cases, residential should be the only viable use and the building should be capable of conversion in a manner that is appropriate to its character and setting.

(e) A dwelling that forms part of the conversion of a building in open countryside where it is ancillary to a business and is necessary to ensure the efficient and secure operation of the business.

(f) A replacement dwelling subject to its scale and design not causing inappropriate harm to the character of the area or to neighbouring properties.

(g) Redevelopment of a bad neighbour site for residential development where the current use has been the cause of prolonged environmental conflict.

- (h) A small-scale expansion of an existing mobile or park home site where this would secure benefits to its function and appearance.
- (i) A permanent dwelling for occupation by a person engaged in an agricultural operation or other form of use that can only reasonably be carried out in the countryside, subject to a functional need being established.
- (j) A new single dwelling in open countryside which is of exceptional quality and design and makes a positive contribution to the character of the local area.

Business

- (k) Conversion of a building for business purposes subject to its location and character, including historic or architectural merit, being suitable for the proposed use and it having been in existence for at least ten years.
- (l) Redevelopment at a similar scale of an existing building for business purposes, excluding holiday lets, where this would result in a more effective use of the site.
- (m) Small-scale expansion of an existing group of buildings for business uses, excluding holiday lets, where the site is readily accessible by means of transport other than the private car.
- (n) An extension to a business in its established location, particularly if it would be unreasonable to expect the business to relocate in order to expand.
- (o) A building or structure related to agriculture, horticulture and forestry where it is required for such purposes.
- (p) Farm-based business activities, including farm shops selling locally sourced produce that would help to diversify and support the viability of agricultural operations.
- (q) New and extended garden centres and nurseries.
- (r) Equine and equestrian-related activities, wherever practicable using existing buildings and structures.

Tourism and Leisure

- (s) Small-scale tourism, visitor accommodation and leisure based uses, including sport and recreation, particularly those which would help to provide local employment and support rural services.
- (t) Purpose-built visitor accommodation that is directly associated with and related to the scale and nature of an existing use.
- (u) A small-scale expansion of an existing holiday caravan/chalet site where this would secure benefits to its function and appearance.
- (v) Golf courses, golf driving ranges and ancillary facilities.

Tourism and leisure-related schemes will also be assessed against the provisions of Policy CS.23.

All other types of development or activity in the countryside, unless covered by a specific policy in the Core Strategy, will need to be fully justified, offer significant benefits to the local area and not be contrary to the overall development strategy for the District.

For proposals relating to sites within the Green Belt or the Cotswolds Area of Outstanding Natural Beauty, the specific provisions of Policy CS.10 and Policy CS.11 respectively will be taken fully into account.

Explanation

6.11.1 This policy applies to all of the District apart from those areas which lie within the Built-Up Area Boundaries defined for Stratford-upon-Avon and the Main Rural Centres, land identified for development in the Core Strategy or Site Allocations Development Plan Document, and land covered by Policy AS.11 Large Rural Brownfield Sites.

6.11.2 The Commission for Rural Communities (now part of DEFRA), in its Position Statement published in 2008, asserted that 'Our challenge is to chart a course by which rural communities, equally with urban communities, can become more sustainable in the future'. There is a crucial relationship between rural economies and the survival of rural life and the management of the countryside as a whole.

6.11.3 The National Planning Policy Framework (NPPF) emphasises that planning policies should support sustainable economic growth in rural areas by taking a positive approach to new development. Planning strategies should maintain a prosperous rural economy including policies to:

- support the sustainable growth and expansion of all types of business and enterprise;
- promote the development and diversification of agricultural and other land-based rural businesses; and
- support sustainable rural tourism and leisure developments that benefit businesses, communities and visitors.

6.11.4 The NPPF also seeks the delivery of a wide choice of homes in rural communities through a responsive approach to local circumstances and to reflect local needs.

6.11.5 Stratford-on-Avon is a predominantly rural district; there are over 200 individual villages and hamlets and about half of its residents live outside Stratford-upon-Avon and the Main Rural Centres. All four aims of the District Council's Corporate Strategy have a bearing on how planning policy should have a bearing on development in the countryside:

- addressing local housing need
- a District where business and enterprise can flourish
- improving access to services
- minimising the impacts of climate change.

6.11.6 A key priority in the Corporate Strategy is to improve the prospects of success for rural businesses. This is also reflected in the Sustainable Community Strategy vision that 'our rural areas will be providing more businesses and jobs'. Many rural firms aspire to grow and even those that don't still need to innovate and develop so that they remain viable, provide local employment opportunities and support local services.

6.11.7 Rural services have declined significantly in recent years through the processes of centralisation and rationalisation. Stratford-on-Avon District has the lowest proportion of parishes with key services, such as a general store, post office and doctor's surgery, of any part of Warwickshire. Public transport is poor or non-existent in a number of rural settlements.

6.11.8 House prices are higher in the District than the average for Warwickshire. Consequently, in many villages there is a significant need for affordable housing. This has been confirmed by various Housing Needs Surveys commissioned by the Council and through more detailed assessments carried out by individual communities.

6.11.9 The attractive environment, combined with relatively low crime and unemployment rates, make rural parts of Stratford-on-Avon District attractive places to live, work and visit. This exerts pressure for development in the countryside. The importance of maintaining and enhancing the environmental quality of the countryside, whilst at the same time providing for the needs of rural communities and businesses, is a critical function of planning policy relating to the countryside.

6.11.10 The Council wishes to ensure that all three aspects of sustainable development - environment, economy and society - are achieved in a balanced manner in the countryside and the villages that lie within it.

6.11.11 The Government's Rural Statement (DEFRA, September 2012) stresses the crucial role of farming and food production in rural life. Many types of development relating to agriculture do not need planning permission or are subject to a notification process. It is also important to ensure that diversification schemes are supported, particularly those that will bring long-standing benefits to the individual farm operations and to the wider rural economy. In particular, the re-use of farm buildings provides opportunities to support new businesses in the countryside in a sympathetic manner.

6.11.12 While provision is made for a wide range of development and activities in the countryside, it is stressed that all schemes will be assessed against the impact that is likely to be caused to the character of the local area as well as the benefits that would arise for rural communities, the local economy and businesses.

6.11.13 Consideration will be given to identifying specific sites for business uses in villages through the process of producing the Site Allocations Development Plan Document.

6.11.14 The provisions of Parish Plans and Neighbourhood Plans will be taken into account when assessing development proposals in rural parts of the District.

6.11.15 It is not possible to indicate how every potential form of development proposal that might come forward in the rural parts of the District will be treated. Provision is made in the policy for the merits of other forms of development and activity that are not specifically identified to be assessed. However, the Council will apply a strong level of restriction on development in the countryside in order to protect it for the sake of its intrinsic value and to ensure that natural assets and resources are preserved.

Development Management Considerations

- (1) In relation to part (a) in the policy - these are schemes specifically identified and supported by the community usually through a Parish Plan or Neighbourhood Plan. In relation to housing development, schemes can comprise mixed tenure or solely affordable (social) units, according to the nature of the need identified.
- (2) In relation to part (b) in the policy - provides scope for small-scale 'market-led' schemes that are not required to meet a proven local need.
- (3) In relation to parts (a) and (b) in the policy - boundaries for rural settlements have not been identified at this stage. Such boundaries will be defined in the Site Allocations Development Plan Document. A site should have a clear physical and functional relationship to the settlement. The scale and nature of development that is appropriate in a particular location will be based on the principles set out in the first part of the policy, other policies in the Core Strategy and relevant material considerations. It is not possible to define 'small scale' in terms of the number of dwellings as this will vary depending on the village and site involved.
- (4) In relation to parts (b) and (c) in the policy - the provisions of Policy CS.21 Economic Development regarding the loss of a business use, and Policy CS.24 Healthy Communities regarding the loss of a community facility, will be taken into account
- (5) In relation to part (d) in the policy - there may be circumstances where the conversion to residential use of a building of historic or other interest which is situated in open countryside offers the only viable prospect of maintaining that building in a good state of repair. However, evidence must be produced to show that the building has been marketed for a business use. In the case of a listed building it will be necessary to demonstrate that a business use is not a viable option because of the particular characteristics of the building and/or its site and surroundings.

- (6) In relation to part (e) in the policy - schemes with an element of residential development will be considered when a dwelling is proven to be essential for the efficient and secure operation of a business use. Sufficient evidence will be sought by the Council through a comprehensive appraisal of the business in order to justify permanent residential accommodation. A business plan should be submitted with a planning application to demonstrate the degree of linkage between the business and residential uses. In all cases the scale of the residential element must be directly related and subsidiary to the business uses. Any dwelling approved on this basis will be subject to a strict occupancy condition.
- (7) In relation to part (f) in the policy - unless significant environmental benefits would accrue, a replacement dwelling should be located within the curtilage of the existing dwelling. The existing dwelling should have the benefit of a lawful planning use and not have been substantially demolished and/or abandoned.
- (8) In relation to part (g) in the policy - a documented history of environmental conflict will be required to accompany a planning application to seek to justify a redevelopment scheme.
- (9) In relation to part (h) in the policy - any proposal must be comprehensive and show how improvements to the existing site would be secured.
- (10) In relation to part (i) in the policy - the Council will require sufficient evidence to demonstrate that there is an essential need for a person or persons to be present on the site at all times sufficient to justify the provision of residential accommodation. A case based solely on grounds of security will not necessarily be sufficient. The future sustainability of the enterprise will be taken into consideration along with established functional and financial tests.
- (11) In relation to part (k) in the policy - a key consideration in assessing whether the building involved is appropriate for business uses will be its proximity to the road network, settlements and services. A location which is not very accessible would be inappropriate as it would create the need to travel longer distances by vehicle for a wide range of purposes. A ten year period will be applied in order to reduce the possibility of buildings being constructed ostensibly for agricultural purposes but then quickly being proposed for another use. The provisions of Policy CS.22 Retail Development and Main Centres will be taken into account for schemes involving retail uses.
- (12) In relation to part (l) in the policy - the restriction on holiday lets is applied in order to limit the scope for new dwellings to be created in open countryside through new build.
- (13) In relation to part (m) in the policy - to be appropriate, a site should be close to a main centre of population and be adjacent to a main road along which a frequent bus service runs and where it would be safe to walk and cycle.
- (14) In relation to part (n) in the policy - it is necessary to consider the established nature and scale of the existing business.
- (15) In relation to part (o) in the policy - where planning permission is required, applicants will have to demonstrate a functional need for the proposed building. This should take the form of a statement accompanying the application explaining the purpose of the building or other works in relation to the existing or proposed operations. An independent assessment of the case will be undertaken on behalf of the Council where necessary. Such a statement may be requested in relation to an Agricultural Notification in specific cases.
- (16) In relation to part (p) in the policy - in assessing the merits of such proposals, the extent to which it would contribute to and not conflict with the long-term operation and viability of the farm holding will be taken into account. The role of Whole Farm Plans is encouraged in this respect. A condition will be applied to any permission to control the proportion of goods to be sold that is not produced locally.

- (17) In relation to part (q) in the policy - schemes will be subject to the provisions of Policy CS.22 Retail Development and Main Centres. A condition will be applied to any permission to control the types of goods that can be sold.
- (18) In relation to part (r) in the policy - specific consideration will be given to the extent to which roads would be used by horses and the impact this would have on other road users.
- (19) In relations to part (s) in the policy – consideration will be given to the potential for nuisance to be caused by a particular type of activity to other people seeking to enjoy the area, e.g. for its tranquillity. Schemes will be expected to incorporate appropriate management measures to avoid unacceptable impacts on the area.
- (20) In relation to part (t) in the policy - the applicant will be required to show why the accommodation proposed is appropriate in relation to the existing use. The scale of the accommodation must be justified based on the nature of the existing use on the site and be ancillary to the needs of that use.
- (21) In relation to part (u) in the policy - any proposal must be comprehensive and show how improvements to the existing site would be secured.
- (22) In relation to part (v) in the policy - to enable the Council to properly assess the impact of proposals, the submission of adequate details will be required at the outset. Applications must include: a course layout plan, including the siting and size of any buildings and car parking; plans showing the existing and proposed contours of the site; and a landscaping scheme identifying existing features to be removed and retained, and proposed new planting.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council, developers and landowners, communities, businesses (including farmers)
Delivery mechanism	Through the determination of planning applications, preparation of Parish/Neighbourhood Plans, investment by businesses
Funding	Not applicable
Timescale	Throughout the plan period
Risk	The provisions of the policy need to be applied in a balanced manner in order to protect the character of the countryside and the villages within it, but also to ensure that the social and economic health of rural areas is supported.
Monitoring indicators	<ul style="list-style-type: none"> • Number and nature of planning applications determined in relation to each provision of the policy. • Assessment of complex cases, the issues raised and how they were balanced out.

6.12 Large Rural Brownfield Sites

Strategic Objective

(1) *The rural character of the District will have been maintained and enhanced. The Green Belt and countryside of the District will have been protected from inappropriate development.*

Policy AS.11

Large Rural Brownfield Sites

Proposals for the re-use and redevelopment of extensive previously developed sites in the countryside, outside the Green Belt, will be assessed against the following factors in order to minimise any adverse impacts:

- (a) The extent to which the nature of the proposed development would be in the national or local interest.
- (b) Whether the form and scale of the proposed development could reasonably be provided elsewhere in the District in a manner that is consistent with the overall development strategy set out in this Plan.
- (c) The extent to which the nature of the proposed development would be beneficial compared with the current use and condition of the site.
- (d) The scale and nature of impacts, including visual, noise and light, on the character of the local area and local communities.
- (e) The extent to which features that are statutorily protected or of local importance are affected and any impact on them can be mitigated.
- (f) The scope to minimise the need to travel and promote the use of transport other than the private car.
- (g) The absence of development on any area of the site liable to flood risk.

The approach to previously developed sites situated in the Green Belt is set out in Policy CS.10.

The approach to specific sites of this nature is set out below.

1. Gaydon Site

The following uses are appropriate in principle:

- research, design, testing and development of motor vehicles and ancillary activities;
- other advanced engineering technologies and products;
- low volume manufacturing and assembly operations;
- offices; and
- automotive education and training including ancillary accommodation.

Other uses will be acceptable if they are compatible with those specified above and satisfy the provisions of this policy.

All development proposals on the site should take into account the need to:

- (a) consider the views which have been expressed through ongoing engagement with local communities;
- (b) address the impact on existing properties at Lighthorne Heath and on the surrounding rural area;
- (c) provide comprehensive structural landscaping around the perimeter and within the site;

- (d) minimise the impact of development on ecological and archaeological features within the site;
- (e) assess the effects of the proposed development on the demand for housing and local services; and
- (f) assess the impact of traffic arising from the proposed development on the local road network and the need for any off-site highway improvements, including to Junction 12 on the M40.

2. Former Engineer Resources Depot, Long Marston

The following uses are appropriate in principle:

- leisure-related activities and accommodation;
- storage and distribution (Class B8), subject to acceptable traffic impact;
- other forms of employment that make use of the rail connection to the site; and
- residential development of a form and scale that meets local needs or is justified in relation to other uses on the site.

Other uses will be acceptable if they are compatible with those specified above and satisfy the provisions of this policy.

All development proposals on the site should take into account the need to:

- (a) take into account the Masterplan that has been produced for the site or justify any significant departure from its provisions;
- (b) provide comprehensive structural landscaping around and within the site, to be implemented as an integral component of any development, and arrangements for its long-term maintenance;
- (c) provide an effective public transport service linking the site with Stratford-upon-Avon;
- (d) implement the findings of a Transport Assessment which is required to be submitted as part of any large-scale development proposal;
- (e) mitigate the impact of development and uses on the site on the character of adjacent parts of the Cotswolds Area of Outstanding Natural Beauty;
- (f) mitigate the impact of buildings, activities and associated features on views across the site, particularly from public vantage points around the periphery of the site and from Meon Hill;
- (g) complement the tourism and leisure functions of Stratford-upon-Avon;
- (h) assess the potential effect on natural features within and adjacent to the site and take the opportunity to enhance such features;
- (i) retain and enhance the extensive open landscape areas and woodland plantations within the site as an integral part of any development scheme; and
- (j) remove existing buildings and structures on the site, apart from those which are capable of beneficial use within the proposed form of development.

3. Former Southam Cement Works, Long Itchington

The following uses are appropriate in principle:

- leisure, tourism and recreation; and
- employment and residential development of a form and scale that meets local needs or is justified in relation to other uses on the site.

Other uses will be acceptable if they are compatible with those specified above and satisfy the provisions of this policy.

A comprehensive Masterplan must be prepared in conjunction with the owners of the site, local communities and agencies.

All development proposals on the site should take into account the need to:

- (a) restrict new buildings to the previously developed parts of the site;
- (b) carry out a comprehensive assessment of the ecological value of the site, with appropriate provision made to protect important habitats and species;
- (c) carry out a comprehensive assessment of features of geological and archaeological interest to be protected as part of any development;
- (d) provide comprehensive structural landscaping around and within the site, to be implemented as an integral component of any development, and arrangements for its long-term maintenance;
- (e) minimise the impact of buildings, activities and associated features, particularly from public viewpoints around the periphery of the site;
- (f) provide an effective public transport service linking the site with nearby settlements, particularly Southam; and
- (g) implement the findings of a Transport Assessment which is required to be submitted as part of any development proposal.

4. Former Harbury Cement Works, Bishop's Itchington

The following uses are appropriate in principle:

- storage and distribution and other forms of business operations that provide and make use of a rail connection into the site;
- leisure, tourism and recreation; and
- employment and residential development of a form and scale that meets local needs or is justified in relation to other uses on the site.

Other uses will be acceptable if they are compatible with those specified above and satisfy the provisions of this policy.

All development proposals on the site should take into account the need to:

- (a) comply with the Masterplan for the site that has been adopted as a Supplementary Planning Document or justify any significant departure from its provisions;
- (b) restrict new buildings to the previously developed parts of the site;
- (c) carry out a comprehensive assessment of the ecological value of the site, with appropriate provision made to protect important habitats and species;
- (d) carry out a comprehensive assessment of features of geological and archaeological interest to be protected as part of any development;
- (e) provide comprehensive structural landscaping around and within the site, to be implemented as an integral component of any development, and arrangements for its long-term maintenance;
- (f) minimise the impact of buildings, activities and associated features, particularly from public viewpoints around the periphery of the site;
- (g) provide an effective public transport service linking the site with nearby settlements, particularly Southam; and
- (h) implement the findings of a comprehensive Transport Assessment which is required to be submitted as part of any development proposal.

Explanation

6.12.1 Government policy, as reflected in the National Planning Policy Framework (NPPF), encourages the re-use of land that has been previously developed, provided that it is not of high

environmental value. It also promotes mixed use developments and looks to them to secure multiple benefits.

6.12.2 The NPPF also stresses that developments which generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes, which includes public transport, can be maximised.

6.12.3 There are a number of brownfield sites across Stratford-on-Avon District that have been the focus of previous activity, eg. mineral workings, or remain in active use. While Policy AS.10 Countryside and Villages provides scope for the re-use and redevelopment of small-scale brownfield sites, it is also necessary to provide clear guidance on how more extensive sites of this nature should be treated. This is particularly the case since the re-use of brownfield land should be maximised if it is in a sustainable location.

6.12.4 It is clear from the provisions of the NPPF that the consideration of large-scale developments on brownfield sites raises a wide range of issues that need to be balanced out carefully. The District Council takes the view that it is necessary to assess whether there are strategic economic, social or environmental benefits in utilising large brownfield sites as well as to consider the local circumstances and impacts.

6.12.5 The overarching premise of the approach is that development or redevelopment of these sites should be principally for uses that are not and could not be provided for in more sustainable locations in the District, such as within or on the edge of Stratford-upon-Avon or a Main Rural Centre. The form of development specified in relation to the four sites covered in the policy, or proposed on any other site covered by the scope of this policy, should not be treated as being instead of the scale, type and location of development which is in accordance with the overall development strategy set out in Policy CS.15 Distribution of Development.

6.12.6 Because such sites tend to be in locations that are some distance away from existing centres of population and activity, they are often not the most sustainable in terms of access and linkages. Consequently, large-scale development on them has to be justified on the basis of overriding benefits in order for a proposal to be acceptable.

6.12.7 The four specific sites covered in the policy have been assessed against its provisions with regard to the nature of development that is appropriate in each case. A number of specific issues have been identified that need to be addressed when development schemes are promoted for each site.

Development Management Considerations

- (1) Small areas of land which are greenfield in nature but within or adjacent to a brownfield site and in the same ownership will be considered for their suitability for development. However, any such proposal must form an integral part of a comprehensive scheme for the whole site.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council, landowners and developers
Delivery mechanism	Through the determination of planning applications
Funding	Not applicable
Timescale	Throughout the plan period
Risk	If the policy is not applied rigorously it could result in the overall development strategy for the District being undermined and harm being caused to the character of the area and communities.
Monitoring indicators	<ul style="list-style-type: none"> • Assessment of the housing, business, commercial and tourism indicators in relation to development proposals on any sites covered by this policy.

6.13 Redditch

Context

6.13.1 There is an expectation that Bromsgrove District and Stratford-on-Avon District would have to play a role in meeting the future housing and employment needs of Redditch due to capacity constraints within the town itself. This was initially identified through the West Midlands Regional Spatial Strategy. Although the RSS has been revoked, the circumstances that underpinned the situation still remain and it has been necessary to identify appropriate solutions through the duty to co-operate process.

6.13.2 A number of studies have been produced to inform the issue and to provide the evidence base for the respective development plans for the three local authorities.

6.13.4 With regard to housing, land on the northern edge of Redditch in Bromsgrove District has been identified to accommodate 3,400 dwellings to meet the town's housing requirements. There may be scope for some housing development on the eastern edge of the town within Redditch Borough itself. Adjacent land in Stratford-on-Avon District to the west of the A435 could have some very limited capacity, but this is constrained by landscape issues and the importance of retaining the identity and character of Mappleborough Green. This area will be assessed through the preparation of the Site Allocations Development Plan Document.

6.13.5 In relation to employment, a shortfall of 27.5 hectares of land for employment purposes to satisfy forecast demand in Redditch has been identified. The Borough Council undertook an assessment of land within its area but could not identify suitable provision to meet the shortfall. A comparative analysis of potential sites in Redditch, Bromsgrove and Stratford-on-Avon identified land on the north-eastern edge of Redditch (known as the Redditch Eastern Gateway) as offering the most appropriate opportunity in terms of the amount of land required. This location also provides scope to create a high quality business park due to its physical characteristics and road access. Such a development would help to diversify the local economy and enhance the town's image. For this reason, a minimum of 15% of the floorspace provided on the Redditch Eastern Gateway should be for B1(a) and (b) uses. Such development would also generate additional employment and GVA benefits in neighbouring parts of Stratford-on-Avon District.

6.13.6 Two separate and related areas of land constitute the proposed development, which is being referred to as the Redditch Eastern Gateway:

1. Land at Winyates Green, south of the A4023 Coventry Highway and to the west of the A435. This area is entirely within Stratford-on-Avon District and lies outside the Green Belt.
2. Land at Gorcott Hill, north of the A4023 Coventry Highway. This area is partly within Bromsgrove District Council and partly within Stratford-on-Avon District. The latter area lies within the Green Belt.

6.13.7 The two areas together comprise nearly 29 hectares, which is comparable to the amount of land the town needs for employment purposes.

6.13.8 A key factor is providing a suitable access to both parcels of land. Although other means of access are available to each one, these are not suitable to serve the scale and/or type of development proposed. The most appropriate solution would be in the form of a roundabout on the A4023 from which direct access to land to the north and south could be provided. However, the cost of constructing such a roundabout would not be viable unless both parcels are made available for development.

6.13.9 There are also specific issues that need to be addressed when considering the detailed layout and design of the development, including the nature conservation value of some parts of the area and the effect on the setting of Gorcott Hall which is a Grade II* listed building.

6.13.10 Further detailed analysis needs to be undertaken to assess the level of traffic movements that the proposed development would generate, particularly in the form of Heavy Goods Vehicles, on the A435 southwards through Mappleborough Green and Studley. Existing

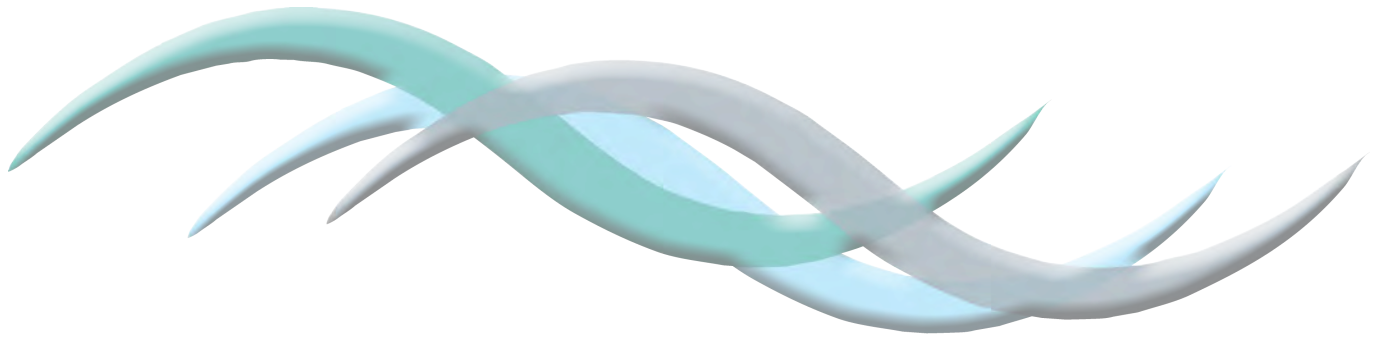
traffic flows already cause environmental impacts and there is a designated Air Quality Management Area in the middle of Studley. Effective ways of mitigating the impact of this traffic will need to be identified and implemented as an integral part of the development proposals.

Development Proposals

6.13.11 To contribute to meeting the future needs of Redditch, the following sites are allocated for development. The extent of each site is defined on the Policies Map.

Proposal REDD.1: Winyates Green Triangle, Mappleborough Green	
Where it is to be delivered	Land south of A4023 and east of Far Moor Lane, Redditch Approx. 12 hectares (gross)
What is to be delivered	Employment within Class B1, B2 and B8 uses
When it is to be delivered	By 2031
How it is to be delivered	Private sector
Specific requirements	<ul style="list-style-type: none"> • provide for a minimum of 15% of total floorspace within Class B1(a) office and Class B1(b) research and development uses • primary vehicle access off A4023 • protect important natural features on the site • retain mature hedgerow along western boundary • protect amenity of adjacent residential properties • traffic management and mitigation measures on A435 as appropriate • pedestrian and cycle links to adjacent residential areas

Proposal REDD.2: Gorcott Hill, Mappleborough Green	
Where it is to be delivered	Land north of A4023 and west of A435 Approx. 7 hectares (gross)
What is to be delivered	Employment within Class B1, B2 and B8 uses
When it is to be delivered	By 2031
How it is to be delivered	Private sector
Specific requirements	<ul style="list-style-type: none"> • provide for a minimum of 15% of total floorspace within Class B1(a) office and Class B1(b) research and development uses • vehicle access off A4023 • protect character and setting of Gorcott Hall • retain mature hedgerows and trees on the site • traffic management and mitigation measures on A435 as appropriate • pedestrian and cycle links across A4023 to adjacent residential areas



Section 7

Infrastructure

7.1 Healthy Communities

Strategic Objective

(8) *Community facilities and open space will have been improved across the District. Through collaborative working between the District, Town and Parish Councils and key partners in education, public health and other services, opportunities to improve the health and wellbeing of the District's communities will have been realised as a result of the development process.*

Policy CS.24

Healthy Communities

A. Infrastructure, Services and Community Facilities

With the release of land for development, suitable arrangements will be put in place to improve infrastructure, services and community facilities to mitigate the impact of development and integrate it with the existing community (see also Policy CS.26 Developer Contributions). Opportunities to secure improvements for the wider community will be explored through collaborative working with Warwickshire County Council, Town and Parish Councils and other partner organisations.

The provision of new and enhanced community, cultural, sport and leisure facilities will be encouraged as a way of promoting healthy, inclusive communities. Where appropriate, new community uses will be required as an integral part of residential developments. They are to be located where they are accessible by all reasonable sustainable modes of transport by potential users. Shared use of community spaces will also be encouraged.

It is expected that existing community facilities, such as shops, pubs, medical and leisure, will be retained unless it can be demonstrated that one or more of the following criteria is satisfied:

- (a) there is no realistic prospect of the facility continuing for commercial and/or operational reasons on that site;
- (b) the land and/or property has been actively marketed or otherwise made available for a similar or alternative type of facility that would be of benefit to the community;
- (c) the facility can be provided effectively in an alternative manner or on a different site in accordance with the wishes of the local community; and
- (d) there are overriding environmental benefits in the use of the site being discontinued.

In all instances the potential to mitigate within the local area the loss of a community facility will be considered alongside any proposal for development on the site of the existing facility.

B. Open Space and Recreation

New housing development will enable an increase in or enhancement of open space and recreation facilities to meet the needs of its residents.

Where it is justified by the scale of new development, developers will be expected to contribute towards the provision of open space in order to help achieve the standards set out in the Council's Open Space, Sport and Recreation Assessment. These are:

Parks & Gardens and Amenity Greenspace

District-wide: 1.15 hectares per 1,000 people

Individual settlement: minimum provision of 1.15 hectares per 1,000 people

Unrestricted Natural Accessible Greenspace

District-wide: 4.92 hectares per 1,000 people

Stratford-upon-Avon: 5.24 hectares per 1,000 people

Main Rural Centres: 0.75 hectares per 1,000 people

Local Service Villages: 0.75 hectares per 1000 people

Children and Young People's Equipped Play Facilities

District-wide: 0.25 hectares per 1,000 people

Individual settlement: 0.25 hectares per 1,000 people

Outdoor Sport

Additional pitch/facility requirements on the basis of Sport England's Playing Pitch Strategy Guidance and the Council's needs assessment.

Allotments and Community Gardens

District-wide: 0.4 hectares per 1,000 people

Individual settlement: 0.4 hectares per 1,000 people subject to local circumstances

Developer contributions will also be spent on built recreation facilities where justified by an increase in population.

These standards will be kept up to date, and will reflect guidance from Sport England, Play England, Fields in Trust and other relevant bodies, through the District Active Communities Strategy and Open Space Strategy.

Consideration will be given to more diverse forms of provision (e.g. community orchards, local nature reserves etc.) where these respond to local needs and make a positive contribution towards the local environment. Regard will be paid to the Woodland Trust's Woodland Access Standard.

New open space provision will be designed to complement and enhance the existing open space provision in the area. Where developments are of a suitable scale provision will be made on site.

Development proposals that would result in the loss of public or private open space, including allotments, without suitable replacement being made, will be resisted unless:

- (a) it can be demonstrated that there is an absence of need or it is surplus to requirements; and
- (b) it does not make a valuable contribution to the amenity and character of the area.

Explanation

Infrastructure, Services and Community Facilities

7.1.1 The Sustainable Community Strategy (SCS) sets out a vision for Stratford District in 2026. It has been compiled by the District Council and its strategic partners in Warwickshire County Council (including transport and education), health agencies, the police and the private, voluntary and community sectors. It is closely linked to other strategies and plans including the Local Development Framework whose spatial planning objectives should align with SCS priorities.

7.1.2 One of the key challenges outlined in the plan is that of the lack of access, especially from the rural areas, to services, facilities and activities. Public transport is poor in many areas and distances too great, especially for young people and older age groups.

7.1.3 The SCS includes the following statements:

‘We want to:

- Provide more opportunities and facilities for children and young people;
- Improve access for children and young people (by taking services into rural areas and improving transport);
- Improve access to services and facilities generally by:
 - taking services closer to rural communities;
 - improving transport links by extending community schemes, pressing for more funding for other rural initiatives and lobbying for better public transport;
- Improve transport links between key health facilities;
- Encourage more residents to get involved in sport, leisure and recreation activities and extend opportunities for them to do so across the District;
- Reduce health inequalities by targeting resources at areas where they are needed most and by delivering more accessible homes, transport, leisure and employment opportunities; and
- Encourage alternatives to private car use by promoting and supporting public transport, car sharing, home working, better facilities for cyclists and pedestrians, and promoting better rail services including a bus-rail interchange in Stratford’.

7.1.4 The Council will continue to work with its strategic partners to secure improvements to community facilities and services. It will liaise with partners across a broad spectrum of social infrastructure including education, public health, general health care, police and other service providers to improve access to and facilitate the modernisation of services and facilities and to promote a reduction in social and health inequalities. The Infrastructure Delivery Plan (Appendix 1) provides an indicative list of projects to facilitate the growth outlined in the Core Strategy.

7.1.5 In terms of educational provision, a dispersed policy for residential development across Stratford District will help ensure the continuing financial viability of many small village schools that currently have declining pupil numbers.

7.1.6 Warwickshire County Council is continuing to consider the options available in a changing context of Academies, University Technical Colleges and Studio Schools. The conversion of a number of schools to academy schools could impact on the authority’s ability to bring about change, but the new regime (or subsequent arrangements) should introduce other opportunities. The Council will liaise closely with the County Council and other education providers to ensure that the needs of new development are met.

7.1.7 The Council will also work with Town and Parish Councils to help secure improvements to community facilities through the Neighbourhood Development Plan process.

Open Space and Recreation

7.1.8 Access to good quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. This is the key theme of the Council’s Active Communities Strategy (2013-2018) which links the corporate objectives of Stratford on Avon District Council for safe, healthy, sustainable and inclusive communities, to the current national and local Health and Wellbeing agenda, as reflected in Warwickshire’s Joint Health and Wellbeing Strategy (2012) and Joint Strategic Needs Assessment (JSNA).

7.1.9 The National Planning Policy Framework (NPPF) requires that planning policies be based on robust and up-to-date assessments of the needs for open space, sport and recreation facilities in the local area. Planning policies should also protect and enhance public rights of way and access.

7.1.10 An open space, sport and recreation audit was commissioned by the Council in 2011. It recommends standards of open space provision in new developments based on a quantitative and qualitative assessment of the existing provision and a survey of local needs. It suggests that the policy should be flexible enough to allow more creative and diverse forms of open space provision - such as community orchards, local nature reserves or allotments - that respond to

local needs and make a positive contribution towards the quality and diversity of the local environment. It also suggests that given the size of new developments in the District, there may be a need, in certain circumstances, to move away from small scale on-site provision, where this limits the amenity and recreational value of that provision, to consideration of pooled contributions towards larger or shared community facilities. However care must be taken to ensure that local needs are met.

7.1.11 The main audit report is accompanied by a Playing Pitch Strategy, which considers the supply and demand for a range of outdoor sports pitches in more depth. This should be considered alongside Sport England's Facility Planning Model and Design Guide in developing proposals for new facilities. These also provide standards for built recreation facilities (swimming pools, sports halls, artificial grass pitches, etc.) which will also be sought where justified by an increase in population.

7.1.12 The adequacy of existing open space, sport and recreation facilities varies between areas of the District and between different types of open space. In most cases the standards recommended in the assessment reflect the existing levels of provision, which consultation with local communities and stakeholders revealed to be sufficient. However, some notable deficiencies are identified. These are set out in Section 6 of this Core Strategy in the Area Strategies. Attention and resources should be focused on these areas of under supply and on providing increased provision to meet the needs of new communities and further population growth.

7.1.13 Across the District as a whole, the study found that the greatest requirements are for additional facilities for children and young people. It also identified requirements for additional outdoor sports facilities to meet current and future demand, further details of which are provided in the Playing Pitch Strategy.

7.1.14 The recommended standards for Natural Accessible Greenspace are based on Natural England's standards but, in common with many other authorities' standards, they are not as ambitious. Instead they are based on what are considered to be the 'effective catchments' of such areas, ranging from 12 to 20 minutes walking time. As access to natural greenspace is generally more constrained in larger settlements, the standards for Stratford-upon-Avon are higher than in smaller settlements, in keeping with Natural England's recommendations.

Development Management Considerations

Community Facilities

- (1) Whilst the introduction of CIL reduces the apparent need to liaise with infrastructure providers in establishing appropriate planning obligation packages, it is important that dialogue is maintained with key infrastructure providers on all significant developments.
- (2) Any proposals that would involve the loss of a local shop, public house or other local facility should include a thorough analysis of the existing operations of the business or service and its importance to the local community.

Open Space

- (3) The open space standards, kept up to date in the District Council's Active Communities Strategy and Open Space Strategy, will be supported by calculators to establish the baseline requirements for the provision and maintenance of public open space, play and built recreation associated with new development. This baseline requirement should then act as a starting point for determining the particular needs of a development or community.
- (4) Other principles, such as accessibility and quality of provision, are equally important as the standards set. Where it is justified, opportunities to enhance existing facilities should be sought.

- (5) In planning new open spaces consideration should be given to opportunities for off-road footpaths and cyclepaths, in accordance with policies CS.7 Green Infrastructure and CS.25 Transport and Communications, the Infrastructure Delivery Plan and Warwickshire County Council's Local Transport Plan.
- (6) The co-location of community facilities and dual use of school facilities should be supported to help maximise their use and value as a community resource.
- (7) Wherever possible, provision should be made on-site as an integral part of development. It should be of an appropriate type to serve the needs of the development and in a location well related to its users.
- (8) Whenever new public open space is created, consideration should be given to the inclusion of facilities that encourage sport and physical activity in line with the wider agenda for health and wellbeing.
- (9) The siting of play areas should ensure that the peace and comfort of residents is not unduly disturbed, whilst also providing good natural surveillance of them.
- (10) Arrangements for ongoing maintenance should be made with the applicant and/or Parish, Town Council or third party.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council, Warwickshire County Council, Town and Parish Councils, National Health Service, Academy and Foundation Schools, other partner organisations
Delivery mechanism	The policy will be delivered by the determination of planning applications and associated developer contributions for relevant applications, together with co-operative working between Planning and other departments within SDC (especially Leisure Services); joint working with WCC (Public Health, Education and others); and liaison with other partner organisations (e.g. NHS, police)
Funding	Developer contributions (S106 and S278 Agreements and CIL), capital programmes of SDC, WCC, Town and Parish Councils and other partner organisations, external grants, other sources
Timescale	Throughout the plan period
Risk	If the policy is not applied it could result in insufficient social infrastructure for local communities, a deterioration in health and wellbeing and an increase in social and health inequalities.
Monitoring indicators	<ul style="list-style-type: none"> • New and enhanced community facilities including open space/play areas/sports pitches and recreation facilities. • Loss of community facilities including open space/play areas/sports pitches and recreation facilities. • Residents' satisfaction surveys will be undertaken relating to local areas, community facilities and the provision of open space. Parish and Neighbourhood Plans may identify the need for additional or improved open spaces and community facilities in their local areas. • Sustainability indicators relating to safeguarding and improving community health, safety and wellbeing are applicable to this Policy, as are those for reducing barriers to those living in rural areas.

7.2 Transport and Communications

Strategic Objective

(13) *Transport services will have been improved and congestion reduced across the District. Working with Warwickshire County Council, the District Council will seek to ensure that new development contributes towards achieving the aims and goals set out in the Local Transport Plan for an inclusive and accessible transport system.*

Policy CS.25

Transport and Communications

A. Transport Strategy

Development proposals should be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Warwickshire Local Transport Plan (LTP), including its area strategies. Stratford-on-Avon District Council and Warwickshire County Council will work together to achieve the objectives and implement the proposals in the LTP, with particular emphasis on encouraging modal shift with greater use of more sustainable forms of transport and improving the safety of all road users.

B. Transport and New Development

Development will only be permitted if the necessary mitigation is provided against any unacceptable transport impacts which arise directly from that development. This will be achieved, as appropriate, through:

- (1) the submission of a Transport Statement or Assessment and the implementation of measures arising from it;
- (2) ensuring that the scale of traffic generated by the proposal is appropriate for the function and standard of the roads serving the area;
- (3) the implementation of necessary works to the highway;
- (4) contributions towards local public transport services and support for community transport initiatives;
- (5) the provision of new, and the improvement of existing, pedestrian and cycle routes;
- (6) the provision of a Travel Plan to promote sustainable travel patterns for work and education related trips;
- (7) entering into freight or bus quality partnerships; and
- (8) providing access to the rail network and the use of existing or potential railway sidings.

In addition, contributions towards strategic transport improvements and measures which mitigate the cumulative impacts of development will be sought through the Community Infrastructure Levy (see also Policy CS.26 Developer Contributions).

The Council will encourage the provision of electric charging points for low emission vehicles in new development as part of the transition to a low carbon economy (see also Policy CS.3 Sustainable Energy).

C. Parking Standards

Parking provision will reflect local circumstances and have regard to the need to promote sustainable transport outcomes. Development should not have excessive on-site parking but provision will need to be sufficient in relation to an individual scheme to avoid unacceptable impact on the amenity of the local area or highway safety.

The Council will publish guidance on parking standards to influence the levels of parking provided in new developments. This will be provided in a Development Requirements Supplementary Planning Document.

D. Transport Schemes

The Council will support the strategic transport schemes set out in the Infrastructure Delivery Plan, subject to the outcome of detailed assessment where appropriate.

Land will be safeguarded for these schemes as necessary and also for the possible reinstatement of the railway line southwards from Stratford railway station to Long Marston.

Schemes and initiatives that address local issues, such as community transport, road safety, parking, congestion and air quality, will be supported subject to assessment.

E. Aviation

General aviation activity within the District will be confined to the existing airfields at Long Marston, Snitterfield and Wellesbourne. Proposals for the expansion of aviation activity requiring planning permission will only be permitted where they are within the established limits of an existing airfield and will not have an unacceptable effect on the environment of adjacent areas and on local residents and businesses.

F. Information and Communication Technologies

New development will contribute to and be compatible with local fibre or other high speed broadband infrastructure. This will be demonstrated through a 'Connectivity Statement' submitted with planning applications where appropriate, based on the scale and nature of the proposed development. Such statements should set out the anticipated connectivity requirements of the development, known data networks nearby and their anticipated speed (fixed copper, 3G, 4G, fibre, satellite, microwave, etc.), and a description of how the development will connect with or contribute to any such networks.

The Council will expect new development to be connected to high speed broadband infrastructure capable of providing a minimum download speed of 30Mbps. Where no strategic telecommunications infrastructure is available, as a minimum and subject to such provision not rendering the development unviable, suitable ducting that can accept fibre should be provided either to:

- the public highway; or
- a community led local access network; or
- another location that can be justified through the connectivity statement.

Major infrastructure development must provide ducting that is available for strategic fibre deployment or community owned local access networks. Developers are encouraged to have early discussions with strategic providers or local broadband groups.

Explanation

7.2.1 The need for improvements to accessibility feature strongly in the Council's Corporate Strategy and the Sustainable Community Strategy. Measures advocated to improve physical accessibility include reducing congestion through better management of the road network, improving walking and cycling facilities and encouraging the use of public transport. The Corporate Strategy also promotes the rolling out of high speed broadband and the need for accessible and affordable community transport. These corporate priorities align with the health and wellbeing agenda and reflect the essentially rural nature of most of the District.

7.2.2 A core planning principle in the National Planning Policy Framework (NPPF) is that planning policies and decisions should 'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'.

7.2.3 It reflects the need to balance this overall objective with local circumstances in stating that 'The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas'.

7.2.4 The transport impacts of a dispersed pattern of future development in the District have been modelled in the Strategic Transport Assessment (Warwickshire County Council, October 2012). The assessment found that permitting a larger proportion of residential development in the villages rather than in Stratford-upon-Avon and the Main Rural Centres would be less likely to focus stress on particular points of the highway network and could lead to a greater degree of 'self-containment' by supporting new and existing shops and services such as rural schools. On the other hand there will be limited opportunity to reduce car dependency if the location of new development is too widely dispersed as there would be little if any financial incentive for commercial bus operators to provide new services, or ability for the County Council to subsidise conventional bus services or community transport. In selecting a strategic location for a new strategic development in the District, the ability of its residents to travel by sustainable means has therefore been accorded a high priority.

7.2.5 The Council will work with Warwickshire County Council and the Local Enterprise Partnership in encouraging the accessibility of key destinations by sustainable transport. It also supports the County Council's work with bus operators and other transport providers to improve general levels of accessibility in the District.

7.2.6 The Council will further support the transition to a low carbon economy through the development of information and communications technology to reduce the need to travel and through the encouragement of electric vehicle charging points to reduce vehicle emissions.

7.2.7 LTP3 focuses particularly on the complex transport issues affecting Stratford-upon-Avon. Between 2000 and 2009, traffic in Stratford-upon-Avon town increased by nearly 5%. The majority of this growth took place between 2000 and 2007 before the economic downturn. It relates strongly to local housing, employment and retail growth in and around the town and across the wider district. Within the town traffic causes adverse environmental impacts in terms of noise, visual intrusion and pollution.

7.2.8 The level and distribution of growth outlined in this Core Strategy will exacerbate traffic congestion in Stratford-upon-Avon town unless a package of town centre initiatives is implemented. These initiatives will generally be funded through the Community Infrastructure Levy as they mitigate the cumulative impacts of development. Other measures which relate directly to mitigating the impacts of a particular development will be sought through planning obligations.

7.2.9 The town centre initiatives are shown in the Infrastructure Delivery Plan (IDP) at Appendix 1.

7.2.10 Along the A435 corridor, particularly the settlements lying to the north of Alcester (i.e. Coughton, King's Coughton, Studley and Mappleborough Green) there are serious adverse effects on quality of life due to high traffic volumes containing a large number of HGVs. The impacts on many other small towns and villages in the rural areas are mainly related to through traffic, especially HGVs, and to high vehicle speeds.

7.2.11 Local schemes and initiatives to address these and other traffic-related issues will be developed through collaborative working with Town and Parish Councils. Those projects already

identified (often in a Town or Parish Plan) are shown in the Area Strategies in Section 6 of this plan.

7.2.12 The NPPF states that, where there is robust evidence, local planning authorities should identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice. This principle should be applied to all transport-related schemes identified in the IDP as it is essential to protect land that is likely to be required for their implementation from being unduly affected by development.

7.2.13 The Council will publish guidance on all vehicular parking standards with benchmark levels of provision for each land use in urban and rural areas. These should be interpreted flexibly, reflecting the scale and character of the development, the nature of the surrounding area, opportunities for sustainable modes of transport, highway safety and local amenity issues.

7.2.14 The Council will promote the growth of new and existing telecommunication systems to ensure that people and enterprises have access to the latest technology and a choice of providers and services. It will support the use of information and communication technologies to reduce the impacts of individual travel decisions at work, at home and for leisure.

7.2.15 The Coventry, Warwickshire and Solihull Superfast Broadband Project aims to deliver the Government's 2015 targets that every property should be able to access broadband speeds of at least 2Mbps and that superfast broadband (defined as providing more than 24Mbps) should be available to 90% of premises in each local authority area. The project is supported by the Coventry & Warwickshire and Greater Birmingham & Solihull Local Enterprise Partnerships (LEPs). The project's work to roll out a wholesale Superfast Broadband Network across the sub-region is now underway and is due for completion in 2016.

7.2.16 Part F of the policy aims to deliver part of the UK government's commitment to the EU2020 Digital Agenda. The EU2020 target is internet speeds of 30 Mbps or above for all European citizens (Superfast), with half European households subscribing to connections of 100Mbps or higher (Ultrafast).

Development Management Considerations

- (1) All developments that generate significant amounts of movement should be supported by a Transport Statement or Assessment. This should consider whether opportunities for sustainable transport modes have been taken up, whether safe and suitable access to the site can be achieved for all people, and whether improvements can be undertaken that cost effectively limit the significant impacts of the development. It is recommended that pre-application dialogue with the highways authorities takes place at the earliest stages in development proposals to clarify the nature and significance of transport issues.
- (2) All developments which generate significant amounts of movement should have a Travel Plan detailing provision for sustainable transport movements (pedestrian and cycle provision and public/community transport); safe and secure layouts; incorporation of facilities for plug-in and other low emission vehicles where feasible; and that consideration has been given to the needs of disabled people by all modes of transport.
- (3) Where appropriate, walking and cycling facilities will be expected to be incorporated into development proposals at the outset of the process. Such facilities will need to be safe, convenient to use and well connected to other parts of the settlement to attract significant usage.
- (4) The extent of Long Marston, Snitterfield and Wellesbourne airfields is defined on the Proposals Map in the Stratford-on-Avon District Local Plan Review (see Inset Maps 5.7, 5.8 and 5.9).
- (5) Whilst none of the airfields located within the District are covered by official safeguarding maps issued by the Civil Aviation Authority (CAA), informal safeguarding arrangements have

been in place for a number of years in respect of both Wellesbourne and Long Marston airfields. In accordance with the advice set out in ODPM circular 01/2003 non-official safeguarding maps are in place for these airfields together with an agreed consultation procedure. The general advice contained in Circular 01/2003 applies to 'non-officially' safeguarded airfields as well as those with official safeguarding from the CAA.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council, Warwickshire County Council, Town and Parish Councils, Highways Agency, transport operators
Delivery mechanism	The policy will be delivered by the determination of planning applications and associated developer contributions for relevant applications, together with co-operative working between the District and County Councils and other partners.
Funding	Developer contributions (S106, S278 and CIL), WCC, Highways Agency, LEP, transport operators
Timescale	Throughout the plan period
Risk	If the policy is not applied it could result in a worsening in traffic congestion and a failure to maximise opportunities for travel by sustainable modes of transport.
Monitoring indicators	<ul style="list-style-type: none"> • Number of Travel Plans completed and the extent to which they have been implemented. • Percentage of residents finding it easy to access key local services. • Value of developer contributions towards sustainable transport. • Sustainability indicators relating to transport, climate change and to reducing barriers to those living in rural areas are applicable to this policy. • Extent of coverage of areas enabled for superfast broadband services.

7.3 Developer Contributions

Strategic Objective

(9) *All eligible development will make contributions to infrastructure and community facilities through CIL, planning obligations or a combination of the two. All critical projects listed in the Infrastructure Delivery Plan will be delivered in order to ensure that new development is supported and accompanied by the necessary infrastructure.*

Policy CS.26

Developer Contributions

The Council will introduce a Community Infrastructure Levy (CIL) to fund infrastructure and community facilities necessary to accommodate growth and to mitigate cumulative impacts.

Affordable housing and local infrastructure, including facilities and services that are essential for development to take place on individual sites, or which are needed to mitigate the impact of development at the site or neighbourhood level, will be secured through planning obligations (Section 106 and Section 278 agreements). Where appropriate, infrastructure (including community facilities, open space, indoor and outdoor recreation facilities, transport and green infrastructure) will be sought on-site.

Infrastructure should be delivered concurrently with or in advance of development and have regard to the phasing of housing delivery in the plan as set out in Policy CS.16 Housing Development.

Further detail will be provided in a Development Requirements Supplementary Planning Document.

Explanation

7.3.1 The National Planning Policy Framework (NPPF) specifies that local planning authorities should work with other authorities and providers, to assess the quality and capacity of local infrastructure and take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

7.3.2 The infrastructure providers have identified a number of areas where existing infrastructure and services are at capacity and where existing development would create a need for additional investment to improve existing or provide new infrastructure and/or services. These are listed in the Infrastructure Delivery Plan in Appendix 1.

7.3.3 In accordance with the CIL regulations, the Council will produce a Regulation 123 List that will clarify which items of infrastructure are to be funded in whole or part by CIL, and what will be secured through planning obligations.

7.3.4 Under new powers introduced in the Localism Act, the Government now requires a proportion of levy revenues raised in each neighbourhood to be passed back to that neighbourhood. The Council will work with Parish and Town Councils and infrastructure providers to identify suitable local projects.

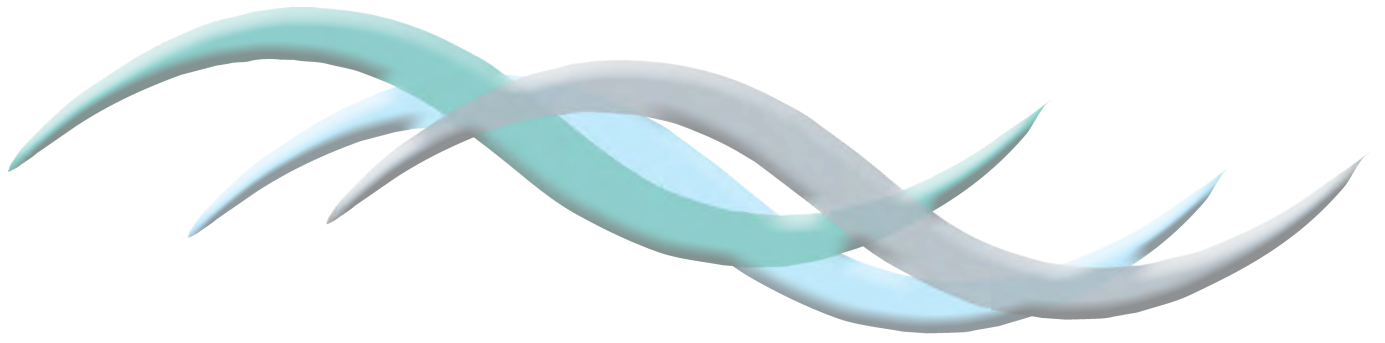
Development Management Considerations

(1) In addition to a development's CIL liability, consideration should be given to whether the development has direct impacts to be mitigated through a S106 agreement. These will most commonly, but not exclusively, relate to affordable housing, open space, play and recreation facilities in accordance with the District Open Space Strategy and Active Communities Strategy and to transport.

- (2) Where a development is to provide a facility to serve a wider population than just the development itself (such as a school or health centre) there may be scope for some of the cost to be offset against the CIL liability as a 'payment in kind'. Further guidance will be made available.

Implementation and Monitoring

Responsible agencies	Stratford-on-Avon District Council, Warwickshire County Council and other strategic partners
Delivery mechanism	This policy will be delivered through the introduction and use of a Community Infrastructure Levy Charging Schedule and the continued negotiation of Section 106 and (with WCC) Section 278 agreements
Funding	Developers
Timescale	Throughout the plan period
Risk	If the policy is not applied appropriately opportunities to raise funds for infrastructure and community facilities will be lost.
Monitoring indicators	<ul style="list-style-type: none"> • The Infrastructure Delivery Plan and Regulation 123 List will be reviewed on an on-going basis (with appropriate consultation). • Maintenance and reporting of schedule of infrastructure projects delivered; • Maintenance and reporting of a Schedule of Section 106 agreements and the spending of monies received. • Maintenance and reporting of a Schedule of CIL contributions and spending. • Sustainability indicators relating to safeguarding and improving community health, safety and wellbeing, to transport and to reducing barriers to those living in rural areas are relevant to this policy.



Section 8

Policies Map

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

8.1.1 A Development Plan Document to be submitted to the Secretary of State is required to show how the Proposals Map in the current adopted Plan would be affected by the provisions of the new Plan once it is adopted.

8.1.2 The following maps show how the provisions of the Proposed Submission Core Strategy would affect the Proposals Map in the Stratford-on-Avon District Local Plan Review, insofar as they relate to 'saved' policies in that Plan.

8.1.3 It should be noted that Regulation (9) now uses the term 'Policies Map' rather than 'Proposals Map'.

A. Special Landscape Areas (SLA)

The following boundaries are proposed in accordance with Policy CS.12

- Arden SLA proposed boundary
- Cotswold Fringe SLA proposed boundary
- Feldon Parkland SLA proposed boundary
- Ironstone Hills SLA proposed boundary

B. Areas of Restraint (AoR)

The following boundaries are proposed in accordance with Policy CS.13

- Alcester AoR proposed boundary
- Bidford-on-Avon AoR proposed boundary
- Kineton AoR proposed boundary
- Shipston-on-Stour AoR proposed boundary
- Southam AoR proposed boundary
- Wellesbourne AoR proposed boundary

C. Retail Development and Main Centres

The following Town and Village Centre boundaries are proposed in accordance with Policy CS.22

- Stratford-upon-Avon proposed town centre boundary
- Alcester proposed town centre boundary
- Bidford-on-Avon proposed village centre boundary
- Henley-in-Arden proposed town centre boundary
- Kineton proposed village centre boundary
- Shipston-on-Stour proposed town centre boundary
- Southam proposed town centre boundary
- Studley proposed village centre boundary
- Wellesbourne proposed village centre boundary

D. Proposed Site Allocations Maps

The following allocations are proposed:

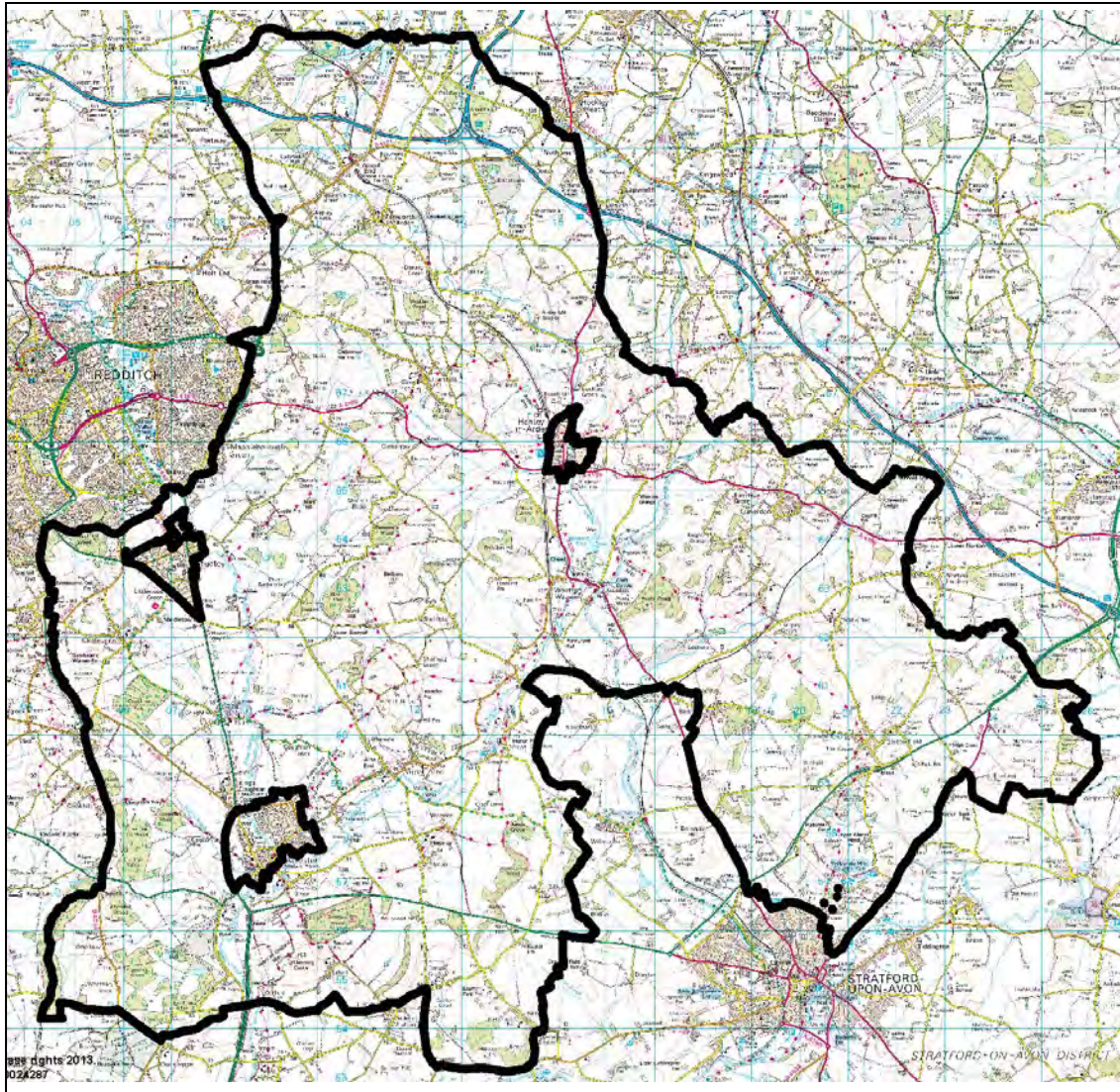
- Proposed Site Allocation: Stratford-upon-Avon Regeneration Zone (see Proposal SUA.1)
- Proposed Site Allocation: South of Alcester Road, Stratford-upon-Avon (see Proposal SUA.2)
- Proposed Site Allocation: East of Birmingham Road, Stratford-upon-Avon (see Proposal SUA.3) *
- Proposed Site Allocation: North of Allimore Lane, Alcester - southern part (see Proposal ALC.1)
- Proposed Site Allocation: North of Allimore Lane, Alcester – northern part (see Proposal ALC.2)
- Proposed Site Allocation: North of Arden Road, Alcester (see Proposal ALC.3) *
- Proposed Site Allocation: West of Banbury Road, Southam (see Proposal SOU.1)
- Proposed Site Allocation: West of Coventry Road, Southam (see Proposal SOU.2)
- Proposed Site Allocation: New Settlement at Gaydon/Lighthorne Heath (see Proposal GLH)
- Proposed Site Allocation: Winyates Green Triangle, Mappleborough Green (see Proposal REDD.1)
- Proposed Site Allocation: Gorcott Hill, Mappleborough Green (see Proposal REDD.2) *

* Site proposed to be removed from the Green Belt

8.1.4 It should be noted that it is intended to show the following on the Policies Map:

- Flood Risk areas as defined by the Environment Agency
- High Speed Two safeguarding as specified in the HS2 Safeguarding Directive
- Built-Up Area Boundaries (BUAB) for Stratford-upon-Avon and the Main Rural Centres updated from the Proposals Map in the District Local Plan Review to include sites subsequently completed or with planning permission on the edges of these settlements. Sites that are allocated for development in the Core Strategy will not be included within a BUAB until planning permission has been granted.

A. Special Landscape Areas (SLA)




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

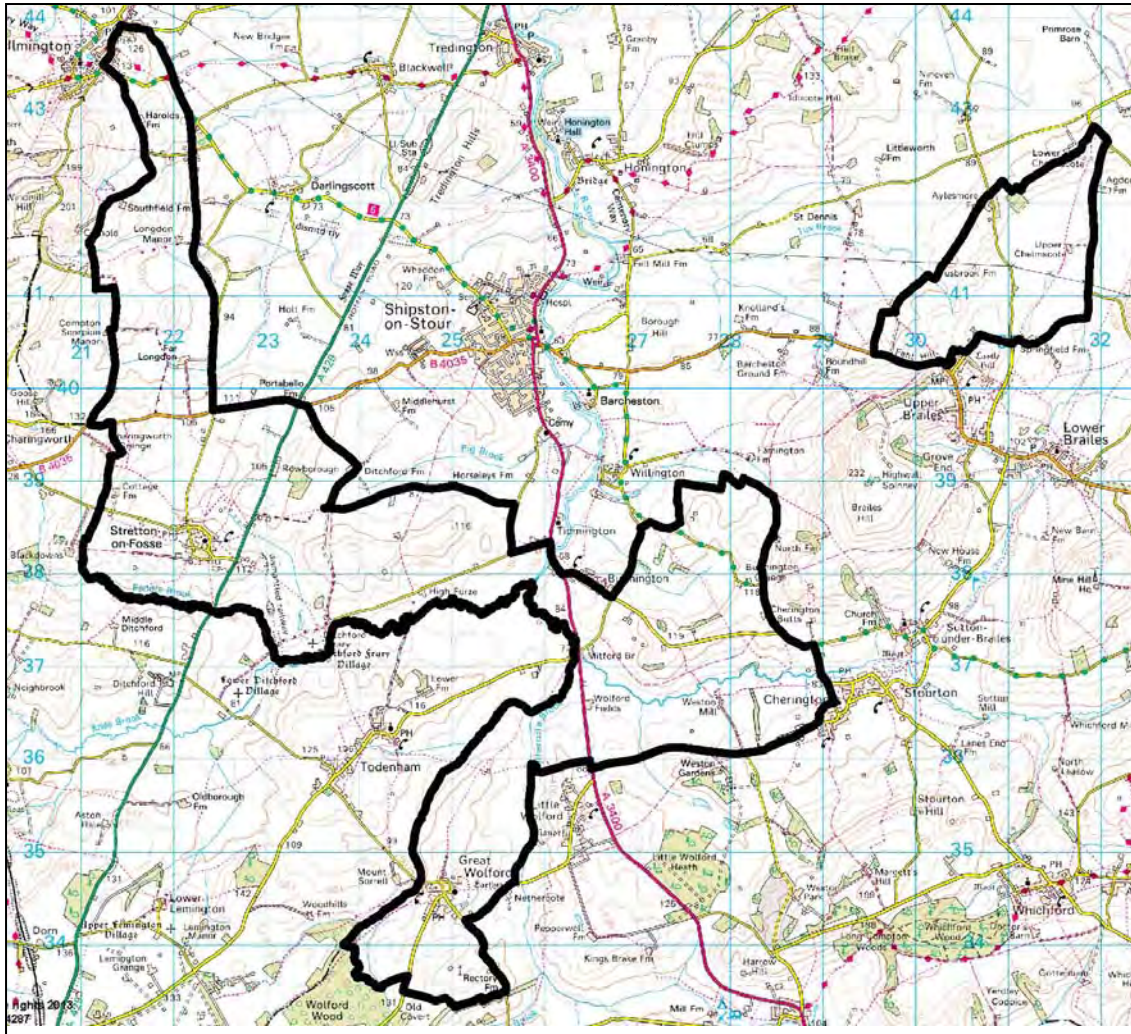
Special Landscape Areas (Policy CS.12)

Arden Special Landscape Area
proposed boundary



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

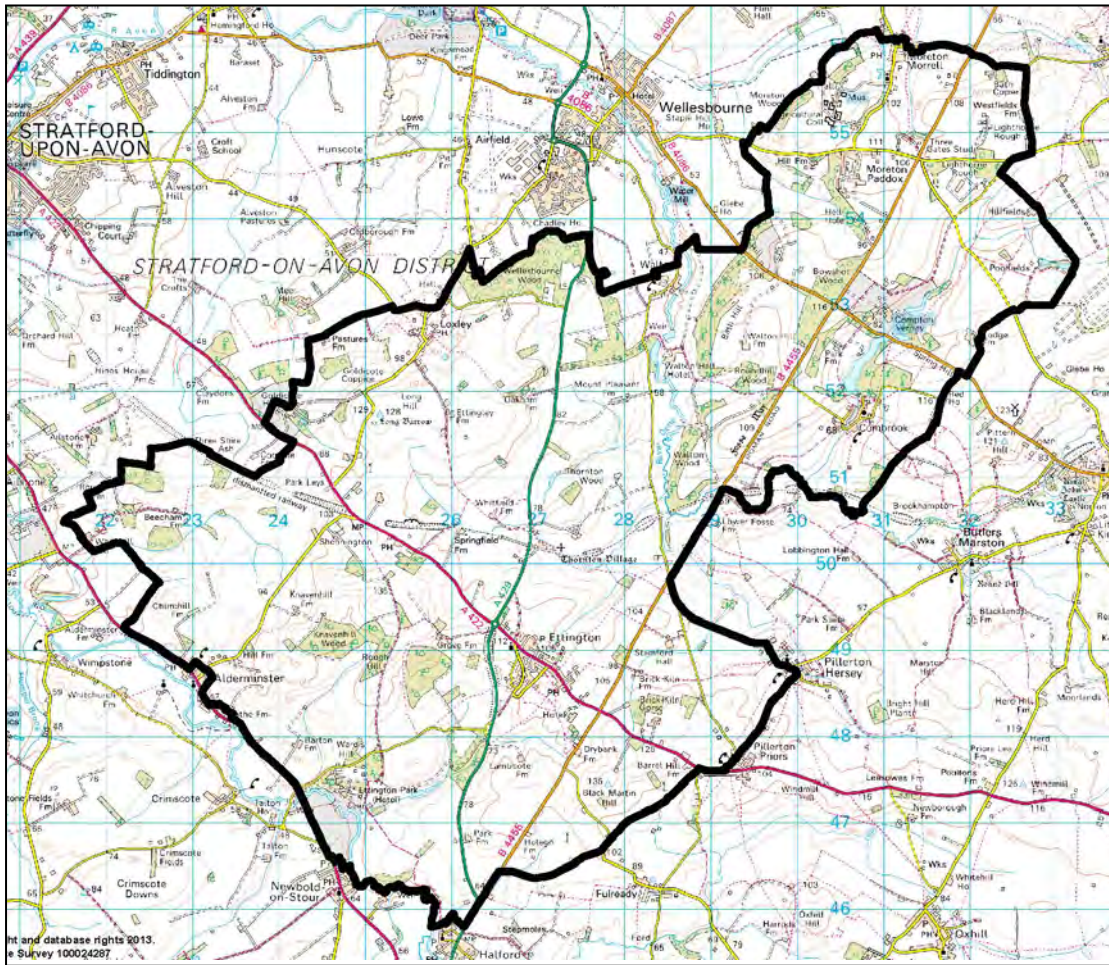
Special Landscape Areas (Policy CS.12)

Cotswold Fringe Special Landscape Area
proposed boundary



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

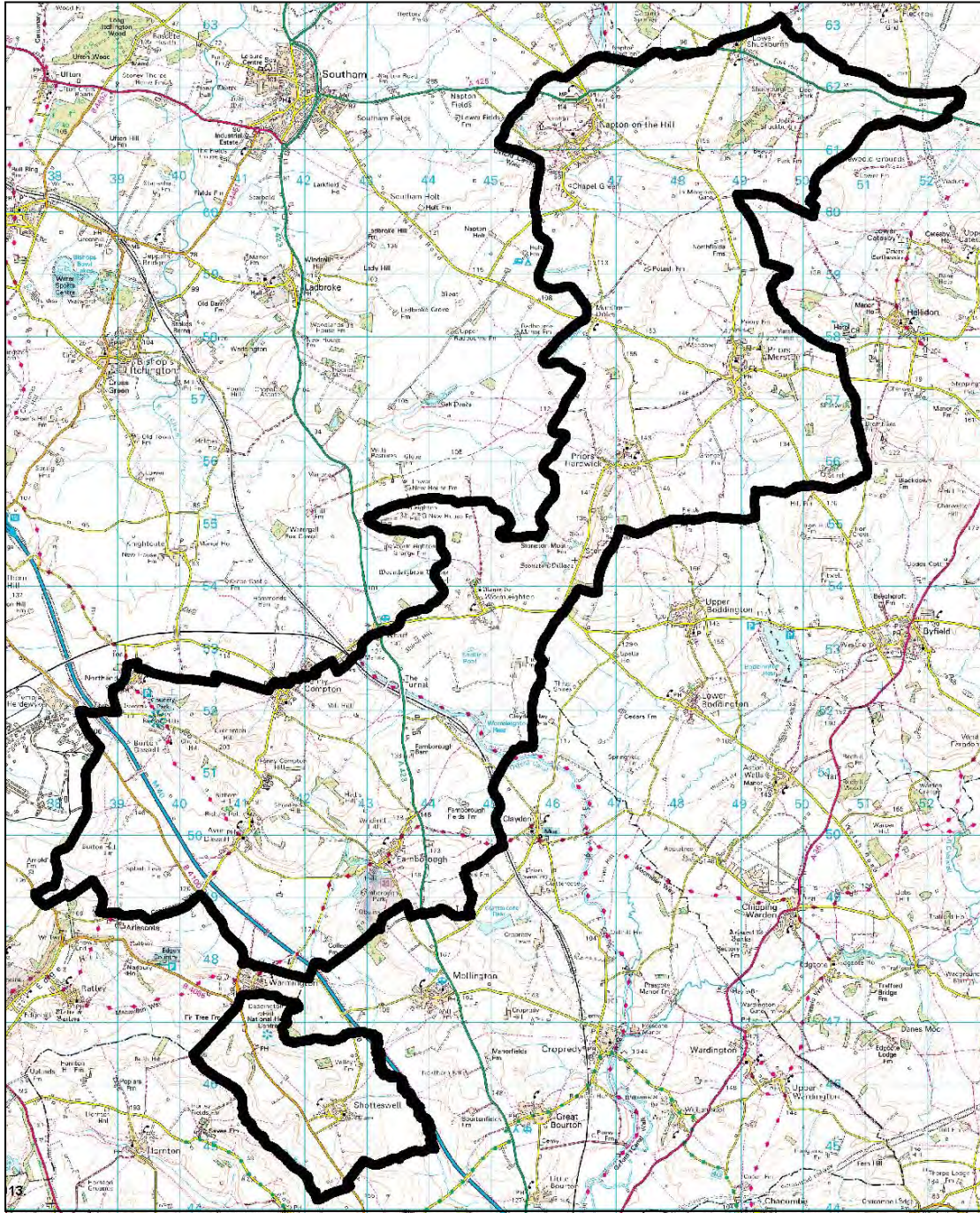
Special Landscape Areas (Policy CS.12)

Feldon Parkland Special Landscape Area proposed boundary



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

Special Landscape Areas (Policy CS.12)

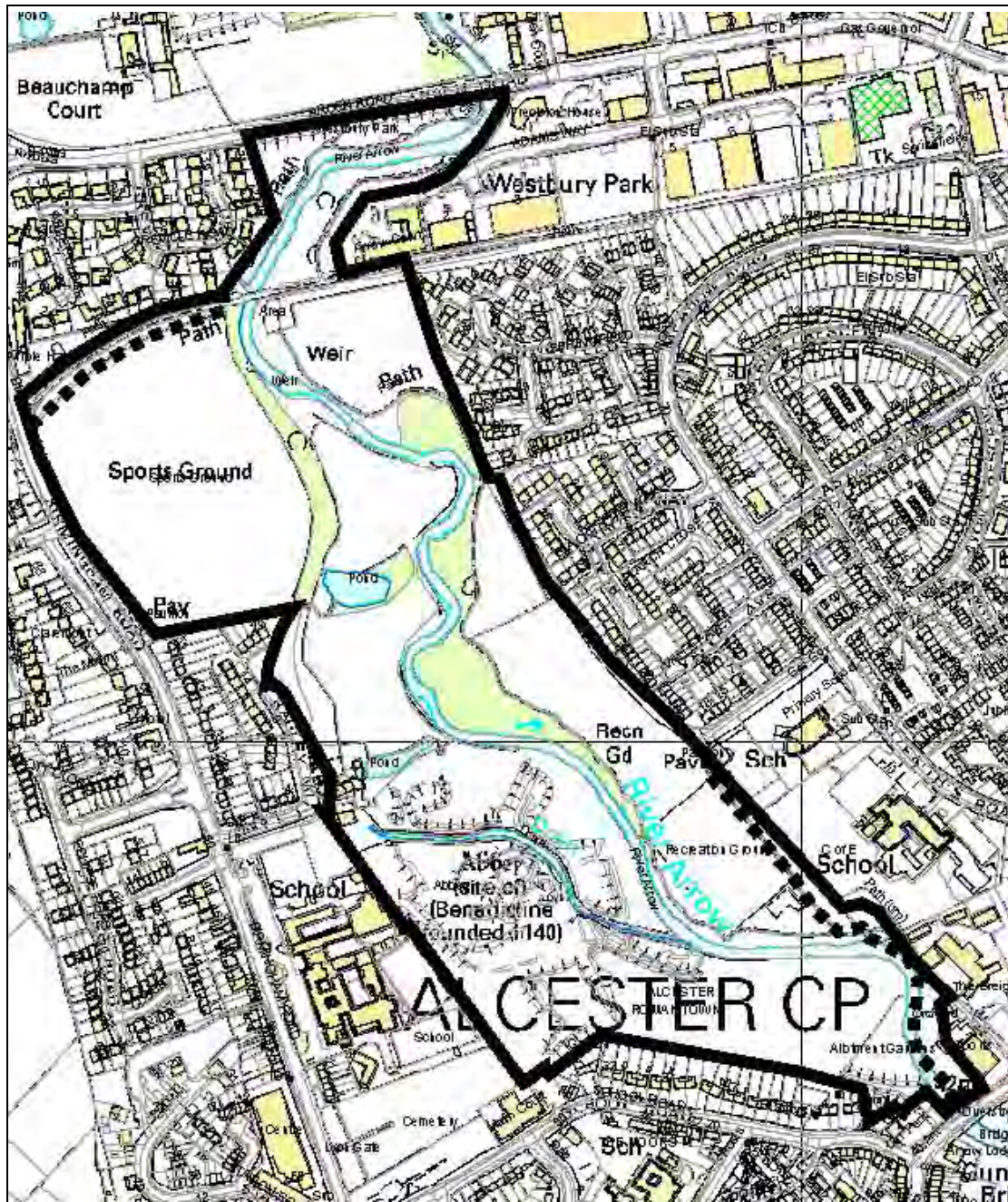
Ironstone Hills Special Landscape Area
proposed boundary



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B. Areas of Restraint (AoR)



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

Areas of Restraint (Policy CS.13)

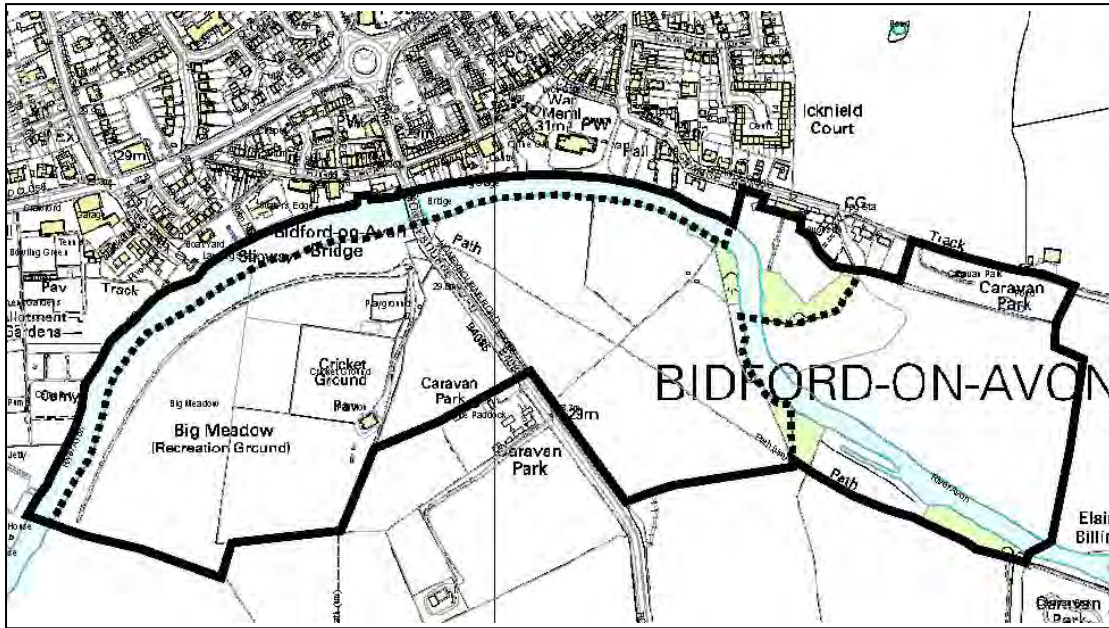
Alcester Area of Restraint proposed boundary □

Alcester Area of Restraint existing boundary ⋯

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

Areas of Restraint (Policy CS.13)

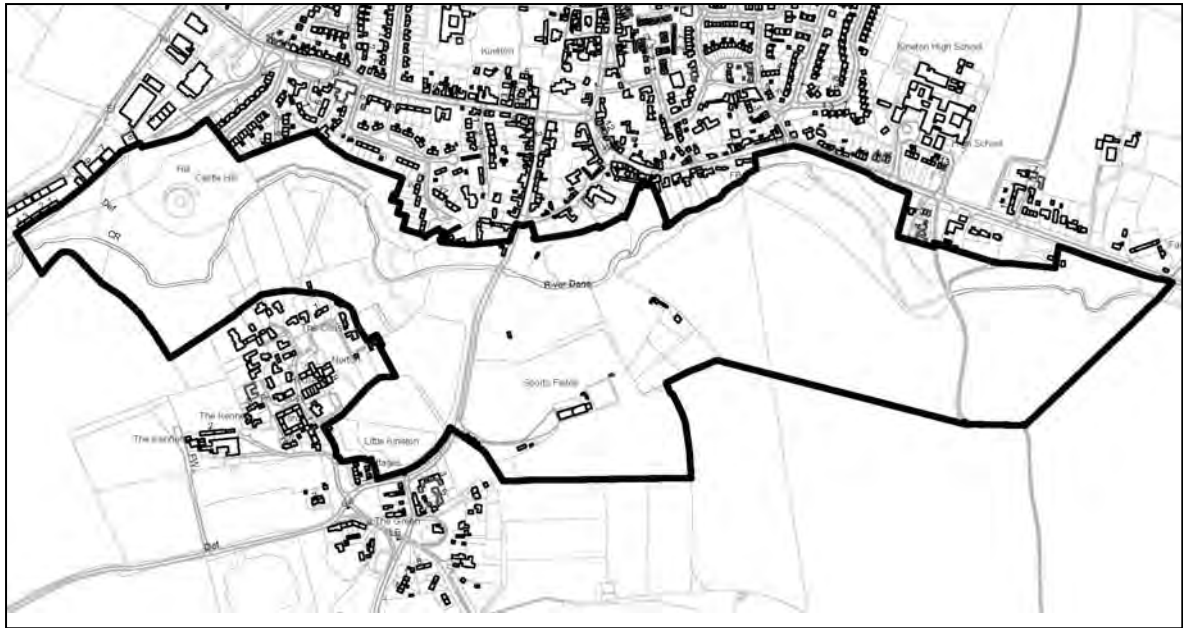
Bidford-on-Avon Area of Restraint proposed boundary
 Bidford-on-Avon Area of Restraint existing boundary



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

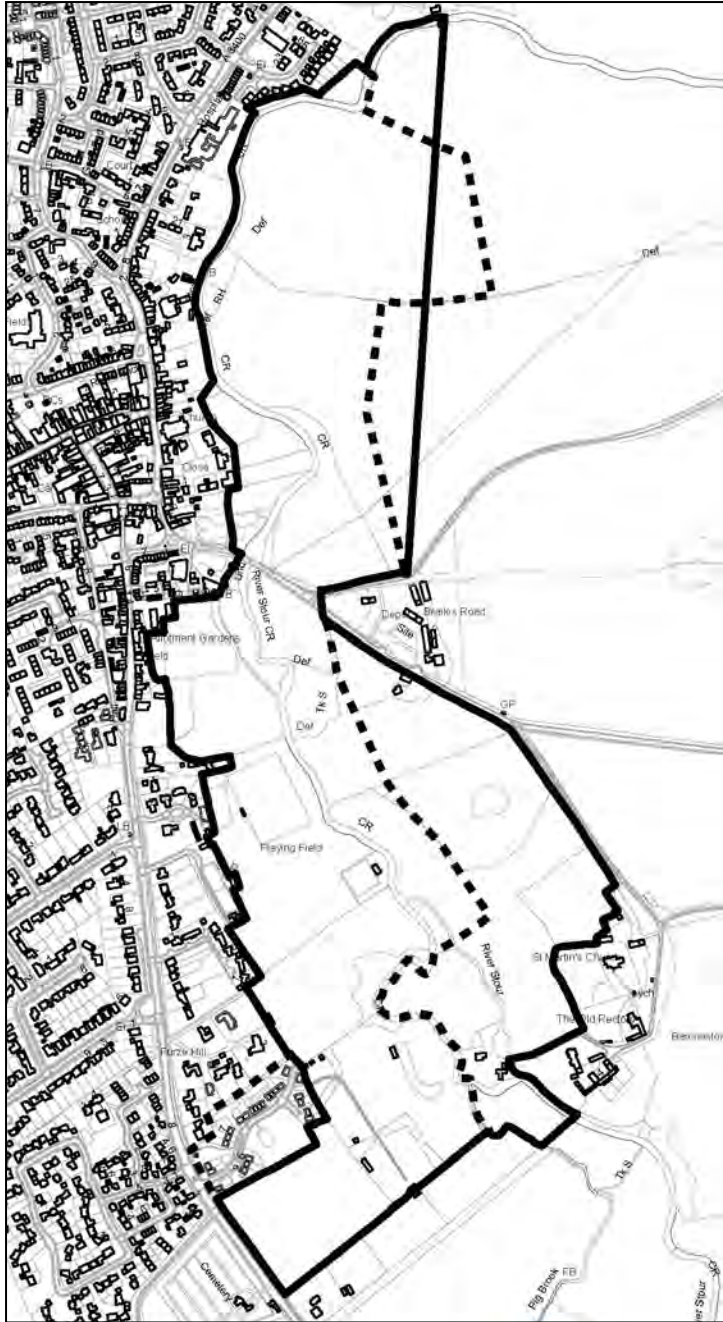
Areas of Restraint (Policy CS.13)

Kineton Area of Restraint proposed boundary



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

Areas of Restraint (Policy CS.13)

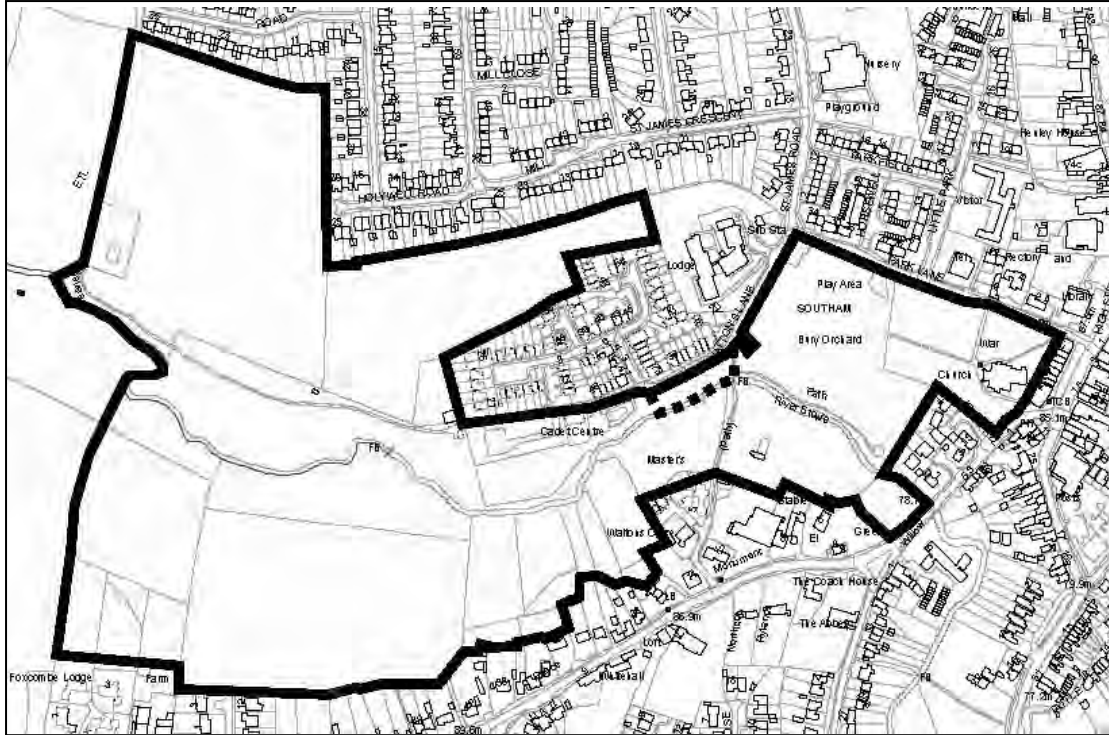
Shipston-on-Stour Area of Restraint proposed boundary

Shipston-on-Stour Area of Restraint existing boundary

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

Areas of Restraint (Policy CS.13)

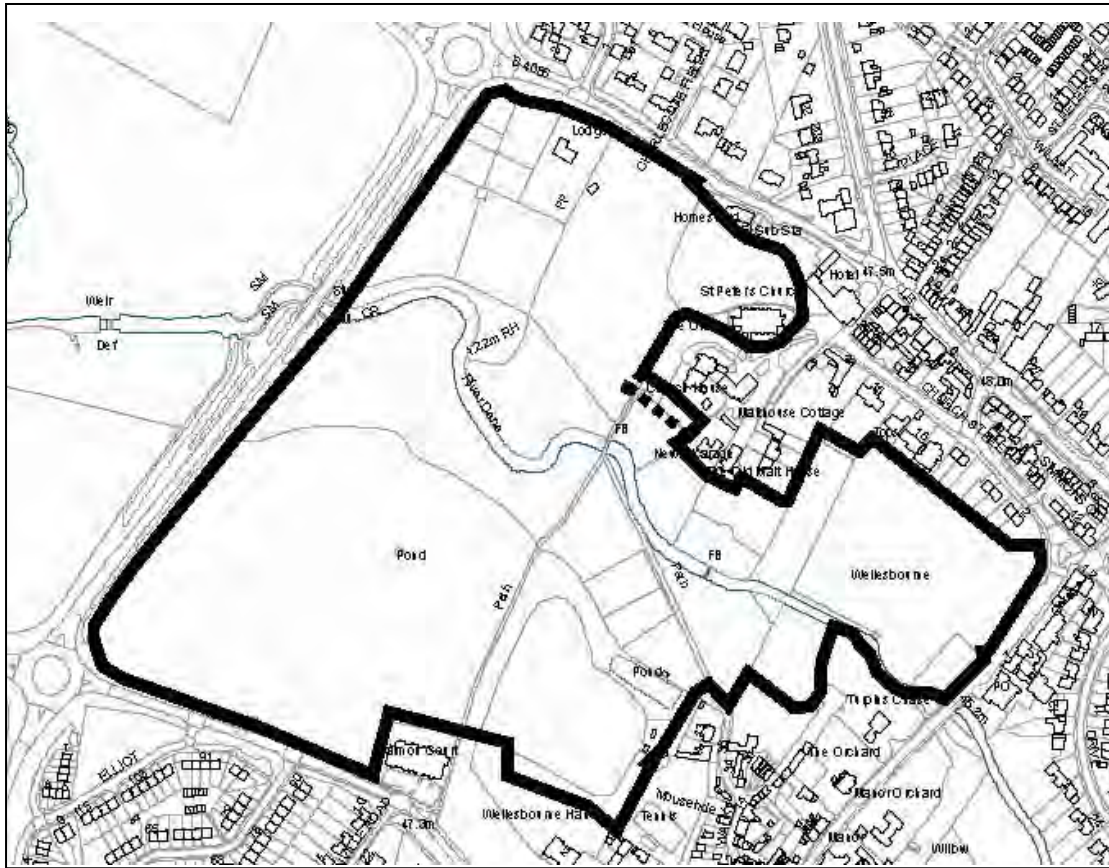
Southam Area of Restraint proposed boundary
 Southam Area of Restraint existing boundary



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

Areas of Restraint (Policy CS.13)

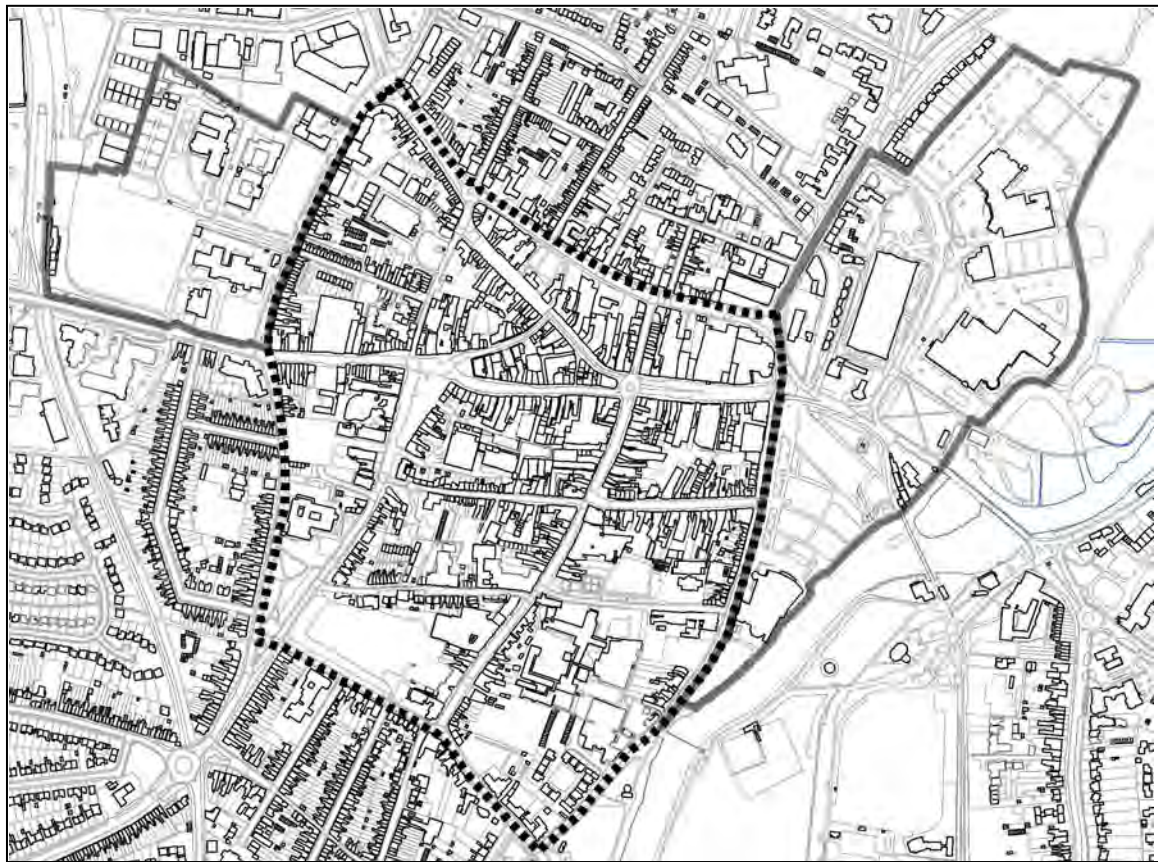
Wellesbourne Area of Restraint proposed boundary
 Wellesbourne Area of Restraint existing boundary



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C. Retail Development and Main Centres



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

Retail Development and Main Centres (Policy CS.22)

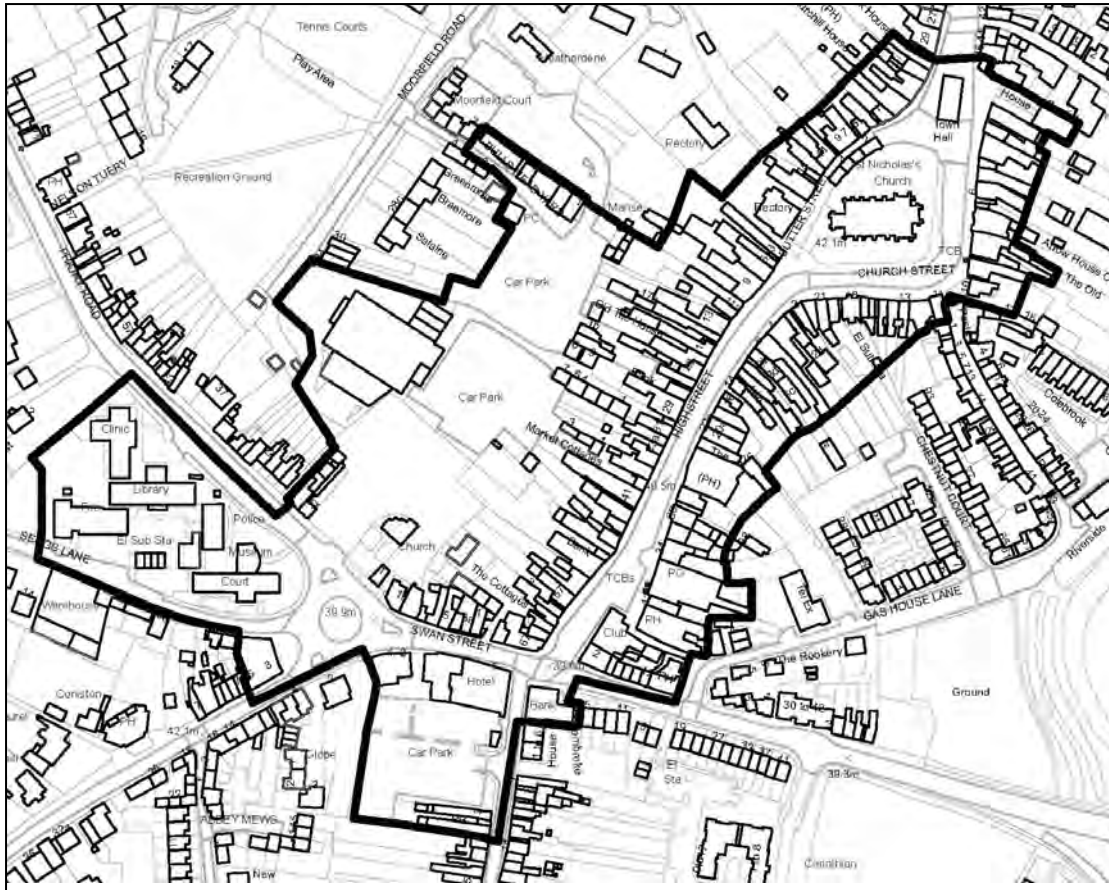
Stratford-upon-Avon proposed town centre boundary 

Stratford-upon-Avon existing town centre boundary 

 **N**

Not to scale

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

Retail Development and Main Centres (Policy CS.22)

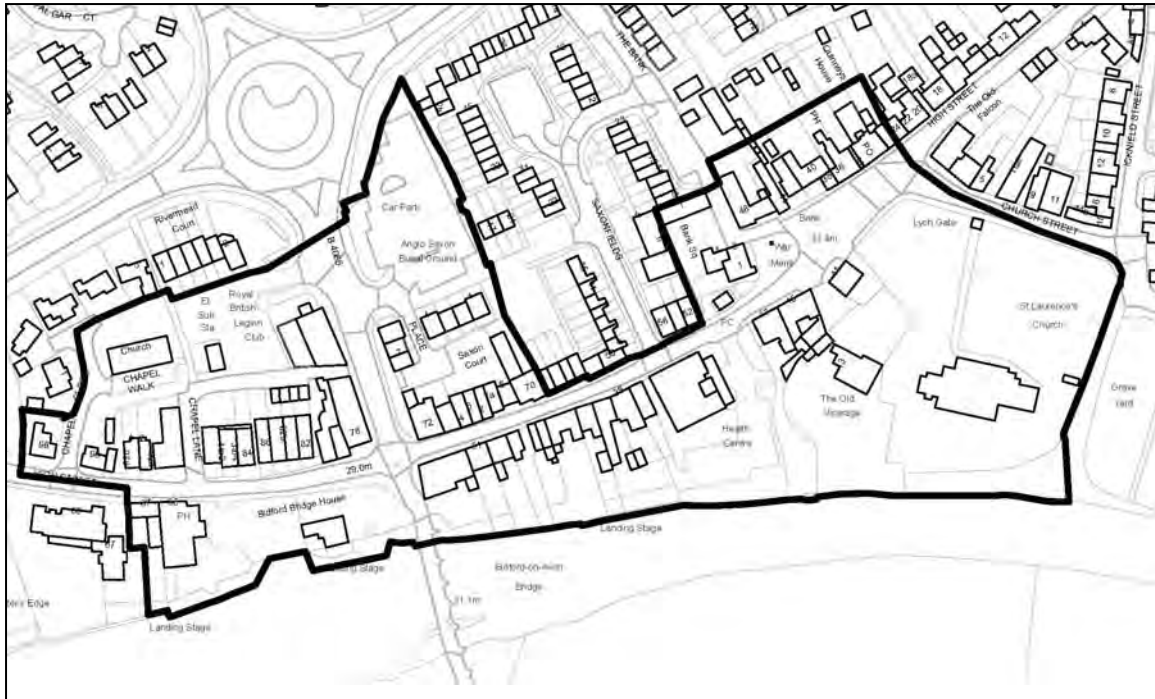
Alcester proposed town centre boundary



Not to scale

N

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

Retail Development and Main Centres (Policy CS.22)

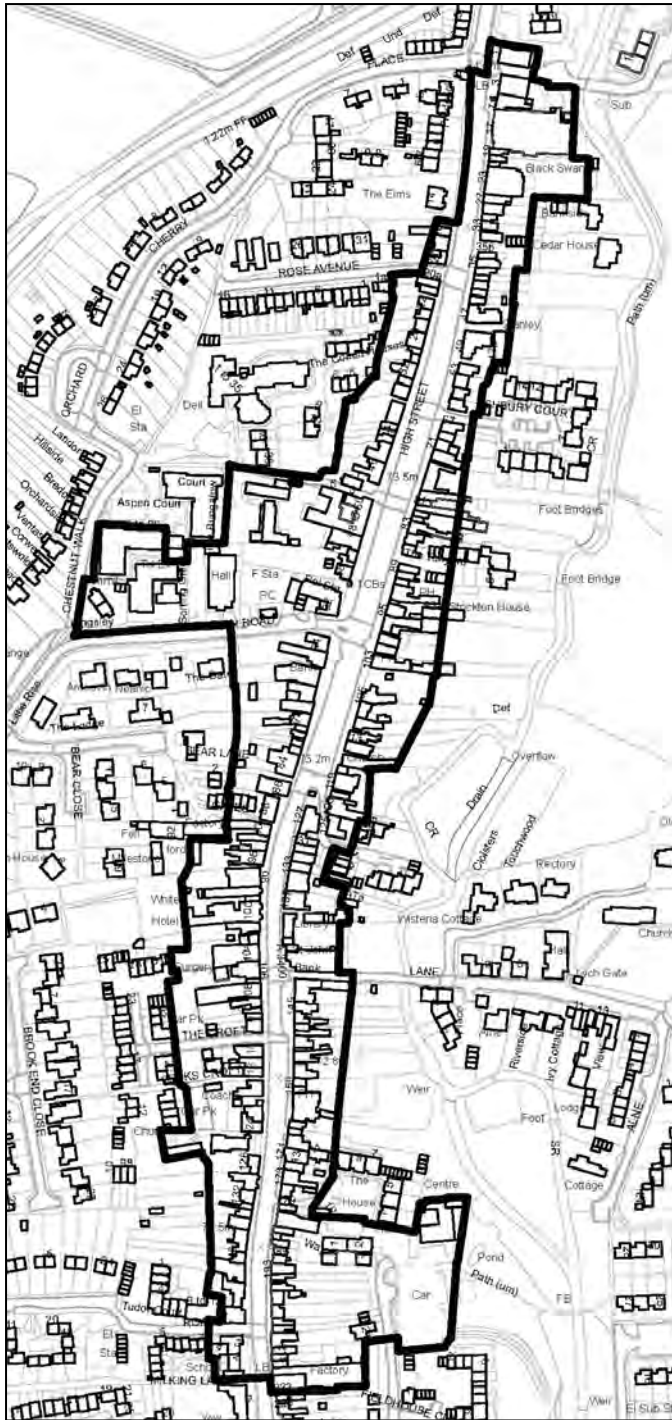
Bidford-on-Avon proposed village centre boundary



Not to scale

N

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

Retail Development and Main Centres (Policy CS.22)

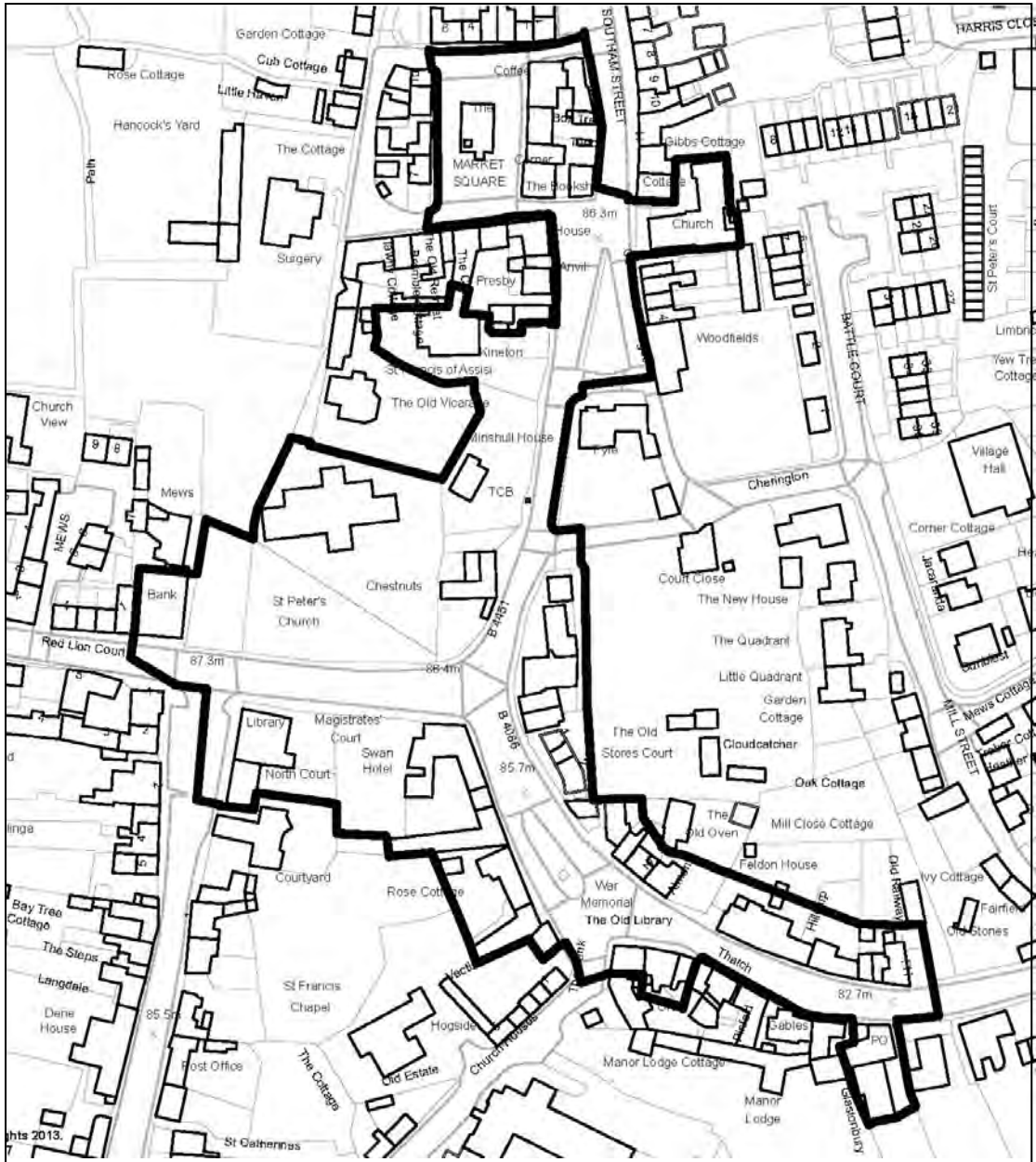
Henley-in-Arden proposed town centre boundary



Not to scale

N

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

Retail Development and Main Centres (Policy CS.22)

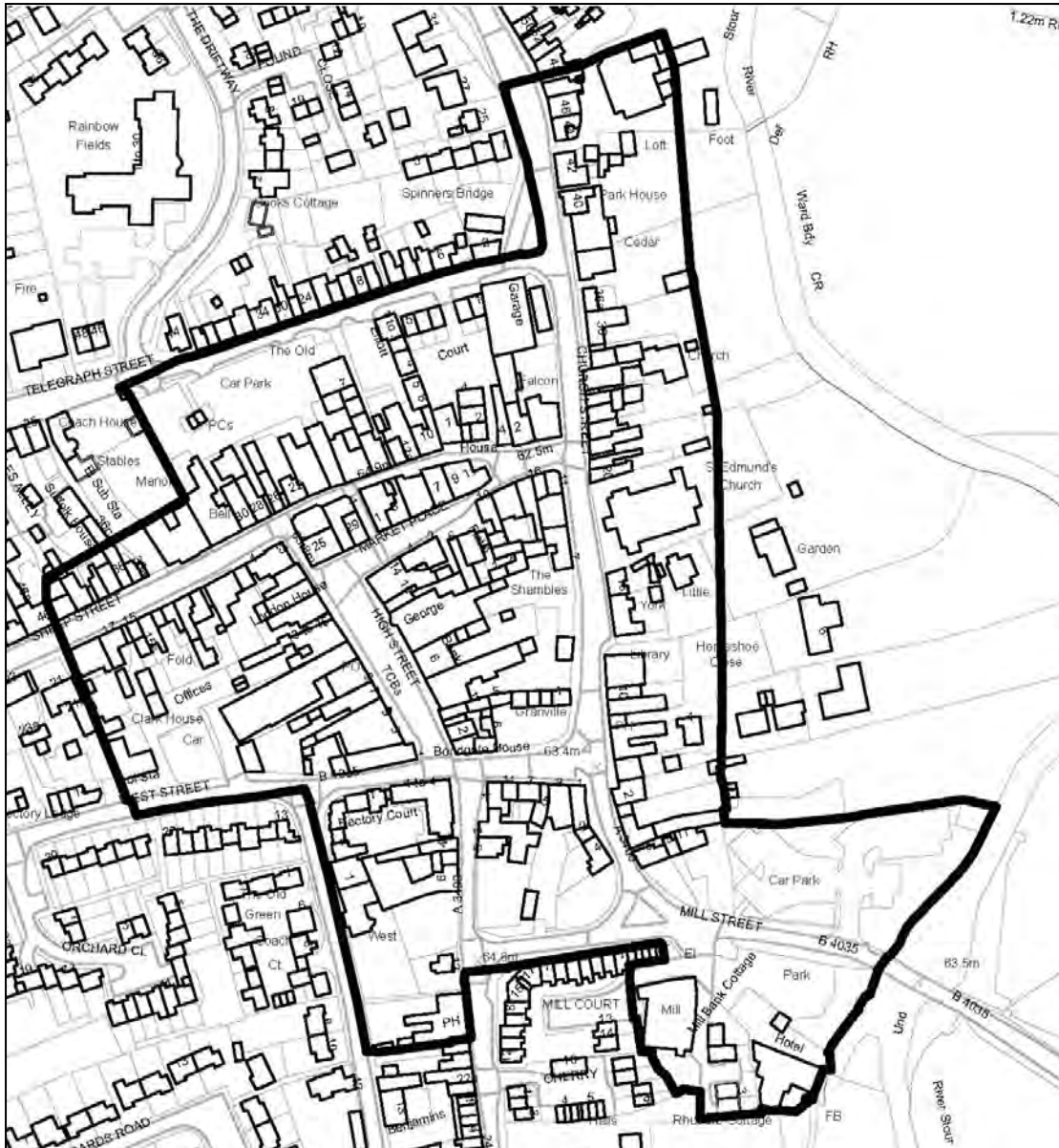
Kington proposed village centre boundary



Not to scale

N

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

Retail Development and Main Centres (Policy CS.22)

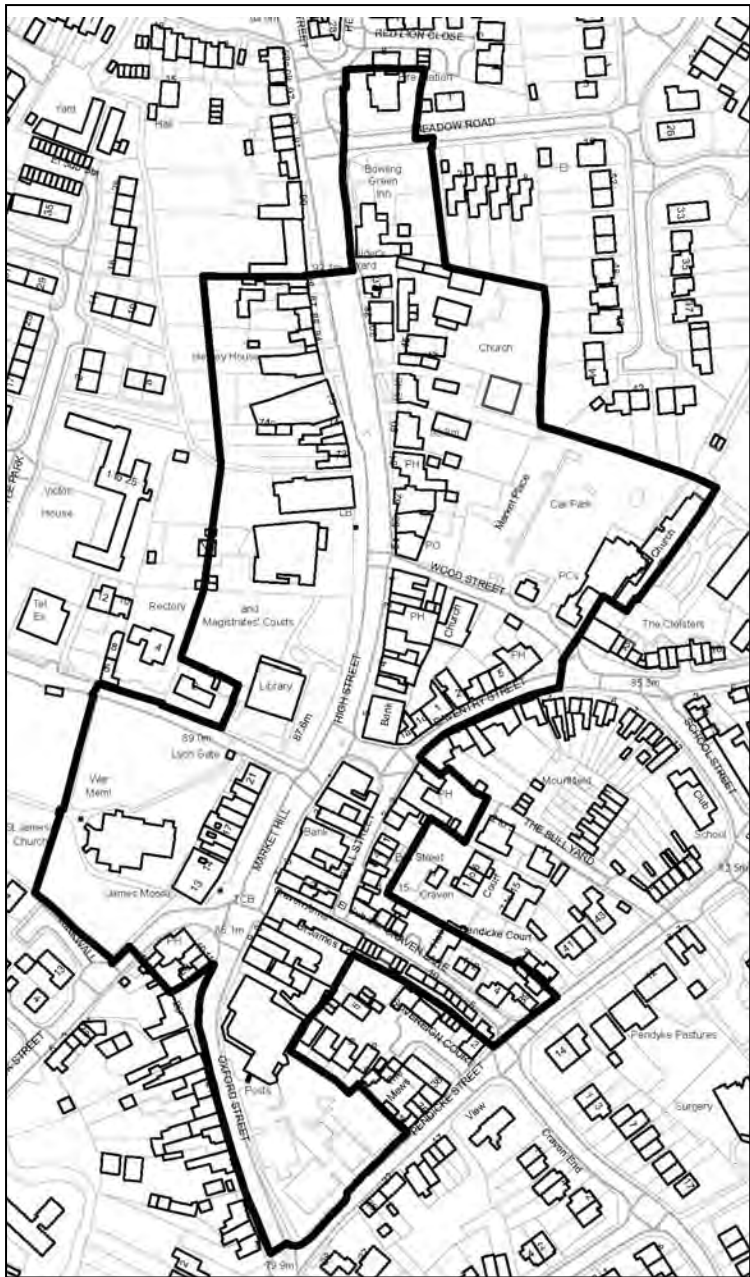
Shipston-on-Stour proposed town centre boundary



Not to scale

N

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

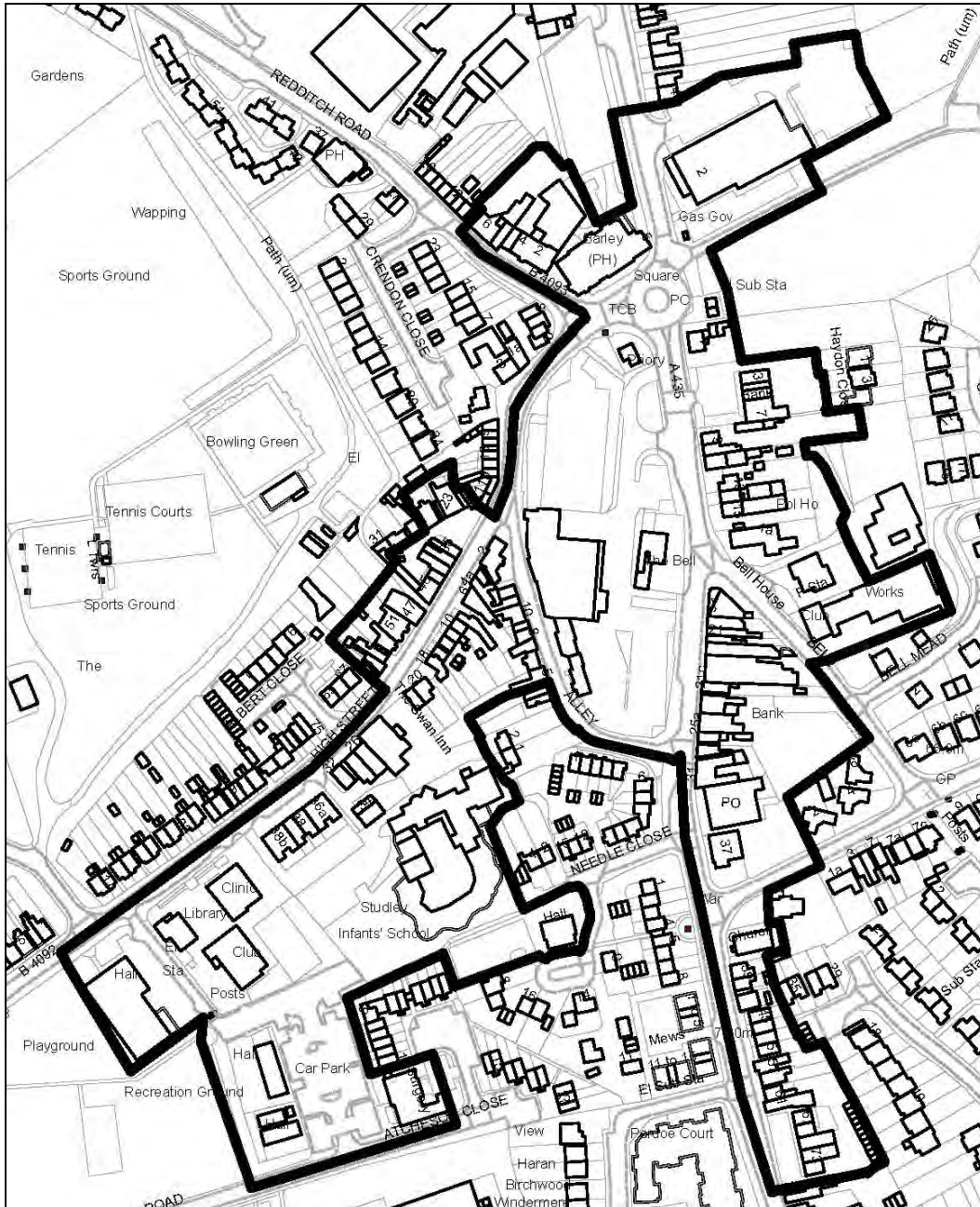
Retail Development and Main Centres (Policy CS.22)

Southam proposed town centre boundary



Not to scale **N**

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

Retail Development and Main Centres (Policy CS.22)

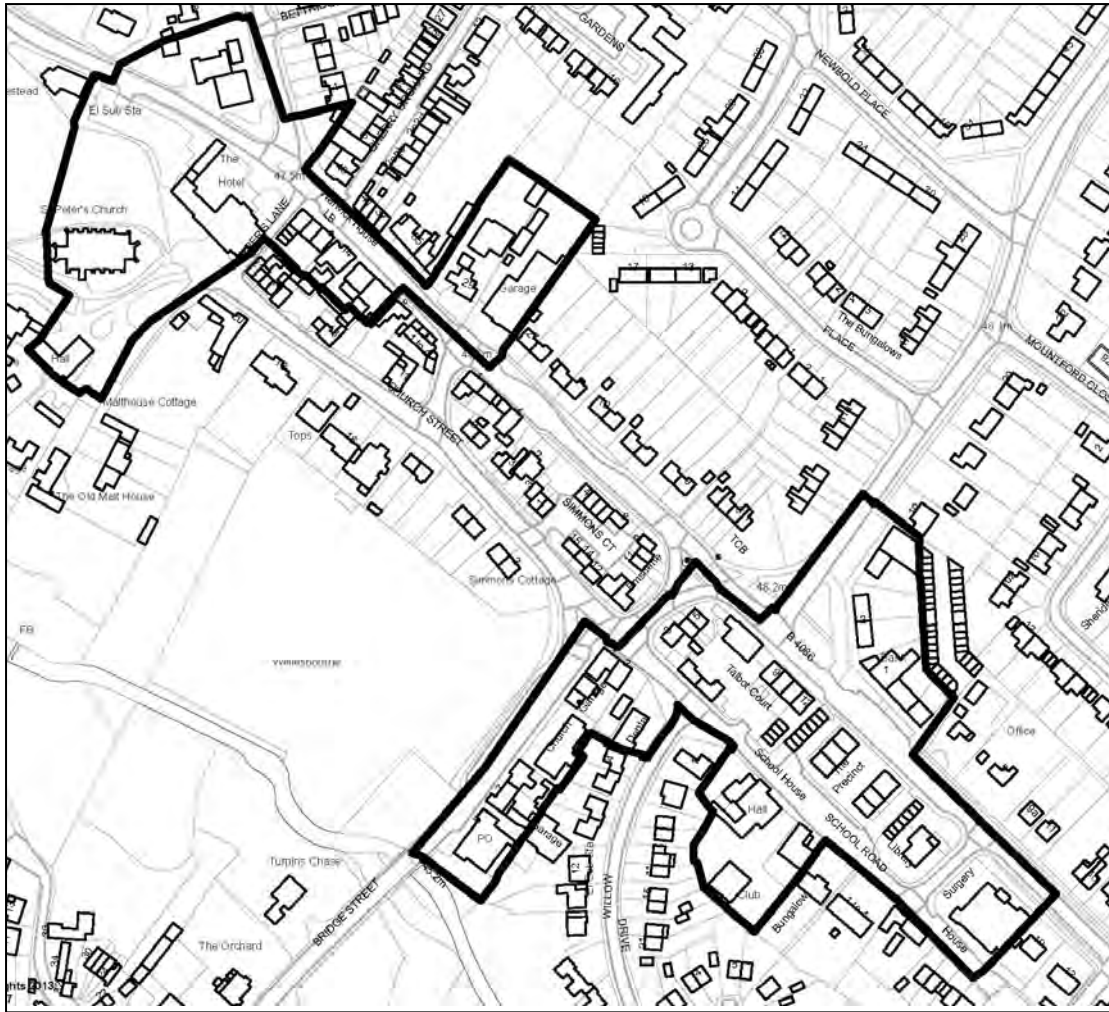
Studley proposed village centre boundary



Not to scale

N

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

Retail Development and Main Centres (Policy CS.22)

Wellesbourne proposed village centre boundary

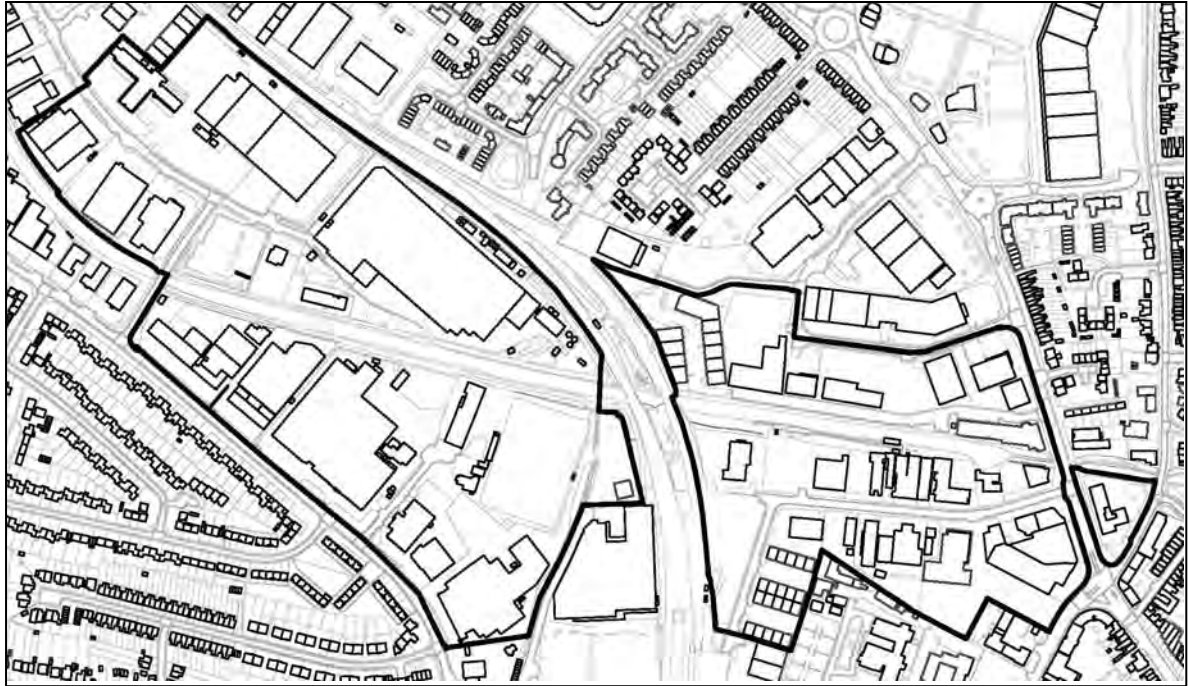


Not to scale

N

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D. Proposed Site Allocations Maps




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

Proposed Site Allocation

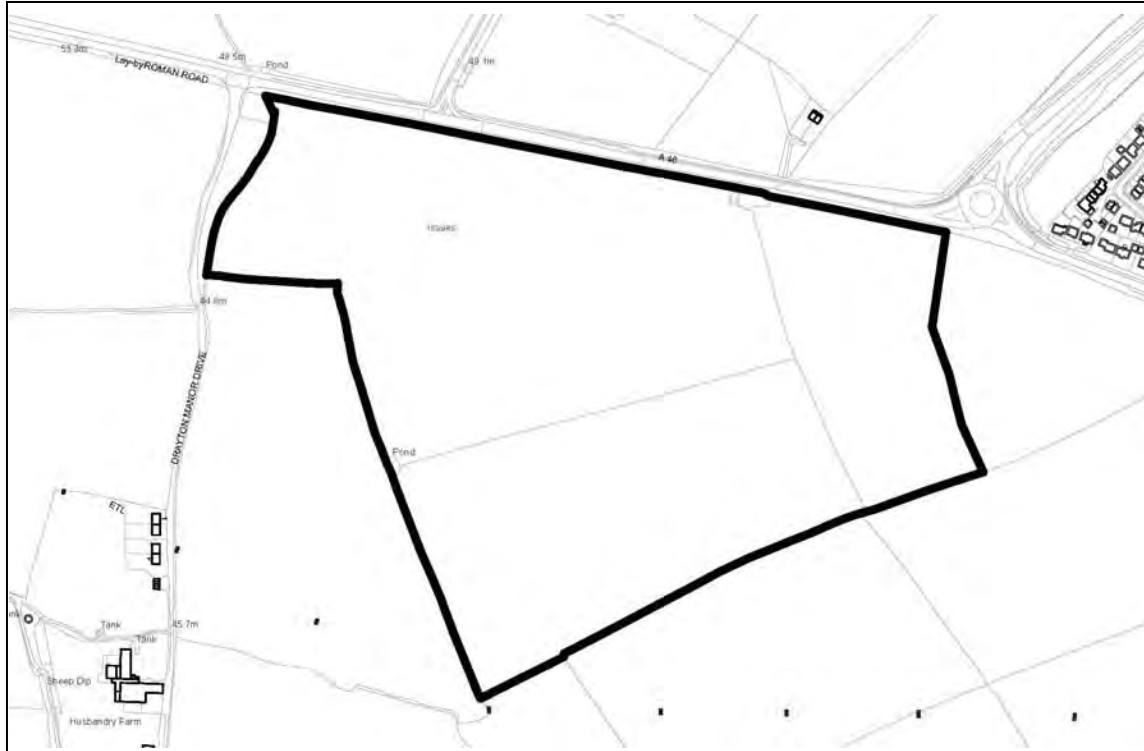
Proposal SUA.1

Canal Quarter Regeneration Zone



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

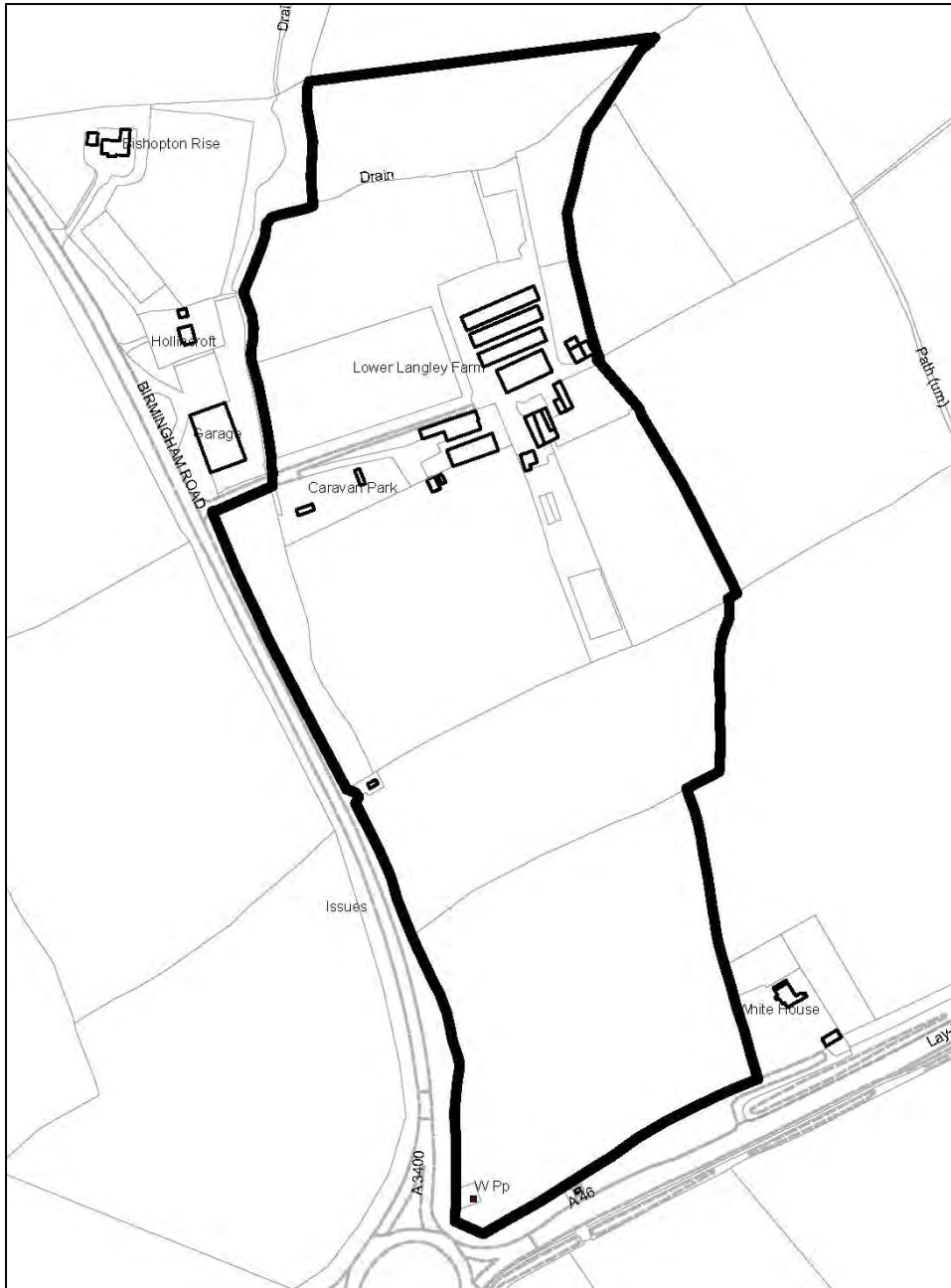
Proposal SUA.2

South of Alcester Road, Stratford-upon-Avon 


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 SUA.3*

East of Birmingham Road, Stratford-upon-Avon

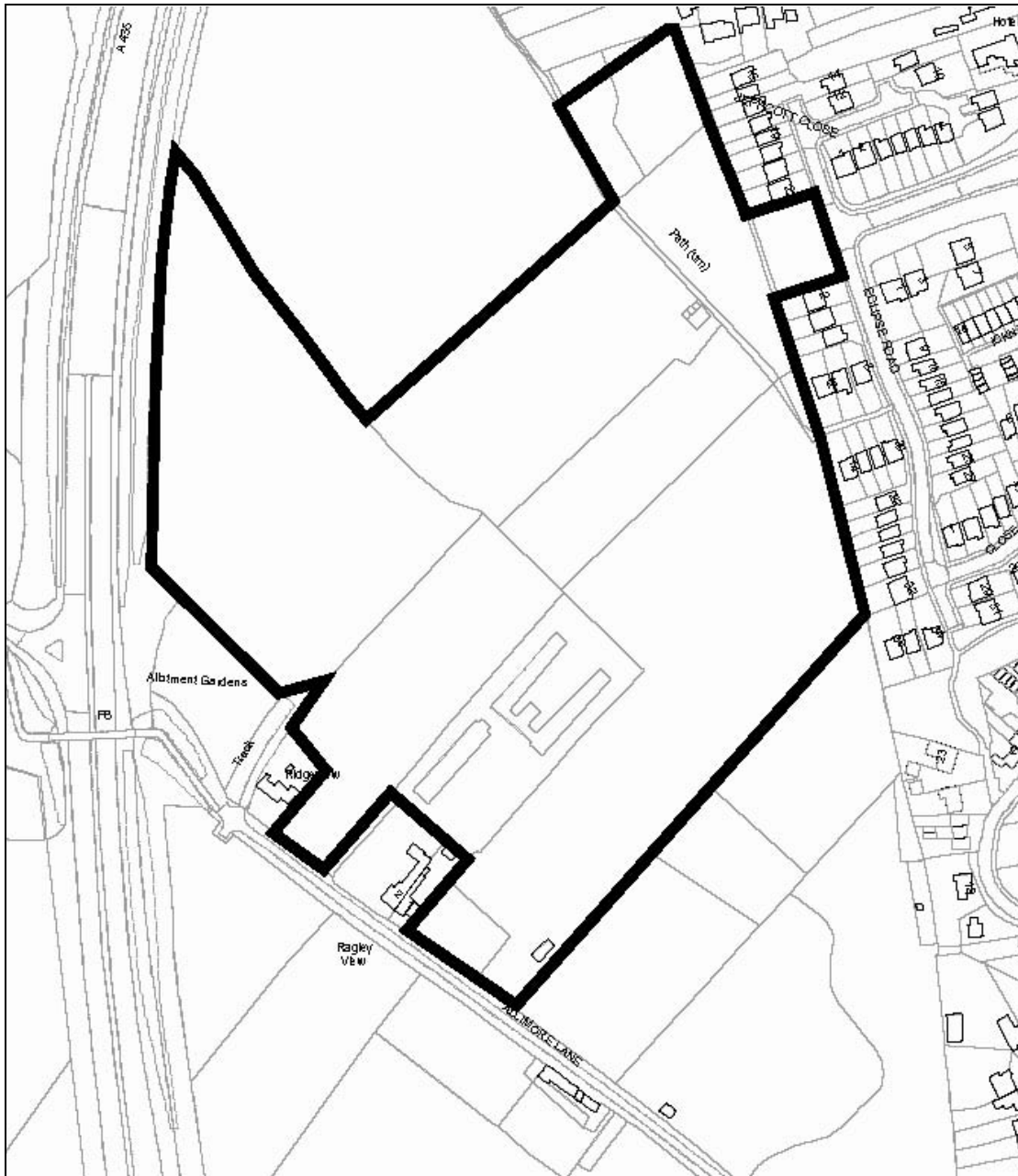


*Site proposed to be removed from the Green Belt



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 ALC.1

North of Allimore Lane, Alcester – southern part



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

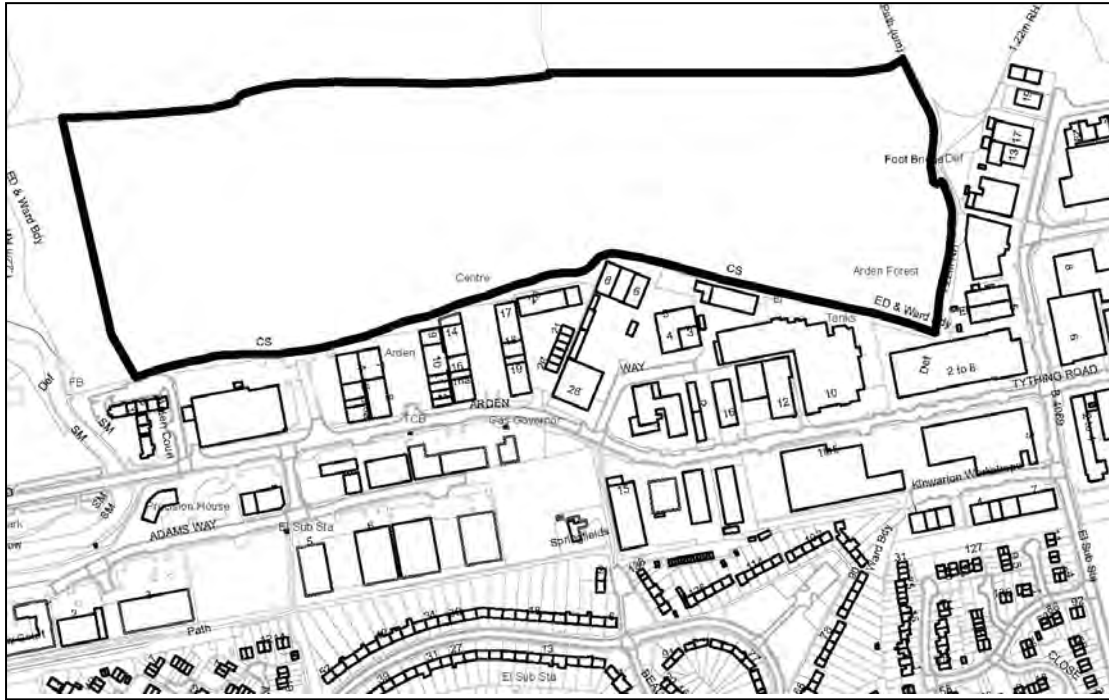
Proposed Site Allocation

Proposal ALC.2

North of Allimore Lane, Alcester – northern part 

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 ALC.3*

North of Arden Road, Alcester

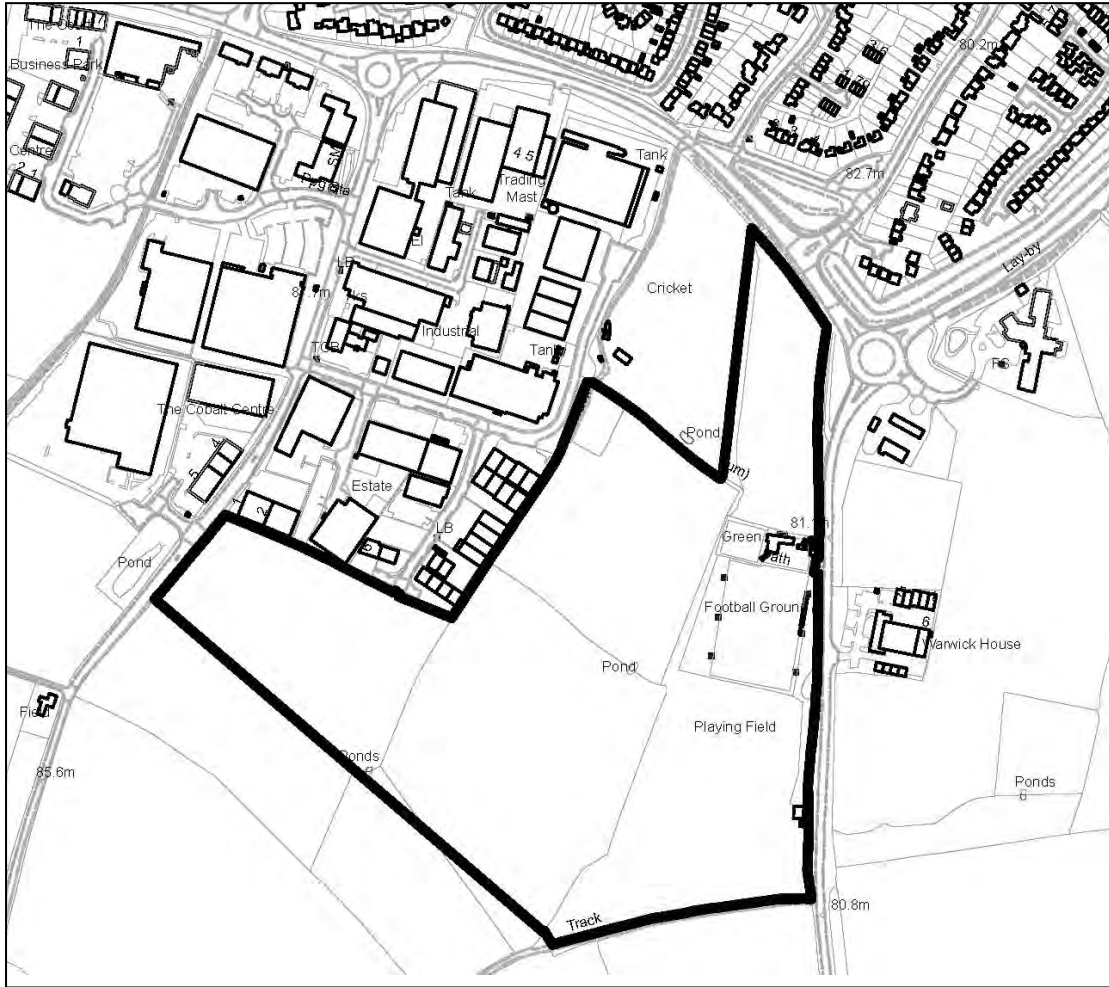
*Site proposed to be removed from the Green Belt




N

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

Proposed Site Allocation

Proposal SOU.1

West of Banbury Road, Southam



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.2
 West of Coventry Road, Southam

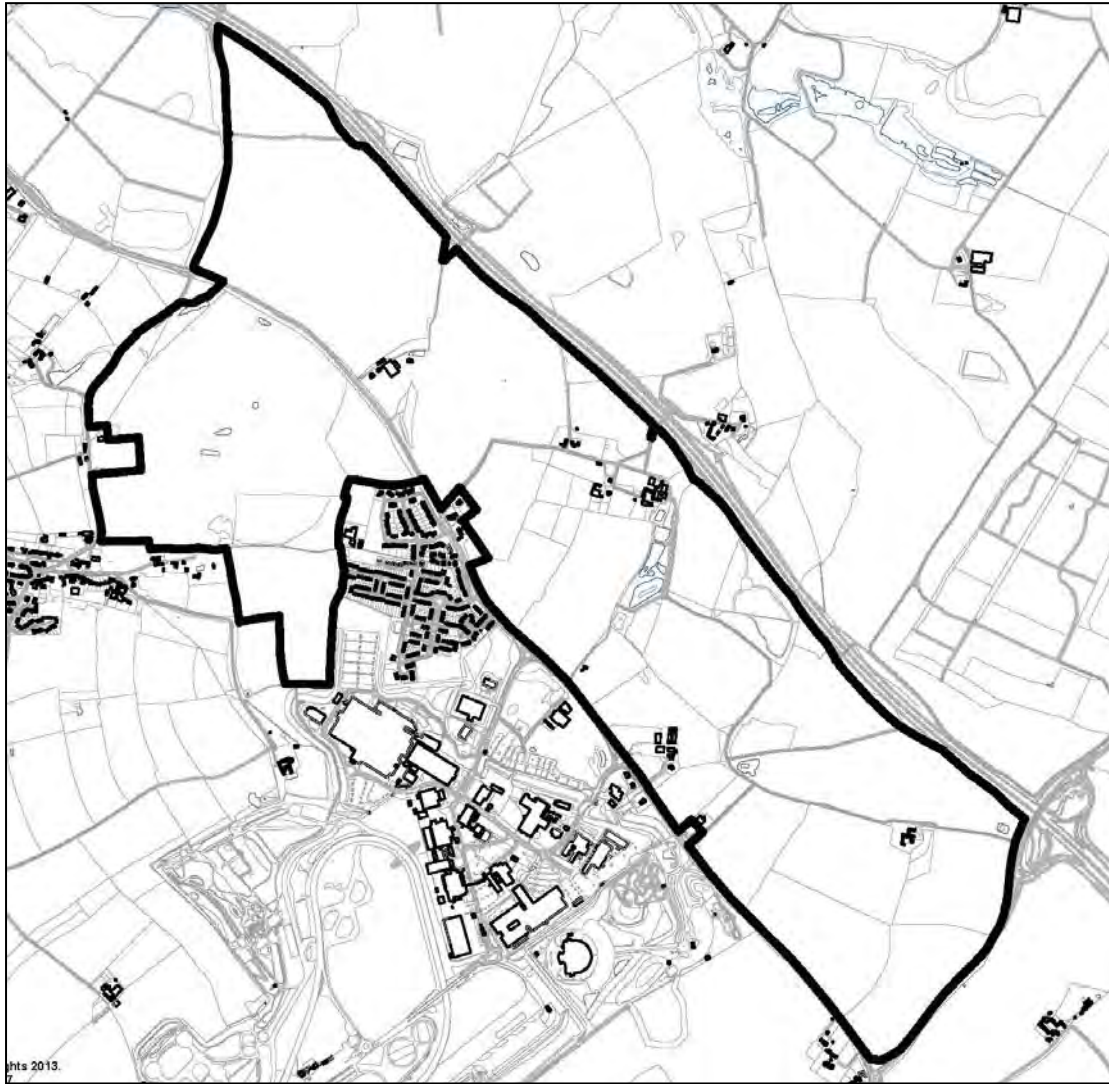
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Proposed changes to the Proposals Map in the Stratford-on-Avon District Local Plan Review

Proposed Site Allocation

Proposal GLH

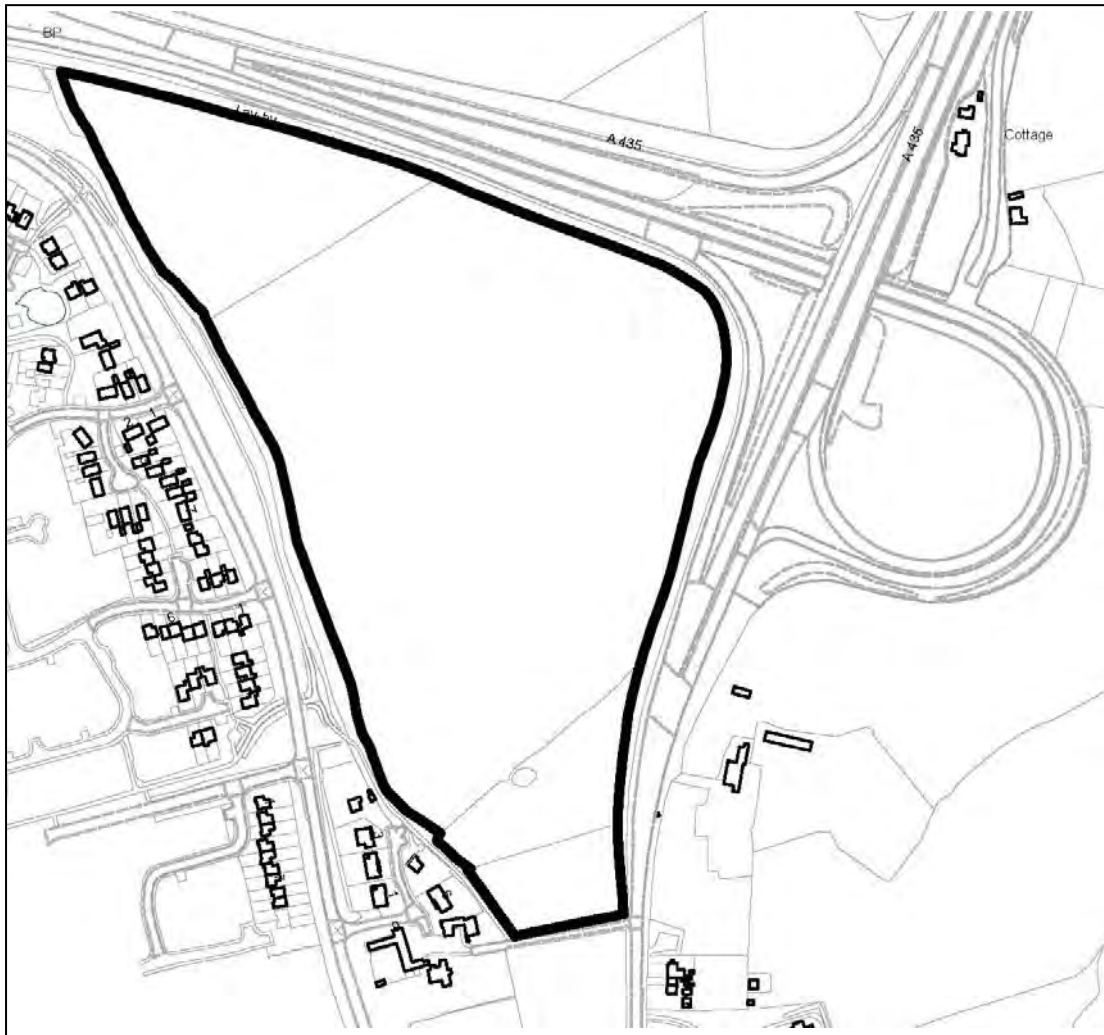
New Settlement at Gaydon/Lighthorne Heath



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 REDD.1

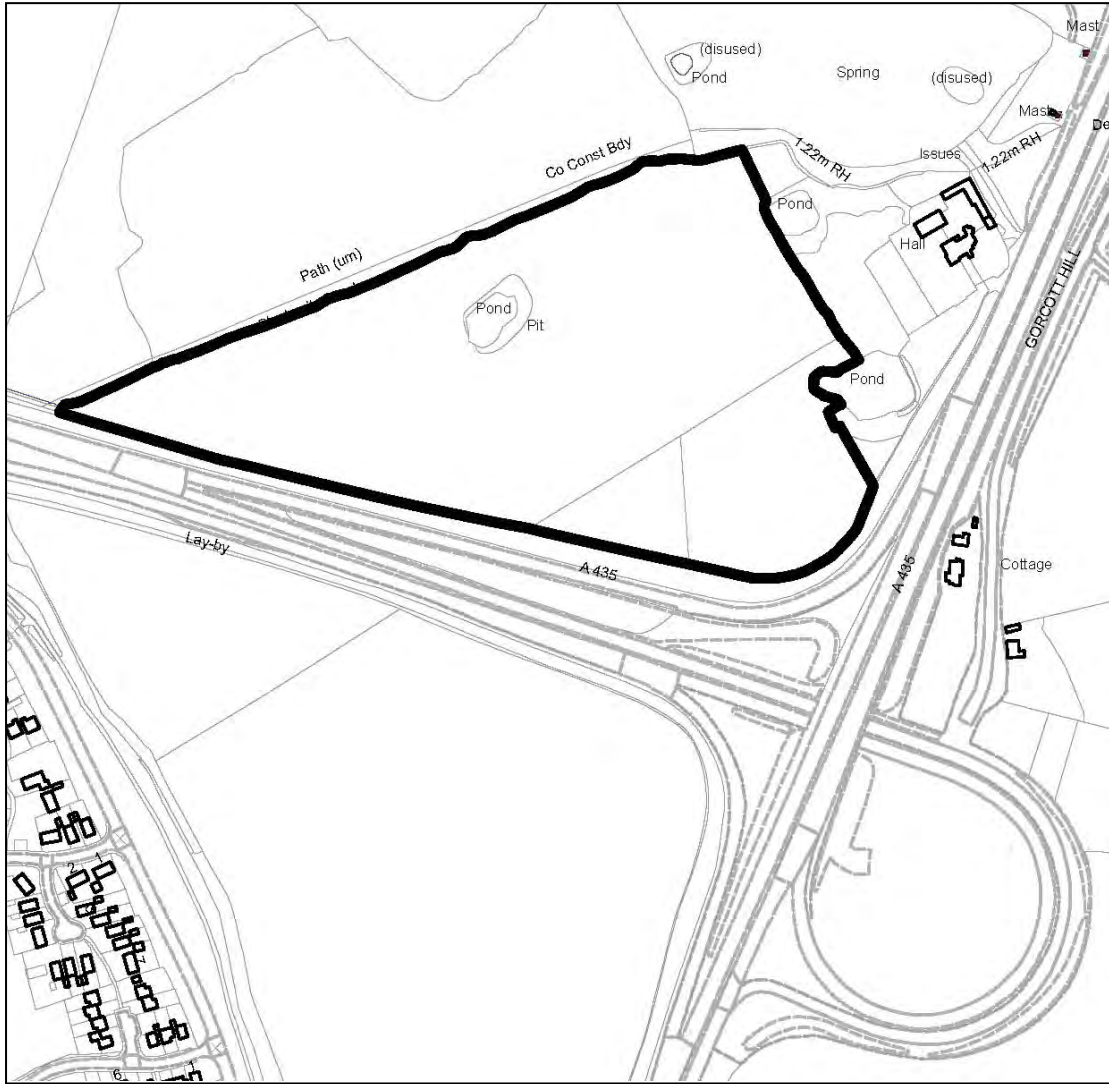
Winyates Green Triangle, Mappleborough Green




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 REDD.2*

Gorcott Hill, Mappleborough Green

*Site proposed to be removed from the Green Belt

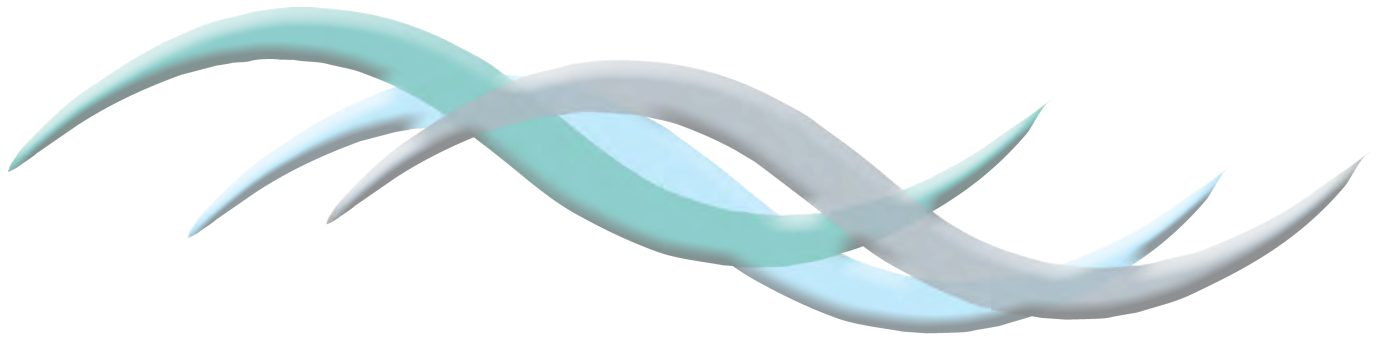


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Section 9

Appendices

Appendix 1: Infrastructure Delivery Plan

1. Introduction

This Infrastructure Delivery Plan (IDP) sets out the main infrastructure items necessary to facilitate the level and distribution of growth set out in the Core Strategy. It also identifies other items of infrastructure necessary to achieve the plan's wider objectives and those of its partners. It is a working document that will be kept up to date as infrastructure planning progresses.

A Schedule of Infrastructure Projects is provided at the end of the IDP. This comprises three Tables:

Table 1 – Main Schedule;

Table 2 – Infrastructure Trajectory for Gaydon/Lighthorne Heath New Settlement and JLR Employment; and

Table 3 – Infrastructure Trajectory for Canal Quarter and Related Employment Sites.

The main schedule describes individual projects, where these are known, and broad descriptions of the type of infrastructure that might be needed where individual projects have not been identified. Where the infrastructure is essential to support the growth outlined in the Core Strategy, it is shown as 'critical' on the Schedule.

Physical infrastructure that will be delivered on site as a normal part of a development, and that will be paid for by the developer as a normal part of development costs, is not generally included in this IDP. The infrastructure items shown will generally be financed through developer contributions (S106 and the Community Infrastructure Levy), as well as through the capital programmes of the District Council, County Council, their key partners and other agencies.

Similarly, small local projects that will be determined by Town and Parish Councils through the Neighbourhood Development Plan process are not identified in the IDP. They may, however, be indirectly funded by the Community Infrastructure Levy (CIL), via the proportion of the levy that is passed to Town and Parish Councils.

As background evidence for CIL, a further document will be produced setting out details of which items of infrastructure will be funded through S106 and which will be funded in whole or part through the levy (the 'Regulation 123' list).

2. Transport Infrastructure

Work to identify the transport infrastructure required as part of the Core Strategy has been led by Warwickshire County Council as the Local Highways Authority. It draws upon:

- the Stratford on Avon District Strategic Transport Assessment completed by Warwickshire County Council (WCC) with assistance from Arup in October 2012;
- the Strategic Transport Assessment Phase 2 Modelling Report, WCC/Arup (June 2013);
- the Stratford (Canal Quarter) Regeneration Zone Scenario Analysis, WCC/Arup (November 2013);
- the Strategic Transport Assessment Options Analysis Report, WCC/Arup (April 2014);
- the Strategic Transport Assessment Cumulative Assessment, WCC/Arup (April 2014);
- the Local Transport Plan for Warwickshire (2011-2026) and other sources.

Infrastructure improvements identified include highways infrastructure, public transport and pedestrian and cycle routes. Some schemes are critical to enable the development of specific sites – these are generally to be provided by the developer either as part of the development using S278/S38, or as an associated planning obligation secured through S106 (for example as part of the proposed new settlement at Gaydon/Lighthorne Heath or the Stratford Canal Quarter Regeneration Zone). Other projects, such as the various measures referred to as the Stratford Transport Package, will be wholly or partly CIL funded as they will deal with the cumulative impacts of development across a number of sites.

The transport infrastructure required to 2031 also includes some strategic schemes of regional or sub-regional significance such as the improvements to the A46(T), M40 and M42, led by the Highways Agency with support from Warwickshire County Council and neighbouring highway authorities. Some contribution may be sought from developers but these projects will be mostly delivered with external agency funding.

Other public transport projects will be determined as plans evolve during the Core Strategy period, especially the detail of a possible new Park & Ride and express bus services in conjunction with a new settlement at Gaydon/Lighthorne Heath.

The IDP also includes enhanced pedestrian and cycle routes in Stratford at Birmingham Road/Guild Street and a number of minor cycle infrastructure improvements to help deliver the Cycle Strategy within the Local Transport Plan. As with highways infrastructure, the creation of new or enhanced pedestrian and cycle links will generally be funded as part of the development package where they relate to specific sites, or with a contribution from CIL if they deal with the cumulative impact of a number of developments.

Community transport initiatives and other local projects may be identified in Neighbourhood and Parish Plans and may secure a share of CIL funding indirectly from Town and Parish Councils. These small local projects are not identified in the IDP.

Local pedestrian and cycle links, including off-road schemes that improve access to or the amenity value of open space, will generally either be negotiated as part of a S106 package in lieu of on-site open space contributions (if the need can be linked to a particular development), or they will be identified through the Neighbourhood Development Plan process.

3. Education

The relatively dispersed pattern of growth outlined in the Core Strategy may help ensure the continuing financial viability of many small village schools that currently have declining pupil numbers. Any proposals for new housing in the Main Rural Centres will present some challenges in terms of providing school places but in most cases these can be overcome with investment in existing schools.

It is more difficult to accommodate an increase in pupils within Stratford-upon-Avon where there is currently no forecast surplus capacity. In addition to the proposed development at Shottery, which will provide a new primary school and a contribution towards the cost of secondary provision, a significant amount of development is proposed in the Core Strategy at the Canal Quarter Regeneration Zone. This will require the provision of additional primary and secondary school places which will be delivered where possible through the expansion of existing schools. The two councils will keep under review the need to plan for the development of wholly new schools.

At primary age, WCC needs to consider how best to meet additional pressure in Stratford, Wellesbourne, Welford on Avon, Fenny Compton, Lighthorne Heath, Tanworth in Arden, Studley, Alcester, Napton, Southam, Ilmington, Shipston, Quinton, Henley in Arden, Harbury, Great Alne, Bidford on Avon, Ettington and Long Compton. This will not see expansions of all of the named schools but will require discussions with all local providers to ensure a sustainable solution. An indicative list of those schools more likely to be expanded is provided in the Schedule of Infrastructure Projects. Similarly, there will be a need for additional secondary school places across the District and discussions will be held with all schools to determine the most appropriate way of meeting the forecast additional demand. An indicative only list is provided in the Schedule.

A new settlement at Gaydon/Lighthorne Heath will include new primary provision and a financial contribution towards secondary provision.

An initial estimate of the overall costs of making the necessary provision is £60.5m. This represents £18.5 for primary, £7.5m for special educational needs (SEN), and £34.5m for secondary and post 16. This includes the requirements of the new settlement.

These costs do not include the provision of land for new schools or any element for pre school provision which should be provided with any new primary provision.

4. Primary and Acute & Community Health Care Infrastructure

4.1 Primary Care

The District is served by 19 GP practices, 5 of which have branch surgeries, making a total of 24 premises. This section outlines the anticipated impact of the growth outlined in the Core Strategy in terms of the built physical capacity needed to ensure the delivery of primary health care, as assessed by the Arden, Herefordshire & Worcestershire Area Team of NHS England.

Stratford-upon-Avon

The future development of the Canal Quarter and other currently unidentified sites in the town will result in an estimated 900 houses which will generate a population increase of 1,980 residents using the Census 2011 average household size of 2.2 residents per dwelling. However, these proposals are part of the overall development of Stratford-upon-Avon which will in total comprise 2,590 additional homes with an increased population of around 5,700. There are four practices situated in the town whose total average list size per whole time equivalent (wte) GP is greater than the national average of 1,750. Therefore, these practices currently have no capacity to increase their list sizes. Three of the practices have some under-utilisation in their premises and a fourth has stated that they could undertake internal modifications to their premises to create additional clinical rooms. The requirement is therefore for two additional clinical rooms and associated infrastructure to accommodate additional clinical sessions and associated non-clinical staff. The cost of this is estimated at £60,690, excluding externals, furniture & equipment, telephones/data, fees and VAT.

Wellesbourne

Hastings House Surgery in Wellesbourne has capacity for an additional 130 patients based on the average national list size of 1,750 patients per wte GP. This capacity will be utilised by residents moving into houses that already have planning permission so a capital contribution will be required from any further development.

Other Main Rural Centres

The practices in the other Main Rural Centres have sufficient capacity to accommodate the planned increases in population. This is either because new purpose built premises have recently been developed, current premises are under-utilised and/or individual practices' list sizes are currently sufficiently below the national average of 1,750 patients per wte GP.

Local Service Villages and Other Rural Locations

Further analysis is required to establish any infrastructure requirements arising from these developments. In total 1,574 additional houses are planned which will result in an increased population of 3,463 residents. The maximum requirement would therefore be for two clinical rooms at a cost of £60,690, excluding externals, furniture & equipment, telephones/data, fees and VAT.

Gaydon/Lighthorne Heath

This site is for 2,500 houses by 2031, ultimately rising to 3,000 houses. This will generate a population increase of 5,500 residents by 2031 using the ratio of 2.2 residents per dwelling, eventually rising to 6,600. There are three practices situated near this development whose total average list size per wte GP is greater than the national average of 1,750. Therefore, these practices currently have no capacity to increase their list sizes. One of the practices has stated that they could provide additional GP sessions by utilising available rooms in their existing premises and this will be sufficient to increase capacity to provide services to the additional population generated by other planned development in the area.

The requirement for this strategic site is therefore ultimately for new premises to accommodate the equivalent of a 4 GP surgery to provide services to its residents. The precise timing of the likely phased provision of this facility is to be determined.

4.2 Acute and Community Health Services

South Warwickshire NHS Foundation Trust (the “Trust”) is the major provider of acute and community health services to the population of South Warwickshire.

The Trust provides a range of planned and emergency services to patients from its sites across the District as well as from patients’ homes. *Acute care* is delivered from a hospital setting and encompasses a range of clinical health-care functions, including emergency medicine, trauma care, pre-hospital emergency care, acute care surgery, critical care, urgent care and short-term inpatient stabilization. Community health-care services are responsible for delivering health services in the community - in people's homes, health centres and community-based clinics - and include district nurses, health visitors and therapists delivering out-of-hospital rehabilitation.

The Trust’s acute services sites include:

Warwick Hospital – this site houses the majority of the Trust’s Acute Services including; Accident and Emergency services, Diagnostic and Pathology departments, Maternity and SCBU (Special Care Baby Unit), Main and Day Surgery Theatres together with an Intensive Care Unit and Coronary Care Unit.

Stratford-upon-Avon Hospital - this is one of the Trust’s community hospitals and it includes a minor injuries unit, outpatients department, radiology department and an intermediate care ward.

These hospitals are now at full capacity. Over the past three years the Trust has made good progress in establishing out-of-hospital services and pathways to deliver care closer to patients’ homes to avoid unnecessary hospital admissions and shorten stays in hospital. These changes have enabled the Trust to make better use of hospital capacity. However, there are now limited opportunities to further improve hospital capacity utilisation. This means that additional healthcare infrastructure will be needed to support future population growth.

It is not sensible to plan further infrastructure on a piecemeal basis as applications for each new development come forward. The cost and planning implications of so doing are impracticable. Instead, the Trust has considered the anticipated housing growth across the South Warwickshire area and looked at the overall impact of the proposed increased population to develop an infrastructure strategy to serve the future healthcare needs of the growing population. This strategy takes into account the trend for the increased delivery of healthcare out of hospital and into the community and the impact of an ageing population on the provision of acute healthcare.

The Trust has used Strategic Needs Population Projections (“SNPP”) data to identify the population growth projected for Warwick and Stratford localities over a 20 year plan period. These SNPP projections identify a 39,818 growth in population between 2011 and 2031 for Warwick and Stratford on Avon District Councils. This growth will be met by 20,972 new homes. Stratford on Avon District Council’s Core Strategy proposes 10,800 new homes over the plan period, equivalent to a population of 15,960.

The healthcare needs of the anticipated demographic profile of the new population will generate hospital demand equivalent to 15,000 admissions and 53,000 outpatient appointments per year by the end of the plan period. This will require about 160 acute hospital beds, 16 outpatient clinic suites, associated diagnostic and intervention facilities, maternity and support service infrastructure. This indicates the additional capacity the Trust will need to provide to meet the healthcare needs of the new population and excludes any additional healthcare capacity it will need to provide in future to meet the needs of the ageing resident population.

The Trust proposes to meet these infrastructure requirements through 3 development projects, including 2 new ward blocks at Warwick Hospital Site which will deliver circa 96 beds and a new

Stratford Hospital which will provide circa 50 beds, 16 new outpatient clinic suites, associated diagnostic and intervention facilities and support service infrastructure.

The full costs of these developments are estimated at around £68 million and the Trust will seek a contribution for the £35.7 million costs associated with the growth in housing. Until CIL is adopted, SWFT will seek a contribution towards Acute and Community Care from large sites through S106 agreements.

The Trust expects to borrow to raise the primary funding for both projects. They also expect to raise charitable donations towards the projects and will request a CIL contribution from Stratford and Warwick District Councils to reflect the additional demands on healthcare arising from growth in housing.

5. Green Infrastructure, Open Space & Sports Provision

5.1 Introduction

The green infrastructure, open space and sports provision package put forward in the Schedule of Infrastructure Projects has a number of purposes:

- To enhance ecology and biodiversity;
- To address climate change;
- To improve the provision of and public access to open space;
- To foster health and wellbeing through participation in sports and recreation; and
- Related to this, to encourage active ageing.

5.2 Biodiversity

The Warwickshire Coventry and Solihull Local Biodiversity Action Plan (LBAP) identifies the costs of achieving the LBAP habitat requirements to 2026. The costs of creating, restoring and enhancing habitats across the District to meet LBAP targets are estimated to be £792,000 per annum.

It is further estimated by Warwickshire County Council (Ecology) that around 90% of the £792,000 will be delivered through partners, including agri-environment schemes, Environment Agency schemes, biodiversity offsetting and public open space provision and enhancement delivered through S106.

This leaves a deficit of £79,200 per annum to deliver local green infrastructure needs. These will predominately be identified in Neighbourhood and Parish Plans and be funded by Town and Parish Councils' CIL receipts and other sources.

5.3 Open Space Strategy and Active Communities Strategy

Open space and active communities infrastructure proposed in this IDP is underpinned by an assessment of open space and sports needs undertaken in September 2011 and updated in April 2014, undertaken by Arup on behalf of the Council. It is supported by the District Council's Open Space Strategy and Active Communities Strategy and is in line with guidance from Sport England, Fields in Trust, Natural England and CABI.

Future development and associated population growth will create a need for new and improved public open spaces including urban and village green infrastructure (e.g. street trees, pocket parks and other amenity green spaces), parks and gardens, play areas, allotments and improved access to the countryside. There will also be a need for new and improved indoor and outdoor sport and recreation facilities to support the health and wellbeing agenda of an increased population, including measures to improve levels of physical activity, mental wellbeing and social inclusion.

In addition the management of open spaces and recreational facilities will need to change to mitigate and adapt to climate change, including facilitating community food production (reducing air miles on food), planting drought and flood resistant species, planting to reduce surface water run-off and the introduction of water efficiency measures and low carbon energy usage at leisure facilities across the District.

The Schedule of Infrastructure Projects presents an assessment of the types of open space and sports provision required to meet needs, by broad settlement or type of settlement, to reflect the level and distribution of growth set out in the Core Strategy. The open space will mostly be provided on-site and secured through S106 contributions although higher order facilities (such as the indoor sports provision) would generally be funded through CIL.

The Schedule also includes an indicative list of projects to further the aims and objectives of the Open Space and Active Communities Strategies and meet some of the requirements and/or shortfalls identified in the needs assessment. The more strategic projects listed could receive CIL funding. The smaller, more local projects could utilise S106 funding where this is paid in lieu of on-site provision (and subject to the limits on pooling S106 contributions). Developer contributions would be used to fund new or enhanced facilities to the extent that these are meeting the needs of the Core Strategy's additional population.

6. Emergency Services

6.1 Police

This section is based on a paper from Warwickshire Police in response to the Further Focussed Consultation (March 2014). The Police response is the latest in a positive dialogue maintained throughout the preparation of the Core Strategy.

The direct and additional impacts of new development in the District on local policing will be manifested in demand and responses in the following areas:

- Additional calls and responses per year via the control centre;
- Attendance to additional emergency events within the locality each year;
- Additional non-emergency events to follow up with public contact each year;
- Additional recorded crimes in the locality;
- Additional need for custody facilities;
- Additional anti-social behaviour incidents each year;
- Demand for increased patrol cover;
- Additional vehicle use;
- Additional calls on the Airwaves system;
- Additional use of the Police National Database (PND) systems to process and store crime records and intelligence;
- Additional demand for deployment of Mobile CCTV technologies;
- Additional demand for local access to beat staff from local neighbourhood teams;
- Additional policing cover and interventions in all the areas described when considering staffing and functions above and for additional accommodation from which to deliver these.

Where there is a large concentration of new homes, as in the case of the new settlement at Gaydon/Lighthorne Heath, Warwickshire Police estimate that they will require a new Safer Neighbourhood Team (SNT) to be set up. This will require a Safer Neighbourhood Office to be secured through S106. It is estimated to cost around £450,000 (including fixtures and fittings but excluding police equipment) if provided on a 'freestanding' basis. Warwickshire Police would, however, be keen to explore the possibilities of multi-agency / shared service provision and this would be likely to reduce that cost.

In addition the Police will seek a contribution from Stratford District Council's CIL receipts to help fund the additional general infrastructure requirements associated with meeting increased needs across the District. This would cover costs including police vehicles and custody provision.

A provisional figure in excess of £0.5m has been allowed for this in the IDP pending a comprehensive review of service requirements later in 2014.

6.2 Warwickshire Fire and Rescue Service

The current objectives of the Warwickshire Fire & Rescue Service (WFRS) are to:

- Reduce the incidence of fires;
- Reduce loss of life in fires and accidents;
- Reduce the number and severity of injuries from fires and other emergencies;
- Safeguard the environment and protect the national heritage; and
- Provide communities with value for money.

In new developments these objectives would be supported by the provision of fire hydrants, sprinklers and smoke detector alarms.

The WFRS consultation on proposals to change the way front line services are delivered in the future proposes a new service delivery point at Jaguar Land Rover in Gaydon. This is intended to improve response times for the community and bring benefits to the site occupiers. The new station is critical to WFRS's proposed response model. The service will review feedback from the ongoing public consultation (due to end in June 2014) before proceeding with any implementation plan.

The WFRS is reviewing its position on 'low water areas' and may seek CIL funding to increase water availability to such areas in the future.

6.3 Ambulance Service

The West Midlands Ambulance Service has largely completed its 'Make Ready' project for Coventry and Warwickshire with the provision of two new service hubs in Coventry and Warwick and a network of Community Ambulance Stations across the sub-region. These include stations at Stratford, Wellesbourne, Shipston and Southam. There is also a standby point in Alcester. There are no outstanding requirements known during the plan period.

7. Water and Utility Services

7.1 Water Supply and Waste Water

Over most of the District, Severn Trent Water (STW) is responsible for water supply, the foul drainage network and wastewater treatment. A small part of the District (the south-eastern corner) is covered by Thames Water.

Every five years each water company is obliged to publish a 25 year 'Water Resources Management Plan' setting out its overall strategy. STW are currently developing a plan to cover the period 2015-2040 that will be finalised in 2014. STW's current plan covers the period 2010 – 2035 and aims to:

- Reduce water demand by cutting leakage, encouraging household metering and increasing water efficiency;
- Improve supply resilience by investing in aqueducts, aquifer storage and recovery, providing new groundwater sources and improving the supply network; and
- Improve water quality by treating nitrates and preventing loss of deployable output due to worsening water quality.

Under the Flood and Water Management Act (2010), new development will no longer have the automatic right to connect surface water drainage to sewers. This, combined with water efficiency measures and metering of all new development, will reduce the new net burden on the wastewater network and at the treatment works (WwTWs).

Within the District there is generally capacity in the waste water treatment works to deal with the proposed level and distribution of growth set out in the Core Strategy. However, some works will require investment and development will need to be phased accordingly. STW request that they are consulted at an early stage of development proposals. Those WwTW likely to need upgrading during the Core Strategy period are listed in the Schedule of Infrastructure Projects. Some upgrading of the foul drainage network will also be required.

Site based infrastructure and network connections for water supply and collection of waste water will be provided by developers. STW will generally meet the cost of any upgrades to water supply and foul drainage networks and waste water treatment facilities.

The water supply network is only likely to need significant upgrading in relation to the proposed new settlement at Gaydon/Lighthorne Heath. Discussions will continue with the developers of the new settlement as the implications of adding this scale of development to the rural water supply and foul drainage networks are very significant.

STW analysis shows that the most significant risk to long term supply and water quality is the impact of climate change. Policies in the Core Strategy address water conservation and the appropriate use of Sustainable Urban Drainage Systems to reduce pressure on water supply and treatment works.

7.2 Flood Risk Assessment and Flood Alleviation and Defences

River Flood Management

The Environment Agency is the lead agency on management of river flooding. Almost the entire District is covered by the River Severn Catchment Flood Management Plan (CFMP) with just the north-west corner falling into the Trent's catchment. The CFMP is a high level document produced by the Environment Agency with strategic policies designed to plan flood risk management in the catchment over the next 50-100 years. The CFMP for the River Severn was published in September 2008.

The River Avon and its tributaries run through the District. A large number of settlements are located within existing Flood Zones 2 and 3 and are therefore already at risk from fluvial flooding. The Core Strategy specifies that new development must not increase risk to existing development.

Support will be given to flood alleviation measures under consideration by the Environment Agency by safeguarding possible sites for storage and other channel works where necessary. The Environment Agency is currently planning flood alleviation works in Shipston-on-Stour, Henley-in-Arden and along the Racecourse Brook in Stratford.

The works in Shipston-on-Stour (estimated to cost £500-800k) would benefit the heart of the town, mainly the Church Street, Mill Street, West Street and Telegraph Street area. The works in Henley-in-Arden would benefit the High Street/Beaudesert Lane and Prince Harry Road area and would cost approximately £800k-£1.2m. Whilst these schemes would offer protection to existing properties they would also significantly reduce the risk of flooding of central areas. This would encourage regeneration of currently disused units as well as opening up additional areas for commercial and residential redevelopment.

The Environment Agency is also planning an alleviation scheme along the Racecourse Brook to the north-west of Stratford-upon-Avon. This will provide additional storage to protect commercial and residential properties against flooding on the eastern side of Birmingham Road (including Tesco and land to the north west of that site). Adjacent fields in the upstream catchment have

been identified as a potential location for the storage. This project is anticipated to cost approximately £750-900k.

The main sources of funding for these projects are likely to be the Environment Agency's Flood Defence Grant in Aid (FDGiA) and Local Levy, contributions from local businesses and land owners, and Severn Trent Water for the scheme on the Racecourse Brook. CIL or S106 funding will also be sought to contribute to the cost of works where they facilitate growth. The Environment Agency states that it will only be able to deliver the above schemes through partnership funding. It understands that it is essential to seek opportunities to work with developers and local communities to enable new developments to make a positive contribution to reducing flood risk.

Level 1 Strategic Flood Risk Assessments (SFRAs) provide information on current and future flood risk from all sources, taking into account climate change. They are designed to enable decision makers to allocate development and infrastructure where risks are minimised. They also seek to identify where flood alleviation measures are required to protect existing properties. Stratford District updated its flood risk assessment in September 2013 and will do so approximately every five years to ensure that the risks are properly understood. A contribution may be sought from CIL for this purpose.

The 2013 SFRA highlights a number of potential future (fluvial) flood alleviation schemes in the District, which have been identified by the Environment Agency as potentially benefiting local communities. These comprise the following locations:

- Bell Brook, Snitterfield;
- Lot Brook, Southam;
- Cherington, near Shipston-on-Stour; and
- Fenny Compton.

A contribution towards these flood alleviation measures could be sought from CIL or S106 where the works would enable new properties to be built without unacceptable risk of flooding. There is also a single case of surface water flooding identified in the SFRA (at Gaydon) – see below.

Surface Water Flood Management

As surface water flooding is a known issue in Stratford-on-Avon District, a Surface Water Management Plan is required to enable opportunities to reduce existing risk through new development to be maximised. This is the responsibility of Warwickshire County Council as the Lead Local Flood Authority.

Some areas suffer from surface water flooding from artificial drainage, surface water and field runoff, particularly at times of heavy and prolonged rainfall. The Core Strategy locates new development in areas of lowest flood risk and specifies that new development must not increase risk to existing development. Contributions may be sought from strategic sites to contribute to flood risk management facilities where there is flooding downstream of a development.

The case of surface water flooding identified in the SFRA at Gaydon will be alleviated by works planned as part of the Gaydon/Lighthorne Heath new settlement proposal.

Under the Flood and Water Management Act (2010), new development will no longer have the automatic right to connect surface water drainage to sewers. Developers will be required to put Sustainable Drainage Systems (SUDS) in place in new developments. These should ensure that the effect of surface water runoff is consistent with green field rates on green field sites and that run off rates are attenuated on brownfield sites, as required by the Environment Agency.

Further detail is provided in the Warwickshire Sub-Regional Water Cycle Study (Halcrow, 2010) and the Water Cycle Study Updates (URS, 2012 and 2014).

7.3 Electricity, Gas and Renewable/Low Carbon Energy

Electricity

National Grid owns, maintains and operates the electricity transmission network in England and supplies energy from generating stations to local distribution companies. The local distribution company in Stratford on Avon District is Western Power distribution. It is their role to provide electricity to homes and businesses.

Western Power Distribution has stated that the electricity distribution networks can cope with the scale of growth predicted in the plan. They would wish to be consulted, however, at an early stage, on the development of any strategic sites.

On any individual site, connection to the network is the responsibility of the developer.

Policies in the Core Strategy aim to improve energy efficiency and encourage the use of renewable energy, thereby reducing pressure on the grid.

Gas

National Grid owns and operates the gas distribution networks through which gas is transported to users. It also is the gas supplier in the West Midlands. It has reported that it can cope with the scale of growth predicted in the Core Strategy.

On any individual site, connection to the network is the responsibility of the developer.

Renewable and Low Carbon Energy

Policy CS.2 Climate Change and Sustainable Construction encourages the development of renewable and low carbon energy infrastructure.

The mechanism of 'Allowable Solutions', whereby payment is made into a fund to offset carbon reduction targets that cannot be met on site, is potentially a significant source of funding for low and zero carbon energy projects. Work is ongoing within central Government to establish a definition of zero carbon and the scope, governance and implementation of Allowable Solutions Funds.

The District Council is committed to establishing an Allowable Solutions Fund for local projects. It could top this up with CIL revenues, or Town and Parish Councils could contribute a share of their CIL monies, for individual projects that meet local priorities.

7.4 Broadband

For the short to medium term, growth in broadband services across the District will be realised through a combination of:

- Commercial expansion of 'next generation' broadband services in the more densely populated areas; and
- participation in the Coventry Solihull and Warwickshire Superfast Broadband Project, supported by BDUK, which is working in partnership with British Telecom to roll out superfast broadband to those areas that are not commercially viable.

This project, commenced in March 2011 and running until December 2015, aims to deliver the Government's 2015 targets, as set out in the December 2010 strategy document *Britain's Superfast Broadband Future*, that everyone should be able to access broadband at speeds of at least 2Mbps and that superfast broadband (minimum 24 Mbps) should be available to 90% of premises in each upper tier authority. It is expected to exceed these targets to provide the following benefits:

- By 2016 all domestic and business premises will have access to broadband speeds of at least 2Mbps, with 91% of premises in the sub-region able to access superfast services;
- Improved access to broadband in rural and non-rural areas for small and medium enterprises (SMEs) and citizens through the delivery of increased speeds to more areas in the sub-region;

- An opportunity for community groups and SMEs to develop broadband facilities further still on a “Big Society” basis if their areas are not fully covered by the proposals; and
- An enabling of E-service delivery across the public sector.

The Core Strategy looks beyond the aims of the sub-regional broadband project and seeks all new development to have connections enabling download speeds of 30Mbps in accordance with the Government’s commitment to the EU2020 Digital Agenda. Where no strategic telecommunications infrastructure is available, developers should provide suitable ducting to the premises for later connection.

8. Other Social Infrastructure

8.1 Libraries and Cultural Facilities

Discussions are on-going with Warwickshire County Council about appropriate developer contributions to enable the library service to serve the expanded population.

A new library is likely to be required at the new settlement at Gaydon/Lighthorne Heath, funded via a S106 payment from the developer. This is likely to be collocated with other community facilities. A provisional cost of £1.9 m has been allowed.

Money may also be sought from CIL to support community libraries (to fund stock and E-services, for example) and to support the mobile library service. An initial estimate from WCC based on Department for Culture, Media and Sport (DCMS) guidelines, updated by SDC, suggests that a CIL contribution of around £115,000 might be appropriate over the Core Strategy period.

Schedule of Infrastructure Projects

Note: Phase 1:2011/12 – 2015/16; Phase 2: 2016/17 -2020/21; Phase 3: 2021/22 – 2025/26; Phase 4: 2026/27 – 2030/31

Table 1 – Main Schedule

Costs are indicative only as schemes are not yet defined in detail

1 - Transport & Highways						
Infrastructure Type / Project	Lead Delivery	Other Partner Organisations	Timescale	Estimated Costs (£)	Funding	Critical to Delivery?
Stratford Transport Package						
(01) Tiddington Road/Banbury Road/ Shipston Road 'Alveston Manor' junction including improvements to Banbury Road/Shipston Road roundabout – traffic signalisation to co-ordinate with the Bridgeway Gyratory scheme			Phase 1 or 2	£1.03 m	CIL, other	Critical
(02) Bridgefoot/Bridgeway Gyratory – further co-ordinated traffic signalisation of Bridgeway/Bridgefoot and Bridge Street entry arms			Phase 1 or 2	£0.83 m	CIL, other	Critical
Schemes (01) and (02) now being promoted as a single project						
(03) Evesham Road/Evesham Place roundabout – reconfiguration to a traffic signalised junction	WCC	Developers, SDC	Phase 3	£0.8 m	CIL, other	Critical
(04) and (05) deleted as not viable						
(06) Improvements to Shipston Road/ Clifford Lane Roundabout	WCC	Developers, SDC	Phases 3 & 4	£0.55 m	CIL	Critical
(07) Improvements to Shipston Road/Severn Meadows Road/ Trinity Way Roundabout	WCC	Developers, SDC	Phases 3 & 4	£0.55 m	CIL	Critical
Schemes (06) and (07) now being promoted as a single project						

(08) Birmingham Road widening between Regal Road and Hamlet Way	WCC	Developers, SDC	Phase 3 or 4	£1.7 m	CIL	Critical
Birmingham Road Study Schemes			Phases 1-4	£185,000+	CIL, other	Some critical
Short Term (next 5 years)						
(a) Inbound slip lane into Tesco car park (developer funded)						
(b) Improvements to strategic signing – approx. £50,000						
(c) Pedestrian and cycle route improvements (not covered by SRZ)						
(d) Birmingham Road/Justins Avenue junction improvements - approx. £50,000						
(e) CCTV to improve operation of traffic signals on Birmingham Road corridor – approx. £85,000						
Medium Term (5-10 years subject to further feasibility assessment)						
(a) Maybird Shopping Park access improvements – scheme yet to be developed						
(09) Improvements to Birmingham Road/A46 'Bishopton Roundabout'	Highways Agency	WCC, Developers, SDC	Phases 3 & 4	£2.50 m	CIL, Highways Agency	Critical
(10) Improvements to Alcester Road/A46 'Wildmoor Roundabout'	Highways Agency	WCC, Developers, SDC	Phases 3 & 4	£ 2.50 m	CIL, Highways Agency	Critical
(11) Shakespeare Street/Mulberry Street one-way	WCC	Developers, SDC	Phase 3 or 4	£0.20 m	CIL	Critical
(12) Guild Street/Great William Street traffic signals	WCC	Developers, SDC	Phase 3 or 4	£0.20 m	CIL	Critical
Schemes (11) and (12) being promoted as a single project						
(13) Improvements to Warwick Road/A46 'Marraway Roundabout'	Highways Agency	WCC, Developers, SDC	Phase 3 or 4	£0.40 m	CIL, Highways Agency	Critical
(14) Bridgeway/Warwick Road traffic signals	WCC	Developers, SDC	Phase 3 or 4	£0.20 m	CIL	Critical

Warwick Road Dynamic Signage Strategy	WCC	Highways Agency, Developers, SDC	Phase 2 or 3	£1.0 m	CIL, Highways Agency	Critical
On and off road pedestrian and cycle projects, including: (a) minor cycle infrastructure improvements contributing towards delivery of the Cycle Strategy within Local Transport Plan 2011-2026; (b) other projects to facilitate walking and cycling across the district	WCC or landowner/ developer	SDC, Sustrans, WCC, landowner/ developer	Lifetime of Core Strategy	(a) £30,000 (b) n/a	CIL (cumulative impacts and completing strategic routes); S106/ part of development (S278/ S38) where related to specific sites	Some critical
Canal Quarter Regeneration Zone localised mitigation package, including: (a) Enhanced pedestrian and cycle link on Birmingham Road & Alcester Road including spurs to Masons Road and town railway station (section to the south of the canal falls within the site and so is part of the development package); (b) Pedestrian/ cycle bridge across the canal (c) Road/junction improvements	Developers	WCC, SDC	Phases 3 & 4	(a) + (b) pedestrian/ cycle links (incl canal bridge) estimated at £0.8 m (c) n/a	S106/ part of development (S278/ S38)	Critical
Stratford Western Relief Road (Evesham Road to Alcester Road)	Developer	WCC	Phases 2-4	£8.0 m	Part of development (S278/38)	Critical

<p>Transport and highways infrastructure for proposed new settlement at Gaydon/Lighthorne Heath:</p> <p><u>A. Strategic Highways Infrastructure</u> See separate schedule at Table 2 (Infrastructure Trajectory for Gaydon/Lighthorne Heath and JLR Employment)</p> <p><u>B. Localised traffic mitigation/management measures</u> Contingency sum of £1,000 per dwelling allowed for schemes yet to be identified</p> <p><u>C. Public Transport</u> TBC – likely to include Park & Ride and express bus service</p> <p><u>D. Pedestrian and Cycle Links</u> TBC – likely to include at least the following schemes</p> <p>i) Priority: Link to Leamington via B4100 / Chesterton / Whitnash: approx £800k - 1m Link north from site over M40 via existing bridleways / new bridge: approx £500k</p> <p>ii) Other: Other minor improvements to road network to provide connections to existing leisure routes / local destinations: approx £500k</p>	<p>A. Developers</p> <p>B. Developer</p> <p>C. Developer</p> <p>D. Developer</p>	<p>A. Highways Agency, WCC, SDC</p> <p>B. Highways Agency, WCC, SDC</p> <p>C. Bus Operator, WCC</p> <p>D. WCC, Highways Agency, SDC, other</p>	<p>A. Phase 2</p> <p>B. Phase 2</p> <p>C. TBC</p> <p>D. TBC</p>	<p>A. £20.75 m including some costs to be shared with Warwick District Council Local Plan</p> <p>B. £2.5 m</p> <p>C. n/a</p> <p>D. n/a</p>	<p>A. – D. Developer (S278/38 and S106); Highways Agency</p> <p>B. Developer (S278/38 and S106); Highways Agency</p> <p>C. Developer/ other</p> <p>D. Developer/ other</p>	<p>A. - D. Most provision critical</p>
<p>Widening of M42 north of Junction 3A Highways Agency has retained this route protection as widening may be required in future</p>	<p>Highways Agency</p>		<p>Possible Phase 3 or 4 (or longer term)</p>	<p>n/a</p>	<p>Highways Agency</p>	

Improving the A46(T) between Alcester and Stratford-upon-Avon (long term aspiration in LTP3)	Highways Agency	WCC	Possible Phase 3 or 4 (or longer term)	n/a	Highways Agency	
Improving M40 Junction 12 Includes capacity for an additional 5,000 jobs at JLR/Aston Martin (excludes further improvements associated with a new settlement at Gaydon/Lighthorne Heath)	Highways Agency/WCC	Land owner/ JLR	Phase 2 (due for completion 2015)	£12 m	Highways Agency, WCC, Regional Growth Fund, Local Pinch Point Funding	Critical
Stratford Parkway Station	Network Rail	WCC, SDC, private contractor	Completed and opened 2013	£8.8 m	UK Government's Local Sustainable Transport Fund, WCC, other	

2 - Education

Infrastructure Type / Project	Lead Delivery	Other Partner Organisations	Timescale	Estimated Costs (£)	Funding	Critical to Delivery?
Primary Schools Investment likely to be needed to increase capacity at the following: <ul style="list-style-type: none"> • Stratford primary schools (new schools and investment in existing provision) • Southam primary schools • St Nicholas CE Primary, Alcester • Bidford Primary • Ettington Primary • Temple Herdewycke Primary • The Dasset CE Primary, Fenny Compton • Quinton Primary • Shipston Primary 	Various	WCC, other education providers, SDC, private sector	Lifetime of Core Strategy	£12.2m (excl cost of pre-school provision)	CIL, S106, Government	Critical
New settlement at Gaydon/Lighthorne Heath: <ul style="list-style-type: none"> • new primary school (3 FE) with co-located nursery 	Developer	WCC, other education providers	Phases 2-3	£ 6.3 m	S106	Critical

Secondary Schools Investment may be needed to increase capacity at the following: <ul style="list-style-type: none"> Stratford (expansion of existing provision or possible new school) Southam College Henley High Kineton High (with possible upgrade in facilities) Alcester Academy Grammar schools and Catholic High Schools Shipston High Academy (6th Form provision) New settlement at Gaydon/Lighthorne Heath: <ul style="list-style-type: none"> Upgrading and expansion of Kineton High School 	Various	WCC, Academy, Foundation and other Schools, SDC, private sector	Lifetime of Core Strategy	£27.8 m	CIL, S106, Academy Funding, other	Critical
	Developer	WCC	Phases 2-4	£6.7 m	S106	Critical
Special Needs Provision (primary and secondary)	WCC	Other education providers, developers	Lifetime of Core Strategy	£380,000	S106	Critical

3 – Primary and Acute & Community Health Services' Infrastructure

Infrastructure Type / Project	Lead Delivery	Other Partner Organisations	Timescale	Estimated Costs (£)	Funding	Critical to Delivery?
Primary Health Care						
a) Stratford-upon-Avon: approx. 2 clinical rooms and associated infrastructure	South Warwickshire Core Commissioning Group (CCG)	Developers, Public Health Warks, NHS England, NHS Property Services, GPs and other private sector, SDC	Lifetime of Core Strategy	a) £61,000 +	a) S106 and/or CIL	Critical
b) LSVs and other rural: approx. 2 clinical rooms and associated infrastructure				b) £61,000 +	b) S106 and/or CIL	Critical
c) New 4GP practice facilities at Gaydon/Lighthorne Heath				c) £2.2 m (gross)	c) S106	Critical

<p>Community and Acute Hospital Services' Infrastructure</p> <p>a) A new ward block at the Warwick Hospital site - the main acute hospital services site</p> <p>b) A new hospital at the Stratford Hospital site including outpatient, diagnostic, treatment and inpatient facilities and a hub for community healthcare teams</p>	<p>South Warwickshire NHS Foundation Trust</p>	<p>WCC, SDC, primary health organisations</p>	<p>Lifetime of Core Strategy</p>	<p>a) £24m of which some £17m sought from CIL or S106</p> <p>b) £44m of which some £18.7m sought from CIL or S106</p>	<p>Private borrowing, charitable donations, S106, CIL</p>	<p>Critical</p>
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4 –Green Infrastructure, Open Space and Sports Provision						
Infrastructure Type / Project	Lead Delivery	Other Partner Organisations	Timescale	Estimated Costs (£)	Funding	Critical to Delivery?
<p>Green Infrastructure (biodiversity aspects)</p> <p>The Coventry Solihull and Warwickshire Biodiversity Action Plan for Stratford-upon-Avon District. Projects to be identified on an on-going basis; including on-site and off-site measures by developers; agri-environment schemes; local projects identified by Town and Parish Councils in Neighbourhood Development Plans and Parish Plans etc.</p>	<p>Various</p>	<p>WCC, SDC, Parish and Town Councils, land owners, others</p>	<p>Lifetime of Core Strategy</p>	<p>Biodiversity Action Plan estimated to cost £792 per annum in Stratford District</p>	<ul style="list-style-type: none"> • Grants (landfill tax, HLF etc. • Developers/ land owners with on-site green infrastructure; • Biodiversity offsetting; • CIL; • Agri-environment schemes; • Environment Agency; • Voluntary sources; • Town & Parish Councils (CIL monies) 	<p>Some provision critical</p>

Open Space and Sports Provision (Details in Open Space Needs Assessment)						
Stratford-upon-Avon <ul style="list-style-type: none"> • Parks, Gardens and Amenity Greenspace (PGA) • Provision for Children and Young People (CYP) • Accessible Natural/Semi Natural Greenspace (ANG) • Allotments/Community Orchards (ACO) <p>Includes provision at Shottery Fields, Canal Quarter Linear Park and upgrading of Stratford Leisure Centre</p>	Developer	SDC, Town Council, other	Phase 1 to 4	n/a	<ul style="list-style-type: none"> • Shottery and Canal Quarter S106 (on-site provision or financial payment for off-site provision or enhancement of existing facilities) • Elsewhere S106//CIL 	Some provision critical
Gaydon/Lighthorne Heath New Settlement <ul style="list-style-type: none"> • PGA • CYP • ANG • ACO <p>Also</p> <ul style="list-style-type: none"> • Outdoor and Indoor Sports (OIS), including provision of a community sports facility including a swimming pool and sports hall, to serve this and surrounding villages, on or off-site 	Developer	SDC, Parish Council, other	Phase 2 to 4	n/a	<ul style="list-style-type: none"> • S106 (on-site provision) <p>S106/CIL/Other</p>	Critical
Main Rural Centres <p>Various requirements across the MRCs (details in Needs Assessment) including all the following typologies in at least one centre:</p> <ul style="list-style-type: none"> • PGA • CYP • ANG • ACO • OIS 	Developers	Town and Parish Councils	Phase 1 to 4	n/a	<ul style="list-style-type: none"> • S106/CIL • Town & Parish Councils 	Some provision critical
Local Service Villages <p>Various requirements across the LSVs (details in Needs Assessment):</p> <ul style="list-style-type: none"> • PGA (especially in category 1 LSVs) • CYP • ACO (especially in categories 2, 3 and 4 LSVs) 	Developers	Parish Councils	Phase 1 to 4	n/a	<ul style="list-style-type: none"> • S106/CIL • Parish Councils 	Some provision critical

Indicative Projects (to meet future needs [using CIL/S106] and address shortfalls/other objectives [using other sources of funding])						
a) Improvement to pathways, new signage and seating at the Recreation Ground and ground reinstatement to redevelop existing surfaces at North Recreation Ground and Bancroft Gardens (PGA)	SDC	Public Health Warwickshire	Lifetime of Core Strategy	£550,000	<ul style="list-style-type: none"> • Lottery Funds • CIL/S106 • Capital/ Revenue Budgets 	
b) Tree planting on all existing sites to mitigate climate change through provision of greater shade and tree species suited to changing weather patterns (PGA)	SDC	Public Health Warwickshire, WCC Ecology	Lifetime of Core Strategy	£31,000	<ul style="list-style-type: none"> • The Landscape Group Carbon Offsetting • The Tree Council • Landfill Tax Credits 	
c) 3 Outdoor Gyms to be installed in Stratford Town and the main rural centres across the District (PGA/CYP)	SDC or Town/ Parish Council	SDC or Town/ Parish Councils, Public Health Warwickshire	Lifetime of Core Strategy	£15k per facility	<ul style="list-style-type: none"> • CIL/S106 • External play space related grants • Town & Parish Councils 	
d) Creation of pathways and some signage and seating at Shottery Fields and Bridgetown Meadowlands (ANG)	SDC	Public Health Warwickshire	Lifetime of Core Strategy	£50,000	<ul style="list-style-type: none"> • S106/CIL • Capital and Revenue Budgets 	
e) Enhancement and development of the Warwick Road Lands, Stratford-upon-Avon, to include pathway improvements, information boards to improve accessibility to nature and education on the site (ANG)	SDC	Public Health Warwickshire, WCC Ecology	Lifetime of Core Strategy	£100,000	<ul style="list-style-type: none"> • Landfill Tax Credits • Lottery Funds • CIL/S106 	
f) Creation of landscaped wildflower meadow within Stratford-on-Avon (ANG)	SDC or Town/ Parish Council	Public Health Warwickshire, WCC Ecology, Parish/Town Councils	Lifetime of Core Strategy	£20,000	<ul style="list-style-type: none"> • Town & Parish Councils • Prince Charles fund • CIL/S106 	
g) 7 Multi Use Games Areas (MUGA's) to be installed in Stratford Town and the Main Rural Centres across the District (CYP)	SDC or Town/ Parish Councils	Public Health Warwickshire	Lifetime of Core Strategy	£100k per facility	<ul style="list-style-type: none"> • CIL/S106 • External health related grants • Town & Parish Councils 	

h) 5 Measured Miles (400 metre loop) and improved signage (Rural & urban) to be installed in Stratford Town and the Main Rural Centres across the District	SDC or Town/ Parish Council	SDC or Town/ Parish Councils, Public Health Warwickshire	Lifetime of Core Strategy	Rural £50k per facility £10k Urban signage	<ul style="list-style-type: none"> • CIL/S106 • External health related grants • Town & Parish Councils 	
i) Enhancement of destination play spaces – recreation ground and skate park (play equipment) (CYP)	SDC or Stratford Town Council	Town/ Parish Councils, Public Health Warwickshire	Lifetime of Core Strategy	£1m per facility	<ul style="list-style-type: none"> • CIL • SDC Capital /Revenue Budgets • External health related grants 	
j) Enhancement of local play spaces arising from greater use linked to the new development. To include play equipment and landscaping to create contours ('lumps and bumps') to promote increased and different usage (CYP)	SDC or Town/ Parish Council	SDC or Town/ Parish Council, Public Health Warwickshire	Lifetime of Core Strategy	£20k per facility	<ul style="list-style-type: none"> • S106 • SDC Capital Revenue Budgets • External health related grants 	
k) Enhancement of the 3 District Council leisure centres outside of Stratford Town (including possible provision of a sports hall at Shipston to serve the town and surrounding villages including Brailes, Treddington and Long Compton) (OIS).	SDC or WCC or Town & Parish Councils	Public Health Warwickshire	Lifetime of Core Strategy	£150k per facility (more if incl new sports hall)	<ul style="list-style-type: none"> • CIL • SDC Capital/ Revenue Budgets • External health related grants 	
l) Creation of new allotments/community orchards across the District (ACO)	Town & Parish Councils	Public Health Warwickshire SDC	Lifetime of Core Strategy	£50,000	<ul style="list-style-type: none"> • CIL/S106 • Town & Parish Councils • Lottery Funds • Capital / Revenue Budgets • The Tree Council • Natural England • Landfill Tax Credits • DEFRA 	

5 - Emergency Services

Infrastructure Type / Project	Lead Delivery	Other Partner Organisations	Timescale	Estimated Costs (£)	Funding	Critical to Delivery?
Police						
a) Custody provision : additional cells	Warwickshire Police	Developers, WCC, SDC	Lifetime of Core Strategy	TBC	CIL, other sources	
b) Other police equipment and costs including vehicles, communications technology and surveillance equipment	Warwickshire Police	Developers, WCC, SDC	Lifetime of Core Strategy	£0.5 m	CIL	
c) A Safer Neighbourhoods Unit is likely to be required at the new settlement at Gaydon/Lighthorne Health	Warwickshire Police	Developers, WCC, SDC	Phase 3	£450,000	S106	Critical
Ambulance Service						
The service has recently implemented a premises review. There are no further requirements known during the plan period.	West Midlands Ambulance Service	n/a	n/a	n/a	n/a	
Fire & Rescue						
Proposed new service delivery point at Jaguar Land Rover	Warwickshire Fire & Rescue Service (WRFS)	Jaguar Land Rover	Phase 1	£0.5 m	CLG Transformation Funding Application	Critical to proposed response model
Provision of hydrants	Developers	WFRC	Lifetime of Core Strategy	n/a	S106/ development costs	Some critical
Possible future project for Low Water Areas	WFRS	Private sector, WCC, SDC	TBC	n/a	CIL, other sources	

6 – Water and Utility Services						
Infrastructure	Lead Delivery	Other Partner Organisations	Timescale	Estimated Costs (£)	Funding	Critical to Delivery?
<p>Water Supply and Waste Water Treatment</p> <p>1. Water Supply – development of a new settlement at Gaydon/ Lighthorne Heath will require upgrading of the water supply infrastructure.</p> <p>2. Waste Water The following Waste Water Treatment Works are likely to need upgrading:</p> <ul style="list-style-type: none"> • Wellesborne • Cherington • Gaydon • Priors Marston • Tysoe <p>This list derives from the Council's Water Cycle Study Update 2014 which assessed the capacity of the District's WwTWs to accommodate the Core Strategy's proposed level and distribution of growth. There may be additional WwTWs that require further work over the plan period but these were not identified in that study.</p> <p>Certain areas of the foul drainage network will also need upgrading, especially in relation to the proposed new settlement at Gaydon/ Lighthorne Heath.</p>	Severn Trent Water	Private developers, Environment Agency, SDC	Phases 2- 4	n/a	Severn Trent Water (private developers for on-site works and local connections)	Critical
Strategic Flood Risk Assessment (SFRA)	SDC	WCC, other districts and boroughs, Environment Agency	Every 5 years during lifetime of Core Strategy	£8,000 per SFRA; 3 further FRAs are likely to be needed by 2031	Capital Reserves, CIL	Critical
<p>Flood Alleviation and Defences</p> <p>The Environment Agency is currently planning flood alleviation works in Shipston-on-Stour, Henley-in-Arden and along the upper reaches of Racecourse Brook, Stratford. (The flood alleviation works on the Racecourse Brook would reduce flood risk to existing properties and</p>	Environment Agency	Defra, WCC, SDC, STW, landowners/ developers,	Phases 2-3	£2.0 - £2.9 m	Environment Agency (FDGiA, Local Levy), commercial	Critical

<p>alleviate flood risk on the Birmingham Road and at the Maybird Centre. This scheme will require partnership funding to secure delivery.)</p> <p>The 2014 SFRA identified potential further works to flood defences at Snitterfield, Southam, Cherington and Fenny Compton but these will not generally be related directly to new growth (use of SUDS and water recycling measures will ensure no developments increase flood risk). CIL/S106 may be sought where the works will facilitate further growth. S106 may also be required to deal with on-site or downstream flooding on large developments (e.g. to deal with surface water flooding at Gaydon as part of the new settlement proposals).</p> <p>Improvements to the Alveston Manor Junction may provide an opportunity to alleviate flood risk along the Shipston Road and should be investigated as part of these works</p> <p>School re-development or expansion may provide opportunities to install SuDS features to mitigate against loss of green areas. SuDS features such as ponds can provide educational benefit.</p>	<p>Environment Agency</p> <p>Environment Agency</p> <p>Various</p>	<p>Town and Parish Councils</p> <p>Defra, WCC, SDC, landowners/ developers, Town and Parish Councils</p> <p>WCC/ Highways Agency/ Local Community</p> <p>WCC (education)/ Academy schools/ EA</p>	<p>Phases 3-4</p> <p>Phase 2</p> <p>Lifetime of Core Strategy</p>	<p>n/a</p> <p>n/a</p> <p>n/a</p>	<p>contributions, STW at Racecourse Brook</p> <p>Environment Agency (FDGiA, Local Levy), STW, commercial contributions, S106/CIL</p> <p>Food Defence Grant in Aid Funding from EA</p> <p>EA, WCC, S106/CIL</p>	
<p>Surface Water Management Plan and Local Flood Risk Management Strategy</p>	<p>WCC</p>	<p>EA, SDC, landowners/ developers, Town and Parish Councils</p>	<p>Lifetime of Core Strategy</p>	<p>n/a</p>	<p>WCC</p>	<p>Critical</p>
<p>Gas and Electricity</p>	<p>National Grid</p>	<p>Western Power Distribution, private developers, SDC</p>	<p>Lifetime of Core Strategy</p>	<p>n/a</p>	<p>Utility (power) companies and developers</p>	<p>Critical</p>
<p>Renewable/Low Carbon Energy Projects</p>	<p>Various</p>	<p>Various</p>	<p>Lifetime of Core Strategy</p>	<p>n/a</p>	<p>Allowable solutions fund, CIL, other</p>	

<p>Improving Telecommunications Stratford-on-Avon District Local Broadband Plan (part of the Coventry, Solihull and Warwickshire Superfast Broadband Project)</p>	<p>Coventry Solihull and Warwickshire Broadband Partnership (CSWBP) and private contractor (British Telecom)</p>	<p>SDC, LEP, Parish and Town Councils, Coventry University, DEFRA, European Commission</p>	<p>Government funds to be spent by 2015; Overall plan to be complete by 2018.</p>	<p>£14.47 million across the CSW partnership area</p>	<p>Central government; CSWBP, European Regional Development Fund (ERDF), Lottery Funds, DEFRA, CIL, British Telecom</p>	
<p>Further development of strategic network after completion of the Coventry, Solihull and Warwickshire Superfast Broadband Project</p>	<p>Various</p>	<p>Private contractors of telecom services, SDC, Town & Parish Councils</p>	<p>Lifetime of Core Strategy</p>	<p>n/a</p>	<p>Government Grants, CIL, Town and Parish Councils, commercial sources, other</p>	
<p>Connections to the strategic network (or ducting to the public highway/other suitable location) to be made by developers of all new premises.</p>	<p>Developers</p>	<p>Various</p>	<p>Lifetime of Core Strategy</p>	<p>n/a</p>	<p>Part of normal development costs</p>	

7 – Other Social Infrastructure

Infrastructure Type / Project	Lead Delivery	Other Partner Organisations	Timescale	Estimated Costs (£)	Funding	Critical to Delivery?
<p>Libraries a) support to library service including community libraries (stock purchase and E-services) b) new library and community meeting space at Gaydon/Lighthorne Heath new settlement</p>	<p>a) WCC or Town & Parish Councils b) developer</p>	<p>a) SDC, WCC/Town & Parish Councils b) WCC, SDC, PC</p>	<p>a) Lifetime of Core Strategy b) Phase 3</p>	<p>a) 115,000 b) £1.9 m</p>	<p>a) CIL, Town & Parish Councils b) S106</p>	

Table 2: Infrastructure Trajectory for Gaydon/Lighthorne Heath New Settlement and JLR Employment

SCENARIO 2 - JLR extant plus Gaydon Lighthorne Heath housing and JLR employment	Phasing	0	0	120	170	170	170	170	170	170	170	170	170	170	170	170	170	170
	Cum Total	0	0	120	290	460	630	800	970	1140	1310	1480	1650	1820	1990	2160	2330	2500
Scheme Reference/Infrastructure Requirement	Cost (£ m)	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Transport																		
1. M40 Junction 12 northbound on-slip lane	3.00					3.00												
2. Extended right turn lane at Gaydon junction (< 100m)	0.10							0.10										
3. B4100 widening (Heritage Motor Centre to M40 Junction 12) (extra lane s'bound)	1.00							1.00										
4. M40 capacity enhancements - lane gains/lane drops between Jn 12 and 13	5.00							5.00										
5. Signalisation of M40 Junction 13 northbound off-slip	0.30							0.30										
6. Widening of Fosse Way/Southam Road roundabout	0.50							0.50										
7. Contingency for localised traffic impacts in villages only	2.50							2.50										
8. Fosse Way/Chesterton Road/Harbury Lane junction improvements	0.40							0.40										
9. Right turn bay into Meadow Close/Spinney Close off B4100 Chesterton Hill	0.10				0.10													
10. Signalisation of Greys Mallory	0.15							0.15										
11. Dualling of A452 Europa Way corridor	8.50							8.50										
12. Widening of A452 Europa Way/Harbury Lane Roundabout	0.75							0.75										
13. A452 Banbury Road/Gallows Hill northbound flare/Warwick Tech Park roundabt	0.45							0.45										
14. A425 Myton Road/Banbury Road signals	0.50							0.50										
Other Infrastructure																		
15. New primary school (3 FE) with co-located nursery	3.5								3.50									
16. Contribution to Kineton Secondary School	13.0						6.5					6.5						
17. New 4 GP Facility (646 sqm)	2.30							2.30										
18. Safer Neighbour Team Premise (potentially co-located)	0.45										0.45							

19. Provision of public open space, children's play space and leisure.	0.00																	
20. Provision or improvement of libraries and community facilities	1.90										1.9							
21. Public open space and play/recreation and sport	tbc																	
Total S106/278 costs including items shared with WDC Local Plan	44.4	0	0	0	2.35	3.0	6.5	22.45	3.5	0	2.35	0	6.5	3.5	0	0	0	0

Notes:-

(a) Also funded by WDC Local Plan

(b) JLR extant planning permission assumed to be fully built-out by 2015/16

(c) The transport estimates of when mitigation would be required are based on a high-level assessment of predicted highway network conditions in relation to the proposed housing trajectory

(d) Assuming (b) no more than 500 houses could be accommodated without Scheme 1

(e) Scheme 9 would be required with 200 - 500 dwellings

(f) It is assumed that all JLR employment would be built-out before 2021 - the full mitigation package would therefore be required by 2021 and may be required prior to this depending on the actual employment trajectory

(g) Scheme 7 provides a contingency sum for schemes yet to be identified and is based on a rate of £1,000 per dwelling as adopted at the former Rugby Radio Station Site

(h) Costs related solely to the new settlement and not the expansion of JLR ('Scenario 1') are reported in the report: Viability and Delivery of Strategic Sites, Peter Brett Associates, April 2014

Table 3: Infrastructure Trajectory for Canal Quarter (SUA 1) and Related Employment Sites (SUA 2 and SUA 3)

		Phasing	0	0	0	0	40	55	55	55	55	55	55	55	55	55	55	55	55
Scheme Reference/Infrastructure Requirement		Cum Total	0	0	0	0	40	95	150	205	260	315	370	425	480	535	590	645	700
Canal Quarter SUA 1	CIL or S106/S278	Cost (£ m)	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
1. A4390/B493 Evesham Place Roundabout	S106/S278	0.23										0.23							
2. A3400 Birmingham Road	S106/S278	0.49																0.49	
3. A46/A3400 Bishopton Roundabout	S106/S278	0.73										0.73							
4. A46/A422 Wildmoor Roundabout	S106/S278	0.73											0.73						
5. Extension/modernisation of existing health premises	S106	0.06											0.06						
6. Improvements to Community Centre and Library Provision	S106	0.35											0.35						
7. New 1 FE primary provision (off site)	S106	2.25													2.25				
8. Secondary School Place contributions	S106	1.50													1.5				
Total S106/278 Cost		6.34	0	0	0	0	0	0	0	0	0	0.96	1.14	0	3.75	0	0	0.49	0
Stratford Transport Package (+ contingency)																			
9. A3400 Alveston Manor and Shipston Rd/A422 Banbury Rd Roundabt	CIL	0.30																	
10. A3400 Bridgefoot/Bridgeway Gyrotory	CIL	0.24																	
11. A3400 Shipston Road/B4632 Clifford Lane Roundabout	CIL	0.32																	
12. A3400 Shipston Road/A4390 Seven Meadows Road Roundabout																			
13. Strategic Signing Improvements	CIL	0.29																	
14. Shakespeare Street/Mulberry Street one-way	CIL	0.06																	
15. Guild Street/Gt. William Street traffic signals	CIL	0.06																	
16. A46/A4239 Marraway Roundabout	CIL	0.04																	
17. A3400 Bridgeway/A439 Warwick Road	CIL	0.04																	
18. Contingency for unforeseen traffic impacts	CIL	0.70																	
Total Cost (S106/278 + potential CIL funded items)		8.39	0	0	0	0	0	0	0	0	0	0.96	1.14	0	3.75	0	0	0.49	0

Employment sites SUA 2 and SUA 3																			
20. A46/A3400 Bishopton Roundabout	S106/S278	0.4										0.4							
21. A46/A422 Wildmoor Roundabout	S106/S278	0.4										0.4							
Total Cost SUA 2 and SUA 3 (S106/278)		0.8	0	0	0	0	0	0	0	0	0	0.4	0.4	0	0	0	0	0	0

Notes:-

NB. This schedule includes details of transportation (highways) infrastructure, health, education and other community facilities. Additional S106 may be sought in relation to provision and maintenance of open space and other aspects. The Stratford Transport Package is shown as CIL funded as while critical to the delivery of the Canal Quarter, this is also required to deal with growth elsewhere in the District. CIL may also be spent on mitigating other cumulative impacts besides those transportation items listed.

- (a) The estimates of when mitigation would be required are based on a high-level assessment of predicted highway network conditions in relation to the proposed housing trajectory.
- (b) Scheme 1 would be required with 250 - 500 dwellings.
- (c) Scheme 2 would be required with 500 - 1,000 dwellings.
- (d) Scheme 3 is also required to accommodate the effects of change in traffic movements at this junction following the delivery of the Stratford Western Relief Road (SWRR) which will exacerbate issues which are likely to occur as a result of the overall growth within the area.
- (e) Schemes 4 and 5 are intrinsically linked and should be delivered as a single scheme. Implementation would need to follow the capacity improvements provided by Schemes 1 to 3.
- (f) Scheme 6 is required to accommodate the additional vehicle demands released onto the network by Schemes 1 to 5.
- (g) Schemes 7 and 8 should be considered for early implementation due to the strategic nature of the trips that are affected by development impact coupled with the need to ensure the operation of the A46 Strategic Road Network is maintained throughout the Core Strategy period.
- (h) Scheme 9 would encourage traffic to use the A439 Warwick Road for inbound trips as an alternative to A3400 Birmingham Road where capacity is constrained.
- (i) Scheme 14 provides a contingency sum for schemes yet to be identified and is based on a rate of £1,000 per dwelling as adopted at the former Rugby Radio Station site.

Appendix 2 : Local Service Villages Methodology

1. Background

The Local Service Village (LSV) category of settlement is an integral part of the proposed distribution of housing development in the Core Strategy. The role of these settlements is greater than that of the Local Centre Villages (LCV) in the District Local Plan.

In the Local Plan, only housing development to meet a proven local need would be appropriate, through the operation of the 'local choice' policy (COM.1).

In the Core Strategy, in order to achieve the scale of development envisaged, the role of LSVs is to meet local need and also an element of demand for market housing from new households, including those moving into the District.

As a means of applying the proposed 'dispersal' approach to future housing development in the District, a methodology has been devised to define a wider range of settlements as LSVs, compared with the LCV category in the District Local Plan.

2. Evidence Base

There is a clear interrelationship between the overall scale of housing development envisaged for LSVs, the number of settlements to be identified in this category, and the number of dwellings that each settlement might be expected to provide in order to achieve the dispersal strategy.

Given the wide range of settlements in the LSV category, in terms of size and character, it would be inappropriate to assume that each one should take a similar (average) amount of housing development. To avoid this misinterpretation, it is necessary to provide an indication of the scale of development that would be suitable for each settlement. Two approaches to doing this were considered:

- (i) Set a %age increase in dwellings that would be applied to each LSV regardless of the level of facilities and accessibility; and
- (ii) Identify bands of settlements to which a different scale of housing development would be applied, according to the range of facilities available in the settlement and accessibility.

Of these two approaches, it was decided that the latter would, on balance, be the more appropriate as it takes into account other factors, not just the current size of the settlement.

The methodology initially used in producing the Third Draft Core Strategy (February 2012) was a reasonable approach. However, it did not assess the quality of a particular service, e.g. size and opening hours of a general store, frequency of a bus service.

The methodology has been refined in producing the Proposed Submission Core Strategy by applying a qualitative assessment of three key services: general store, primary school and public transport, together with the existing size of the settlement.

The following scoring system has been used:

Size of settlement: Large (600-1000 dwellings) = 3 points
Medium (250-600 dwellings) = 2 points
Small (100-250 dwellings) = 1 point

General Store: Large/long opening hours = 3 points
Medium or small/medium to long opening hours = 2 points
Medium or small/short opening hours = 1 point

Primary School: Large (210 or more places) = 3 points
 Medium (105-209 places) = 2 points
 Small (less than 105 places or infant/junior only) = 1 point

Public Transport: Very good (at least hourly Mon-Sat) = 3 points
 Good (at least two hourly Mon-Sat) = 2 points
 Fair (less frequent than two hourly Mon-Sat, but includes a morning and afternoon work service) = 1 point

The availability of a public transport service close to a village has been taken into account, not just those that run through or adjacent to a village. A maximum distance of 500 metres between the edge of a village and the service has been applied.

The size of the settlement has been applied as the overriding factor, ie. to be a LSV a settlement has to have at least 100 dwellings regardless of the presence of key services. It is appropriate and logical to apply such an approach in order to avoid a situation where a very small settlement could be identified as a LSV solely, for example, by being on a frequent public transport route.

The table below provides the scores based on this approach. It should be noted that the information about service provision will need to be checked and updated on a regular basis in order to apply the LSV categorisation accurately.

Settlement	Size	Shop	School	Public Tr	Total
Alderminster	1	0	0	3	4
Alveston	1	0	0	3	4
Aston Cantlow	1	0	0	1	2
Bearley	2	0	0	2	4
Binton	1	0	0	0	1
Bishop's Itchington	3	2	3	3	11
Brailes	2	2	2	2	8
Broom	1	0	0	0	1
Butlers Marston	0	0	0	1	1
Cherington/Stourton	1	0	0	0	1
Claverdon	2	1	3	0	6
Clifford Chambers	1	0	0	2	3
Earlswood	2	2	0	3	7
Ettington	2	2	2	1	7
Farnborough	1	0	0	0	1
Fenny Compton	2	3	2	1	8
Forshaw Heath	1	0	0	0	1
Gaydon	1	1	0	2	4
Great Alne	1	0	2	3	6
Halford	1	0	0	0	1
Hampton Lucy	1	0	2	0	3
Harbury	3	3	3	3	12
Ilmington	2	0	2	1	5
Kings Coughton	0	0	0	3	3
Ladbroke	1	0	0	1	2
Lighthorne	1	0	0	1	2
Lighthorne Heath	2	2	1	3	8
Little Compton	1	0	0	0	1

Settlement	Size	Shop	School	Public Tr	Total
Little Kineton	1	0	0	0	1
Long Compton	2	2	1	1	6
Long Itchington	3	2	2	3	10
Long Marston	1	2	0	1	4
Loxley	1	0	1	1	3
Mappleborough Green	1	0	2	0	3
Moreton Morrell	1	0	2	1	4
Napton-on-the-Hill	2	3	2	2	9
Newbold-on-Stour	1	1	1	3	6
Northend	1	0	0	1	2
Oxhill	1	0	0	1	2
Pillerton Priors	1	0	0	1	2
Priors Marston	1	0	1	0	2
Quinton	3	2	3	2	10
Radway	1	0	0	0	1
Ratley	1	0	0	0	1
Salford Priors	2	2	2	3	9
Sambourne	1	0	0	0	1
Shotteswell	1	0	0	0	1
Snitterfield	2	2	2	1	7
Stockton	2	1	2	2	7
Stretton-on-Fosse	1	0	0	0	1
Tanworth-in-Arden	1	0	3	0	4
Temple Grafton	0	0	2	0	2
Temple Herdewycke	2	0	2	1	5
Tiddington	3	3	2	3	11
Tredington	1	0	1	3	5
Tysoe	2	2	3	1	8
Ullenhall	1	0	0	0	1
Warmington	1	0	0	0	1
Welford-on-Avon	2	2	3	1	8
Whichford	1	0	0	0	1
Wilmcote	2	2	2	3	9
Wood End	1	0	0	3	4
Wootton Wawen	2	2	2	3	9

3. Categories

Based on the total scores in the table, and taking into account the prerequisite that a settlement has to have at least 100 dwellings to be a LSV, the following categories have been identified:

Category 1 (Score 10+)

Bishop's Itchington, Harbury, Long Itchington, Quinton, Tiddington

Category 2 (Score 8-9)

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

Category 3 (Score 5-7)

Claverdon, Earlswood, Ettington, Great Alne, Ilmington, Long Compton, Newbold-on-Stour, Snitterfield, Stockton, Temple Herdewycke, Tredington

Category 4 (Score 2-4)

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

Having established an appropriate means of categorising the LSVs, the next step was to assess the scale of housing development that would be appropriate, in broad terms, in settlements falling within each category given their existing size and character.

In doing so, it was also necessary to bear in mind the overall amount of housing development that would be necessary in the LSVs in order to achieve the development strategy proposed in the Core Strategy.

The following scale of housing has been identified for each category of LSV over the plan period, which is considered to be both appropriate and achievable subject to the satisfaction of policies in the Core Strategy that seek to regulate the amount, location and nature of development:

Category 1: 76-100 dwellings

Category 2: 51-75 dwellings

Category 3: 26-50 dwellings

Category 4: 10-25 dwellings

It should be noted that the capacity of individual villages to take development, and the assessment of specific sites for their suitability for development, will take into account the presence of environmental designations, such as Green Belt, Cotswolds AONB, Special Landscape Areas and Conservation Areas.

Appendix 3: Relationship between Core Strategy Policies and ‘Saved’ Policies in the Local Plan Review 2006

The Core Strategy supersedes the Saved Policies of the Local Plan Review 2006. As such, none of the policies in the Local Plan Review will continue to be ‘saved’ following adoption of the Core Strategy.

The following table shows the extent to which policies from the Local Plan Review will be replaced by policies in the Core Strategy. As can be seen, the Core Strategy consolidates many of the issues covered by separate policies in the Local Plan.

Saved Local Plan Policy		Replacement Core Strategy Policy	
Section 2: Strategy			
STR.1	Settlement Hierarchy	CS.15	Distribution of Development
STR.2	New Housing Provision	CS.15 CS.16	Distribution of Development Housing Development
STR.2A	New Housing Provision	CS.16	Housing Development
STR.2B	New Housing Provision	CS.9 CS.15	Design & Distinctiveness Distribution of Development
STR.3	New Industrial Provision	CS.21	Economic Development
Section 3: Key Development Principles			
PR.1	Landscape & Settlement Character	CS.5 CS.9 CS.15	Landscape Design & Distinctiveness Distribution of Development
PR.2	Green Belt	CS.10	Green Belt
PR.5	Resource Protection	CS.2 CS.3 CS.4 CS.6 CS.7	Climate Change & Sustainable Construction Sustainable Energy Water Environment & Flood Risk Natural Environment Green Infrastructure
PR.6	Renewable Energy	CS.3	Sustainable Energy
PR.7	Flood Defence	CS.4 CS.7	Water Environment & Flood Risk Green Infrastructure
PR.8	Pollution Control	CS.4 CS.6 CS.9	Water Environment & Flood Risk Natural Environment Design & Distinctiveness
PR.10	Safeguarded Land	CS.25	Transport & Communications
Section 4: Protecting & Enhancing Environmental Features			
EF.1	Cotswolds AONB	CS.11	Cotswolds AONB
EF.3	Areas of Restraint	CS.13	Areas of Restraint
EF.4	Historic Landscapes	CS.5 CS.8	Landscape Historic Environment
EF.5	Parks & Gardens of Historic Interest	CS.8	Historic Environment
EF.6	Nature Conservation & Geology	CS.6	Natural Environment

Saved Local Plan Policy		Replacement Core Strategy Policy	
EF.7	Nature Conservation & Geology	CS.6 CS.7	Natural Environment Green Infrastructure
EF.9	Trees, Woodland & Hedgerows	CS.5	Landscape
EF.10	Trees, Woodland & Hedgerows	CS.5 CS.8	Landscape Historic Environment
EF.11	Archaeological Sites	CS.8	Historic Environment
EF.11A	Archaeological Sites	CS.8	Historic Environment
EF.11B	Archaeological Sites	CS.8	Historic Environment
EF.13	Conservation Areas	CS.8 CS.9	Historic Environment Design & Distinctiveness
EF.14	Listed Buildings	CS.8	Historic Environment
Section 5: Promoting & Securing Appropriate Standards of Development			
DEV.1	Layout & Design	CS.9	Design & Distinctiveness
DEV.2	Landscaping	CS.5 CS.9	Landscape Design & Distinctiveness
DEV.3	Amenity Open Space	CS.24	Healthy Communities
DEV.4	Access	CS.9 CS.25	Design & Distinctiveness Transport & Communications
DEV.5	Car Parking	CS.25	Transport & Communications
DEV.6	Services	CS.15 CS.16 CS.24 CS.26	Distribution of Development Housing Development Healthy Communities Developer Contributions
DEV.7	Drainage	CS.4 CS.9	Water Environment & Flood Risk Design & Distinctiveness
DEV.8	Energy Conservation	CS.2 CS.3 CS.9	Climate Change & Sustainable Construction Sustainable Energy Design & Distinctiveness
DEV.9	Access for People with Disabilities	CS.9 CS.18	Design & Distinctiveness Housing Mix & Type
DEV.10	Crime Prevention	CS.9	Design & Distinctiveness
DEV.12	Telecommunications	CS.25	Transport & Communications
DEV.14	Advertisements	CS.9	Design and Distinctiveness
Section 6: Supporting & Building Communities			
COM.1	Local Choice	CS.15 AS.10	Distribution of Development Countryside & Villages
COM.2	Local Shops & Services	CS.22 CS.24	Retail Development & Main Centres Healthy Communities
COM.3	Local Shops & Services	CS.22 CS.24 AS.10	Retail Development & Main Centres Healthy Communities Countryside & Villages
COM.4	Open Space	CS.24 CS.26	Healthy Communities Developer Contributions
COM.5	Open Space	CS.24 CS.26	Healthy Communities Developer Contributions
COM.6	Open Space	CS.26	Developer Contributions
COM.7	Bus Service Support	CS.25 CS.26	Transport & Communications Developer Contributions

Saved Local Plan Policy		Replacement Core Strategy Policy	
COM.8	Rail Service Support	CS.25 CS.26	Transport & Communications Developer Contributions
COM.8A	Aviation	CS.25	Transport & Communications
COM.9	Walking & Cycling	CS.25 CS.26 AS	Transport & Communications Developer Contributions Relevant Area Strategy Policy
COM.10	Public Car Parks	AS	Relevant Area Strategy Policy
COM.11 A	Traffic Management	CS.14	Vale of Evesham Control Zone
COM.12	Existing Housing Stock	CS.19	Existing Housing Stock & Buildings
COM.13	Affordable Housing	CS.17	Affordable Housing
COM.14	Mix of Dwelling Types	CS.18	Housing Mix & Type
COM.15	Accessible Housing	CS.18	Housing Mix & Type
COM.16	Existing Business Uses	CS.21 CS.22 CS.24 AS.10	Economic Development Retail Development & Main Centres Healthy Communities Countryside & Villages
COM.17	Rural Employment	AS.10	Countryside & Villages
COM.18	Home-Based Working	CS.21	Economic Development
COM.19	Retail Development	CS.22 AS.10	Retail Development & Main Centres Countryside & Villages
COM.21	Visitor Accommodation	CS.23	Tourism & Leisure Development
COM.22	Visitor Attractions	CS.23	Tourism & Leisure Development
COM.23	Water Based Recreation	CS.23	Tourism & Leisure Development
Section 7: Controlling the Location, Scale & Mix of Development (i) Stratford-upon-Avon			
SUA.1	Town Setting	AS.1	Stratford-upon-Avon
SUA.2	Town Character	AS.1	Stratford-upon-Avon
SUA.3	Environmental Enhancement	AS.1	Stratford-upon-Avon
SUA.4	Transport	AS.1	Stratford-upon-Avon
SUA.5	Transport	AS.1	Stratford-upon-Avon
SUA.6	Town Centre	CS.22	Retail Development & Main Centres
SUA.7	Town Centre	CS.22	Retail Development & Main Centres
SUA.8	Town Centre	AS.1	Stratford-upon-Avon
SUA.9	Town Centre	CS.21 CS.22	Economic Development Retail Development & Main Centres
SUA.10	Town Centre	CS.15	Distribution of Development
SUA.11	Tourism, Leisure & the Arts	CS.23	Tourism & Leisure Development
SUA.12	Tourism, Leisure & the Arts	CS.23 AS.1	Tourism & Leisure Development Stratford-upon-Avon
Section 7: Controlling the Location, Scale & Mix of Development (ii) Main Rural Centres			
MRC.1	Retail and Commercial Development	CS.22 AS	Retail Development & Main Centres Relevant Area Strategy Policy
MRC.2	Public Transport	CS.25 AS	Transport & Communications Relevant Area Strategy Policy
MRC.5	Public Open Space	CS.24 AS	Healthy Communities Relevant Area Strategy Policy
Section 7: Controlling the Location, Scale & Mix of Development (iii) Countryside			
CTY.1	Control Over Development	CS.15 AS.10	Distribution of Development Countryside & Villages
CTY.2	Re-use of Rural Buildings	CS.19	Existing Housing Stock & Buildings

Saved Local Plan Policy		Replacement Core Strategy Policy	
		AS.10	Countryside & Villages
CTY.2A	Re-use of Rural Buildings	CS.19 AS.10	Existing Housing Stock & Buildings Countryside & Villages
CTY.3	Re-use of Rural Buildings	AS.10	Countryside & Villages
CTY.4A	Agricultural & Farm Diversification	AS.10	Countryside & Villages
CTY.4	Agricultural & Farm Diversification	AS.10	Countryside & Villages
CTY.5	Housing 'Exception' Schemes	CS.15 CS.17	Distribution of Development Affordable Housing
CTY.7	Gypsy Sites	CS.20	Gypsies & Travellers
CTY.8	Mobile Homes	AS.10	Countryside & Villages
CTY.9	Holiday Accommodation	AS.10	Countryside & Villages
CTY.10	Rural Recreation	CS.7 CS.23 AS.10	Green Infrastructure Tourism & Leisure Countryside & Villages
CTY.12	Golf Courses	AS.10	Countryside & Villages
CTY.13	Equestrian Activities	AS.10	Countryside & Villages
CTY.14	Farm Shops	AS.10	Countryside & Villages
CTY.16	Gaydon Site	AS.11	Large Rural Brownfield Sites
CTY.18	Engineer Resources Depot	AS.11	Large Rural Brownfield Sites
CTY.19	Southam Cement Works	AS.11	Large Rural Brownfield Sites
CTY.20	Harbury Cement Works	AS.11	Large Rural Brownfield Sites
Section 8: Implementation			
IMP.4	Infrastructure Provision	CS.26	Developer Contributions
IMP.5	Infrastructure Provision	CS.25 CS.26	Transport & Communications Developer Contributions
IMP.6	Transport Assessments	CS.25	Transport & Communications
IMP.7	Green Transport Plans	CS.25	Transport & Communications

The following 'Saved' Local Plan policies are not replaced by policies in the Core Strategy. This is because it is not deemed necessary to continue to 'save' these policies as the issues they seek to address are dealt with adequately in the Core Strategy approach as a whole, by national planning guidance set out in the NPPF or by other legislation.

- STR.4 Previously Developed Land
- PR.9 Hazardous Substances
- PR.11 Bad Neighbour' Uses
- EF.12 Conservation Areas
- DEV.11 Public Art
- IMP.1 Supporting Information
- IMP.2 Supplementary Planning Guidance
- IMP.3 Supplementary Planning Guidance

Glossary of Technical Terms

Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing.

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as low cost market housing, may not be considered as affordable housing for planning purposes.

Aged or veteran tree: A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.

Air Quality Management Area (AQMA): Areas designated by Local Authorities because they are not likely to achieve national air quality objectives by the relevant deadlines. The area may encompass just one or two streets, or it could be much larger. The Local Authority is subsequently required to put together a plan to improve air quality in that area – a Local Air Quality Action Plan.

Ancient Woodland: An area that has been wooded continuously since at least 1600 and is therefore of very high wildlife value and considered to be irreplaceable.

Annual Monitoring Report (AMR): Part of the Local Development Framework (LDF), the AMR assesses the implementation of the Local Development Scheme and the extent to which policies in LDFs are being successfully implemented. The AMR is now called the Authority Monitoring Report.

Area of Outstanding Natural Beauty (AONB): An AONB is an area of high scenic quality which has statutory protection in order to conserve and enhance the natural beauty of its landscape. Natural England has a statutory power to designate land as AONBs under the Countryside and Rights of Way Act 2000. They have equal status to National Parks in terms of their designation being of national importance.

Areas of Restraint: A specifically defined and protected environmental area of open land that is subject to protection to preserve the structure and character of the settlement which it helps to shape.

Best and most versatile agricultural land: Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Biodiversity: A term commonly used to describe the variety of life on earth. It encompasses the whole of the natural world and all living things including plants, animals and other organisms which, together, interact in complex ways with the inanimate environment to create living ecosystems.

Building Research Establishment Environmental Assessment Method (BREEAM): An assessment method used to improve measure and certify the social,

environmental and economic sustainability of new buildings, particularly non-domestic buildings.

Brownfield Land: see **Previously Developed Land**

Building for Life: A measurement of the quality of development initiated by the Commission for Architecture and the Built Environment (CABE).

Code for Sustainable Homes: The national standard for the sustainable design and construction of new homes. The Code aims to reduce carbon emissions and create homes that are more sustainable.

Combined Heat and Power (CHP): CHP is the generation of both usable heat and power (electricity) in a single, highly efficient process. CHP can use renewable or fossil fuels.

Community Infrastructure Levy (CIL): A charge or levy that Local Authorities in England and Wales are empowered, but not required, to charge on most types of new development in their area. CIL charges are based on simple formulae that relate the charge to the size and character of the development paying for it. This allows Local Authorities to raise funds from owners or developers of land undertaking new building projects in their area which can be used to fund a wide range of infrastructure needed to support the development of the local area.

Comparison goods: Retail goods (apart from convenience goods) which comprise bulky and non-bulky goods. Bulky goods include DIY, furniture and floor coverings, major household appliances, audio-visual equipment and bicycles.

Non-bulky goods are defined as 'all other comparison goods', eg. clothing, footwear, jewellery, CDs/DVDs.

Convenience goods: Everyday items including food and drink, tobacco, newspapers and household goods such as cleaning materials, kitchen disposables, household hardware and small appliances.

Conservation Area: A specifically defined and protected environmental area in view of its special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. They are designated by Local Planning Authorities. It is a statutory recognition of the value of a group of buildings and their surroundings and the need to protect not just the individual buildings, but the character of the area as a whole.

Curtilage: The legal term for the property boundary, for example a house and its garden.

Decentralised Energy: This term broadly refers to energy that is generated off the main grid, including micro (small scale) renewables, heating and cooling. It can refer to energy from waste plants, combined heat and power, district heating and cooling, as well as geothermal, biomass and solar energy. Schemes can serve a single building or a whole settlement.

Designated Heritage Asset: A World Heritage Site, Scheduled Monument, Listed Building, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Development Plan: A statutory document within the Local Development Framework (LDF). The collective term for all of the adopted plans and documents that can be used to determine planning applications. The LDF sets out the Local Authority's policies and proposals for the development and use of land in their area. For Stratford-on-Avon District, the Development Plan will eventually comprise the Core Strategy, the Gypsy and Traveller Local Plan and the Site Allocations Plan prepared by the District Council, the Minerals Local Plan and Waste Local Plan prepared by

Warwickshire County Council, and any Neighbourhood Plans prepared by Parish and Town Councils. The term also covers policies in the existing Local Plan which have been saved under the Planning and Compulsory Purchase Act 2004, until they are replaced.

Development Plan Document (DPD): Spatial planning documents that are subject to independent examination. They can include a Core Strategy or Local Plan, Site Allocations Plan, and plans relating to specific topics or areas (where needed). Individual DPDs can be reviewed independently from other DPDs. They have status as a part of the Development Plan.

Edge of Centre: For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, it is a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Emergency Stopping Place: Areas where Gypsies and Travellers are permitted to stay temporarily if the Local Authority deems it appropriate, removing the need for them to occupy less suitable unauthorised sites. Stays would not be expected to exceed 28 days at a time unless there were exceptional welfare needs that justify longer.

Environmental Impact Assessment (EIA): The process refers to the evaluation of the potential positive or negative impacts likely to arise from a major project on the environment, consisting of natural, social and economic aspects. The Town and Country Planning (Assessment of Environmental Effects) Regulations impose significant new duties upon Local Planning Authorities. The purpose of the assessment is to ensure that decision makers, e.g. Local Planning Authority, consider the ensuing environmental impacts when deciding whether to proceed with a project.

European Site: This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2010.

Examination in Public (EiP): An examination chaired by an independent Inspector into objections to a Local Development Document (LDD) and the overall 'soundness' of the Plan.

Extra-care Housing: Housing designed with the needs of frail/older people in mind and offering varying levels of care and support on site. People who live in extra-care housing have their own self-contained homes, their own front doors and a legal right to occupy the property. It is also known as 'very sheltered housing'. It comes in many forms, including blocks of flats, bungalow estates and retirement villages. It can often provide an alternative to a care home.

Fields in Trust: This is an independent UK-wide organisation dedicated to protecting and improving outdoor sports and play spaces. Its purpose is to ensure that everyone young and old, abled and disabled and whether they live in an urban or rural area, has access to free local outdoor space for sport, play and recreation.

Geodiversity: An understanding of the variety of rocks, minerals, fossils, soils, landforms and natural processes that make up the physical environment, landscape, fuels and raw materials that society operates within and uses.

Greenfield land: Land that has not been previously developed including land in agricultural use, private residential gardens and parks, playing fields and allotments.

Green Belt: A specifically defined area within which most forms of development are strictly controlled. The purpose of the Green Belt is to maintain the 'openness' of the land and prevent urban sprawl (i.e. unplanned development). Importantly, the quality of the landscape is not relevant to its inclusion within the Green Belt. Green Belt is different to greenfield land. There is a general presumption against inappropriate development, which is defined as development that is harmful to the purposes of the Green Belt. The Government attaches substantial weight to the need to avoid harm to the Green Belt. More specifically, the National Planning Policy Framework (NPPF) indicates that most forms of development are inappropriate, with some specified exceptions to this that will be permitted as long as they meet certain criteria, such as maintaining the openness of the area and not conflicting with the purposes of including land in the Green Belt.

Green Infrastructure: A network of high quality, multi-functional green spaces and other environmental features, urban and rural. The greatest benefits will be gained when it is designed and managed as a multifunctional resource which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Gypsy and Traveller: Persons of nomadic habit of life whatever their race or origin, including such persons who on the grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently. It excludes members of an organised group of travelling show people or circus people travelling together as such.

Habitats and Birds Directives: These form the cornerstone of Europe's nature conservation policy. They are founded on the Natura 2000 network of protected sites and the strict system of species protection. All in all the directive protects over 1,000 animals and plant species and over 200 so called "habitat types" (eg. special types of forests, meadows, wetlands, etc.), which are of European importance.

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. They include nationally designated heritage assets, eg. Ancient Monuments, Listed Buildings, and those identified by the Local Planning Authority, including local listing.

Historic Environment Record: A database of sites of known historic or archaeological importance, managed by Warwickshire County Council.

Homes in Multiple Occupation (HMO): A single dwelling comprising separate non-related households, usually sharing facilities such as kitchens and bathrooms.

Housing Market Area: These illustrate the influence of an urban area on a wider geographical area. They are defined by analysing commuting and migration patterns. Significantly, these areas are not bound by administrative boundaries.

Housing Needs Assessment: An assessment of housing needs in the local area. This assessment plays a crucial role in underpinning the planning policies relating to affordable housing. In addition, the information on local needs is required to determine the location of such housing and guide new investment.

Household Projections: Produced by the Department for Communities and Local Government and linked to the latest Office for National Statistics Sub-National Population Projections. The projections are trend-based and indicate the number of additional households that would form if recent demographic trends continue.

Housing Trajectory: A planning tool designed to support the 'plan, monitor, manage' approach to housing delivery by monitoring both past and projected housing completions across the lifetime of the Development Plan.

Infrastructure: The network of essential physical services that most buildings or activities are connected to. It includes not only physical services in an area (eg. gas, electricity and water provision, telecommunications, sewerage) and networks of roads, public transport routes, footpaths etc. but also community facilities and green infrastructure. New or improved infrastructure will generally need to be provided where significant levels of new development are proposed.

Landscape Character Assessment: An assessment undertaken to help identify various landscape types with a distinct character that is based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement.

Landscape and Visual Impact Assessment: A structured process for assessing the potential impacts of a proposed development from both landscape character and visual perspectives, often produced as part of an Environmental Impact Assessment.

Lifetime Homes: A set of 16 design criteria that provide a modal for building accessible and adaptable homes. This standard is widely used in planning policies and forms part of the Code for Sustainable Homes.

Listed Building: A building or structure that is considered to be of special national architectural or historic interest. It is protected by law from unauthorised alterations or demolition.

Live/work unit: A purpose-designed unit or group of buildings enabling the occupiers to live and work within the same premises.

Local Development Framework (LDF): Consists of a set of Local Development Documents, including Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). Collectively they provide the spatial planning strategy for the Local Planning Authority's area. It also includes the Statement of Community Involvement, Local Development Scheme and the Annual Monitoring Report.

Local Development Scheme (LDS): This is a public statement of a Local Authority's programme for the production of Local Development Documents. The LDS is reviewed and updated on a regular basis to reflect changes in circumstances. This may be either as a result of the Annual (Authority) Monitoring Report, which should identify whether the Local Authority has achieved the timetable set out in the original scheme, or if there is a need to revise and/or prepare new LDDs.

Local distinctiveness: A term that describes the unique features of a place and embraces issues such as landscape character, biodiversity, historic features and building design.

Local Enterprise Partnership (LEP): A partnership organisation between Local Authorities and businesses, formed to help determine local economic priorities, enable business and civic leaders to come together to drive sustainable local economic growth and assist in creating the conditions for private sector job growth in their communities. They are also a key vehicle in delivering Government objectives for economic growth and decentralisation, whilst also providing a means for Local Authorities to work together with business in order to support the economic growth.

Local Nature Partnership: A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

Local Planning Authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to the local planning authority apply to Stratford-on-Avon District Council in its statutory duty to produce a Development Plan and determine planning applications.

Local Plan: The plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community. In law this is prescribed as a Development Plan Document adopted under the Planning and Compulsory Purchase Act 2004. A Core Strategy is a Development Plan Document and is a form of Local Plan.

Local Transport Plan (LTP): The Transport Act 2000 introduced a statutory requirement for local transport authorities to produce a LTP every five years and to keep it under review. The Department for Transport expects authorities to consider their contribution to national transport goals as over-arching priorities for their LTPs.

Local Wildlife Sites: Non-statutory areas of local importance for nature conservation that complement nationally and internationally designated geological and wildlife sites.

Main town centre uses: These are defined as including retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

National Character Areas: Represent the division of England into 159 distinct natural areas. Each is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. Their boundaries follow natural lines in the landscape rather than administrative boundaries, and provide a decision-making framework for the natural environment.

National Planning Policy Framework (NPPF): National guidance published by the UK Government in March 2014 which sets out the key issues to be considered in relation to planning policy and development management. It replaced previous national planning guidance, formerly enshrined in a series of Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs). The Government expects the NPPF to provide a framework within which local people and their accountable Councils produce their own Local and Neighbourhood Plans. The NPPF constitutes guidance for Local Planning Authorities and decision-makers both in drawing up plans and as a material planning consideration in determining planning applications.

Neighbourhood Development Plans: A plan prepared by Parish/Town Councils or Neighbourhood Forums to establish general planning policies for the development and use of land within a particular neighbourhood area. Subject to conformity with the strategic policies of the Core Strategy or Local Plan, an independent examination and support in a community referendum, a Neighbourhood Plan will become part of the planning framework for land uses in the local area.

Pitch: A pitch is the space required to accommodate one Gypsy and Traveller household and will vary according to the size of the household in a similar way to housing for the settled community. A caravan does not equate to a household. One household may comprise three generations of extended family living in several caravans. Typically, a family pitch will provide space for a mobile home and touring caravan, parking and an amenity block.

Planning Condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order. Such conditions permit development to go ahead only if their stipulations are satisfied.

Planning Obligation: Legally enforceable agreements between a Local Planning Authority and a developer, or undertakings offered unilaterally by a developer, which ensure that necessary mitigating works related to development are undertaken. They are often called Section 106 Agreements.

Previously Developed Land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes:

- land that is or has been occupied by agricultural or forestry buildings;
- land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures;
- land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and
- land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Priority Habitats and Species: Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Ramsar Sites: Wetlands of international importance, designated under the 1971 Ramsar Convention.

Registered Social Landlord: A term introduced in the Housing Act 1996 to describe local housing companies and housing associations that are registered and monitored by the Housing Corporation (now the Homes and Communities Agency).

Regulation 123 List: Regulation 123 restricts the use of planning obligations for infrastructure that will be funded in whole or in part by the Community Infrastructure Levy (CIL). The Local Authority is expected to publish a list of infrastructure that will benefit from CIL on its website. The key purpose of the Regulation 123 List is to define the items where Section 106 contributions will not be sought, rather than to restrict the use of CIL funds.

Renewable and Low Carbon Energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions, compared to conventional use of fossil fuels.

Rural Exception Sites: Small sites used solely for affordable housing on land within or adjoining existing small rural communities which would not otherwise be released for general market housing because it is subject to policies of restraint. Such sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the Local Authority's discretion, for example where essential to enable the delivery of affordable units without grant funding. The affordable housing provided on such sites should meet local needs in perpetuity and count towards the overall level of housing provision.

Scheduled Ancient Monument: Features (both underground or on the surface) of national archaeological or historic interest designated by the Secretary of State for Culture, Media and Sport, which are the subject of legal protection to prevent them being damaged or destroyed. The regulations are similar to those applied to listed buildings but are administered by English Heritage rather than Local Authorities.

Section 106 Agreement: A legal agreement between developers and a Local Planning Authority made in accordance with section 106 (s.106) of the 1991 Planning Act, usually to secure benefits for local residents without which a planning application would be refused (also see **Planning Obligations**).

Section 278 Agreement: A legal agreement made between a developer and the Highway Authority (ie. Warwickshire County Council) to enable works to be carried out on the public highway to facilitate development.

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Sites of Importance for Biodiversity: Comprise international sites (Special Areas of Conservation, Special Protection Areas and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Social Rented: This is housing available to rent at below market levels. Lower rents are possible because the Government subsidises Local Authorities and Registered Social Landlords (RSLs) in order to meet local affordable housing needs.

Sites of Special Scientific Interest (SSSI): Specifically defined sites or areas designated as being of national importance because of their wildlife, plants or flowering species and/or their unusual or atypical geological features. SSSIs are designated by Natural England and have protected status under the Wildlife and Countryside Act 1981. The protection is subject to Government Regulations.

Sites and Monuments Record: A database maintained by Warwickshire Museum which contains records detailing the sites of archaeological interest in the County.

Special Landscape Area: A designation covering in landscape in the District which is judged to be of high quality at the local level and which requires protection from inappropriate forms of development and activity.

Statement of Community Involvement (SCI): This sets out the standards to be achieved by the Local Authority in involving the community in the preparation, alteration and continuing review of all Local Development Documents (LDDs) and planning applications. The SCI is a clear public statement enabling the community to know how and when they will be involved in the preparation of an LDD and how they will be consulted on planning applications.

Strategic Environmental Assessment (SEA): A procedure set out in the Environmental Assessment of Plans and Programmes Regulations 2004 which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic Flood Risk Assessment (SFRA): A high-level assessment of flood risk carried out by or for Local Planning Authorities with the purpose of assisting them to deliver sustainable development and to avoid development in areas that are at risk of flooding or that would increase flooding elsewhere.

Strategic Housing Land Availability Assessment (SHLAA): This is a key component of the evidence required to support the delivery of sufficient land for housing to meet the community's need for more homes. These assessments are required by national planning policy as set out in the NPPF.

Strategic Housing Market Assessment (SHMA): The purpose of a SHMA is to analyse data and trends relating to local housing markets within a sub-region and

across administrative boundaries and to guide, inform and support the development of planning and housing policies over that area. It provides evidence for the preparation of Development Plan Documents for the local authority areas covered.

Supplementary Planning Document (SPD): Provides further detail to explain how the policies in a Core Strategy, Local Plan or other Development Plan Document will be implemented. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. SPDs are capable of being a material consideration in planning decisions but are not part of the Development Plan.

Sustainable transport: Any efficient, safe and accessible means of transport, other than the private car, which has an overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Sustainability Appraisal: The Planning and Compulsory Purchase Act 2004 requires Local Development Documents (LDDs) to be prepared with a view to contributing to the achievement of sustainable development. Sustainability appraisal is a systematic process that assesses the social, environmental and economic effects of the strategies and policies in a LDD from the outset of the preparation process. This helps to ensure that decisions are made that accord with sustainable development requirements.

Sustainable Community Strategy (SCS): Produced by Local Authorities, in conjunction with other service providers and local organisations, through the Local Strategic Partnership (LSP). They outline the needs and priorities of the community and also shape the activities of the organisations within the LSP, to fulfil those requirements. The SCS should inform the Local Development Framework and act as an umbrella framework for other strategies produced for the area.

Sustainable Development: In broad terms, this means development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The Government has set out five guiding principles for sustainable development in its strategy 'Securing the Future – UK Government Strategy for Sustainable Development'. The five guiding principles, to be achieved simultaneously, are:

- Living within environmental limits
- Ensuring a strong, healthy and just society
- Achieving a sustainable economy
- Promoting good governance
- Using sound science responsibly.

The NPPF sets out a definition of sustainable development and identifies how it is to be identified and delivered (see paragraphs 6-16).

Sustainable Drainage System (SuDS): Seeks to minimise wastage of water, including the use of appropriate groundcover to enable maximum penetration of clean water run-off into the ground, promote the filtration and evaporation of water as close to the source as possible and break down pollutants and, where appropriate, recycle grey water within the development. Designed to minimise the impact of development on the natural water environment, they are an alternative to drainage through pipes directly to a water course and help enhance water quality and biodiversity, maintain groundwater levels and reduce the risk of flooding.

Town Centre: Area defined by the Local Authority's Development Plan and shown on the Policies Map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area.

Transit Site: Authorised sites which are used for stays of up to three months by Gypsies and Travellers. The sites are provided on a permanent basis, usually by Local Authorities, and have basic amenities and services which include water supply, shared toilets, washing facilities/utility room and waste disposal.

Transport Assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Transport Statement: A simplified version of a transport assessment where it is agreed the transport issues arising out of a development proposal are limited and a full Transport Assessment is not required.

Travelling Showpeople: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who, on the grounds of their own or their family's or dependants' more localised patterns of trading, educational or health needs or old age, have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.

Travel Plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Use Classes: The definition of development includes material changes of use of land or buildings. Uses fall within four main categories or 'classes':

- Class A – covers shops and other retail premises
- Class B – covers offices, workshops, factories and warehouses
- Class C – covers residential uses
- Class D – covers non-residential institutions and assembly and leisure uses.

There are subsets within each class. In addition there are also uses that are *sui generis* (i.e. in a class of their own). Changes of use within a use class do not come within the definition of development. Certain changes between particular use classes are allowed under permitted development rights.

Water Framework Directive: This is a piece of European legislation that promotes a positive approach to water management. The Directive helps to protect and enhance the quality of surface freshwater (including lakes, streams and rivers), ground waters, and groundwater-dependent ecosystems.

Whole Farm Plan: This is a business plan which sets out how a farm is to operate in the future and what investment is likely to be required in order to achieve its stated objectives, including the use of buildings and land. It should include an operations plan that describes the farm and how it is run. Advice on producing a Whole Farm Plan is available from the Department for Environment, Food & Rural Affairs.

Wildlife Corridor: An area of habitat connecting wildlife populations separated by human activities or structures. This allows an exchange of individuals between populations which may help prevent the negative effects of inbreeding and reduced genetic diversity that often occur within isolated populations. Corridors may also help facilitate the re-establishment of populations that have been reduced or eliminated due to circumstances.

Windfall Allowance: This is an allowance as part of the housing supply to take account of the fact that some of the housing being provided in the Local Authority area will come from unidentified sites that get planning permission. These will typically be smaller sites such as conversions or changes of use.

Windfall Sites: Sites which have not been specifically identified as available in the Development Plan process. They normally comprise small, previously developed sites that have unexpectedly become available and are suitable for certain forms of redevelopment.

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