

Schedule of Proposed Main Modifications ED.1.1d

The Council has applied the principle that all proposed changes relating to the wording of policies should be treated as Main Modifications. Those relating to explanatory text, including Development Management Considerations, are generally treated as Additional Modifications, although there are some exceptions to this.

Strikethrough – deleted text

Underline – New or amended text

Policy/section/paragraph/ page number in Proposed Submission Version	Existing wording	Proposed wording/correction
Section 1.4 – Vision for Wellesbourne, p.15 – insert new text	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.	Wellesbourne will have enhanced its role as a rural centre through the provision of commercial uses that are sensitive to the character and setting of the village. The river corridor will have been enhanced for leisure activities and wildlife. <u>The aviation related functions at Wellesbourne Airfield will have been retained and enhanced.</u> There will be improved community facilities and the business park will have been regenerated.
Section 1.4 – Strategic Objective No.4, p.17 – re-word first sentence	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.	To help mitigate and adapt to climate change, all residential development will have achieved as a minimum <u>the national standards set out in Building Regulations.</u> 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.
Section 1.4 – Strategic Objective No.6, p.17 – re-word second sentence	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.	The flood plain will have been maintained and, where opportunities arise, restored. <u>The risk of flooding will be managed effectively by taking a whole catchment approach to implement sustainable flood management schemes.</u> from flooding will not have increased. Water bodies will have reached a good status or potential in accordance with the Water Framework Directive.
Section 1.4 – Strategic	An additional 10,800 dwellings (an average of	An additional 10,800 dwellings (an average of 540

Objective 14, p.18 – re-word text	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.	per annum) will have been <u>granted planning permission and built across the District on brownfield and greenfield sites, reflecting the dispersed settlement pattern of the provided across the District. Where justified by the available evidence, the District Council will have worked with neighbouring councils to help meet any unmet housing needs arising outside the District. These dwellings will be built by a range of developers, housing associations and other providers.</u> In addition, the needs of <u>Gypsies and Travellers</u> will have been met through the provision of <u>41 additional pitches by 2016</u> and an <u>average of 2 pitches per annum thereafter additional 30 pitches thereafter, a total of 71 pitches by 2031.</u>
Section 1.4 – Strategic Objective 15, p.18 – insert new first sentence	To improve the affordability of housing across the District, 35% of dwellings on eligible sites will have been provided as affordable homes.	<u>A mix of sizes, types and tenures of housing will have been built by a range of developers, housing associations and other providers.</u> To improve the affordability of housing across the District, 35% of dwellings on eligible sites will have been provided as affordable homes.
Section 2.2 – Policy CS.1: ‘Explanation’, paragraph 2.2.2, bullet point 3: planning for places, p.24 – amend text	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.	Planning for places (an environmental role) – use the planning system to both protect and enhance our natural, built and historic environment, to use natural resources prudently, <u>ensuring the effective use of land through reusing previously developed land and promoting mixed use developments,</u> and to mitigate and adapt to climate change, including moving to a low-carbon economy.
Section 3.1 – Policy CS.2: Part B: ‘Residential Development’, p.28 – delete entire paragraph	Residential Development New homes will achieve Level 4 of the Code for Sustainable Homes, until such time as these are superseded.	Residential Development New homes will achieve Level 4 of the Code for Sustainable Homes, until such time as these are superseded.
Section 3.1 – Policy CS.2: Part B: ‘Non-Residential Development’, paragraph 2, p.28 – amend text	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	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

	approved by a registered assessor. registered	assessor.
Section 3.1 – Policy CS.2: Part B: ‘Extensions and Major Refurbishments’, p.28 – amend heading and delete second paragraph	<p>Extensions and Major Refurbishments</p> <p>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.</p>	<p><u>Extensions and Major Refurbishments the Re-Use of Buildings</u></p> <p>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.</p>
Section 3.1 – Policy CS.2: ‘Explanation’, paragraph 3.1.4, p.29 – add text at end of paragraph	Not Applicable	<p><u>“Subject to the introduction via the Building Regulations of higher energy targets aimed at achieving the Government’s Zero Carbon Homes Policy, new homes will have to incorporate renewable and low carbon energy technologies and the Council’s SPD requirement for 10% renewable energy onsite will no longer be applied.”</u></p>
Section 3.1 – Policy CS.2: ‘Explanation’, paragraph 3.1.7, p.29 – delete final sentence	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	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

	Stratford-on-Avon specific allowable solutions, to be in place by 2016, which will be published in a future planning policy document	will be published in a future planning policy document
Section 3.1 – Policy CS.2: 'Explanation', paragraph 3.1.8, p.29 – remove second sentence and insert new text	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.	Checking compliance with Building Regulations is a separate process to getting planning approval; however both processes must be complied with. In the context of sustainable design, applicants are encouraged to consider both together at the design stage as this will help to avoid problems, delays and increased costs as proposals are progressed through the application stages. <u>The Government has indicated the Code for Sustainable Homes standards will be phased out and will be replaced by national standards for energy and water within Building Regulations for new homes. For non-residential development, the Council will use the alternative standards provided by BREEAM to demonstrate the energy and water performance.</u>
Section 3.1 – Policy CS.2: 'Explanation', paragraph 3.1.11, p.29 – delete last sentence	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.	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.
Section 3.1 – Policy CS.2: 'Explanation', paragraph 3.1.12, p.29-p.30 – delete first and last sentences	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.	For residential development, post construction Code for Sustainable Homes assessments will be required which must be undertaken by an accredited assessor. Replacements for the BREEAM standards are being developed and this policy will apply the equivalent replacement standards. The policy will also apply to any future replacements to the Code for Sustainable Homes.

<p>Section 3.1 – Policy CS.2: ‘Implementation and Monitoring’, p.30 – delete bullet point 1 of Monitoring Indicators</p>	<p>Number of new homes achieving a four star or above of the Code for Sustainable Homes</p>	<p>Number of new homes achieving a four star or above of the Code for Sustainable Homes</p>
<p>Section 3.2 – Policy CS.3: Part A: ‘Renewable and Low Carbon Energy Generation’, p.31 – amend paragraph two</p>	<p>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.</p>	<p>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. <u>All proposals involving commercial development providing 1000sqm or more floorspace or residential development providing 100 or more dwellings shall assess the feasibility of incorporating decentralised energy provision.</u></p>
<p>Section 3.3 – Policy CS.4: Part A: ‘Flood Risk Areas’, p.36 – amend text</p>	<p>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.</p>	<p>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 <u>2 and 3a</u> will only be acceptable when the sequential test and, where applicable, the exception test have been satisfied, as set out in the National Planning Policy Framework. <u>Land use in High Probability Flood Zone 3b should be restricted to water compatible or, with the exception test, essential infrastructure.</u> The flood plain will be maintained and, where opportunities arise, restored in order to maximise natural storage of flood water, reduce flooding problems and increase landscape, <u>ecological</u> and conservation value. <u>Rural and urban land use practices to restore more sustainable natural floodplains and to reduce runoff will be encouraged.</u></p>

		<u>Developers will be encouraged to reduce the reliance on hard engineered solutions through their site by contributing to upstream flood storage, giving consideration to a whole catchment approach.</u>
Section 3.3 – Policy CS.4: Part B: 'Surface Water Runoff and SUDS', p.37 – insert new text in paragraph 9	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.	All development proposals should seek to control and discharge 100% of surface water runoff generated on site <u>during the 1 in 100 year plus climate change rainfall event</u> using above ground sustainable drainage systems, such as swales, ponds and other water based ecological features. Where it can be demonstrated that it is not practicable, development proposals should maximise opportunities to use SUDS measures which require no additional land take, such as green roofs, permeable surfaces and water butts. <u>There is a presumption against the underground storage of water.</u>
Section 3.3 – Policy CS.4: Part C: 'Protection of the Water Environment', p.37 – delete first paragraph and insert new text	Where a development proposal lies adjacent to a river corridor or tributary, a natural sinuous river channel should be retained or, where possible, reinstated.	Where a development proposal lies adjacent to a river corridor or tributary, a natural sinuous river channel should be retained or, where possible, reinstated. <u>Development proposals that lie adjacent to a canal, river or tributary should ensure that the natural features and functions of the watercourses and its wider corridor are retained, or where possible reinstated and that appropriate habitats buffers are established.</u>
Section 3.3 – Policy CS.4: Part C: 'Protection of the Water Environment', p.37 – delete fourth paragraph and insert new text	Physical and visual access to the riverside should be improved for the benefit of all people, maintaining the balance between formalising access, maintaining a natural character to the river and safeguarding sensitive sections of the river.	Physical and visual access to 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. <u>Physical and visual access to watercourses will be promoted where it respects the natural function of the watercourse and sensitive nature of the river corridor as a whole.</u>
Section 3.3 – Policy CS.4: Part C: 'Protection of the Water	All development proposed adjacent to a river corridor should be designed to take advantage	All development proposed adjacent to a river corridor should be designed to take advantage of its

<p>Environment', p.37 – add new text to end of paragraph five</p>	<p>of its proximity to the river through layout and orientation of buildings and spaces.</p>	<p>proximity to the river through layout and orientation of buildings and spaces. <u>Where a development site contains areas identified as flood plain, the development layout design should ensure that no surface water attenuation features are located in Flood Zone 1. There should be an 8 metre easement to allow maintenance & access to all main rivers and to ensure that the river corridor is sensitively managed to support environmental infrastructure (including wildlife corridors) and to protect/improve habitat for BAP species and/or ecological networks.</u></p>
<p>Section 3.3 – Policy CS.4: Part C: 'Protection of the Water Environment', p.37 – delete second sentence of paragraph six</p>	<p>All development proposals should demonstrate high levels of water efficiency. All new housing developments must be water efficient and, as a minimum, reach Code for Sustainable Homes Level 4 or achieve equivalent sustainability standards for buildings as directed by national policy. 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.</p>	<p>All development proposals should demonstrate high levels of water efficiency. All new housing developments must be water efficient and, as a minimum, reach Code for Sustainable Homes Level 4 or achieve equivalent sustainability standards for buildings as directed by national policy. 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.</p>
<p>Section 3.3 – Policy CS.4: Part C: 'Protection of the Water Environment', p.37 – add new paragraph seven</p>	<p>Not Applicable</p>	<p><u>Development proposals will take full account of the biodiversity value of watercourses and river corridors and their role in supporting local ecological networks. Impacts from lighting, noise and visual disturbances should be avoided or mitigated and opportunities to create, enhance and restore adjacent habitats for biodiversity will be encouraged.</u></p>
<p>Section 3.3 – Policy CS.4: Part D: 'Water Quality', p.38 – add new paragraph two</p>	<p>Not Applicable</p>	<p><u>In respect of the proposal for land at Gaydon/Lighthorne Heath (Policy GLH) and the growth of existing employment at Gaydon (Policy AS.11), Severn Trent Water has identified the need for improvements to be made to the local wastewater infrastructure, including temporary</u></p>

		<u>works to ensure that adequate capacity is secured prior to occupation of early phases of development. Such improvements are necessary to support the delivery of the overall strategy for the District and will be supported accordingly.</u>
Section 3.3 – Policy CS.4: ‘Explanation’, paragraph 3.3.11, p.40 – insert new text	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.	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. <u>The greatest benefits are gained when sustainable urban drainage systems are designed as a multifunctional resource, capable of delivering a wide range of environmental and quality of life benefits (ecosystems) for future occupants. Flood storage areas, wetland habitats and above ground SUDs can form a functioning ecosystem in their own right for many species, and can increase biodiversity by increasing habitat area, increasing populations of some protected species and increasing species movement.</u>
Section 3.3 – Policy CS.4: ‘Development Management Considerations’ (No.3), p.40 – amend text	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.	Flooding in green field developments can be avoided by effective master planning of the development site, and may need <u>needs</u> to include an allowance for managing exceedance flows, if surface water drainage infrastructure is exceeded. In brownfield development, it may be not possible to achieve this level of protection depending on the nature of the existing risk, but there will be a presumption against building in areas of high risk.
Section 3.4 – Policy CS.5: Part B: ‘Visual Impacts’, paragraph one, p.42 – amend text	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.	Proposals for development should include, dependent on their scale, use and location, an assessment of the likely visual impacts on the local landscape or townscape, and the site’s immediate and wider setting. Applications for major developments must be accompanied by <u>may require</u> a full Landscape and Visual Impact Assessment.

<p>Section 3.4 – Policy CS.5: Part C: ‘Trees Woodland and Hedges’, p.43 – insert additional text to paragraph four</p>	<p>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.</p>	<p>Development schemes and other opportunities will be used to enable the expansion of native woodlands and to buffer, extend and connect fragmented ancient woodlands, <u>to develop flood risk reduction measures through the planting of woodlands, trees and undergrowth</u> for their intrinsic value and to help climate change adaptation.</p>
<p>Section 3.5 – Policy CS.6: Part A: ‘Biodiversity’ point 1, p.46 – insert new text</p>	<p>1. Safeguarding existing habitats, including:</p>	<p>1. Safeguarding <u>and enhancing</u> existing habitats, including:</p>
<p>Section 3.5 – Policy CS.6: Part A: ‘Biodiversity’, point 1 paragraph (a), p.46 – replace second sentence</p>	<p>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.</p>	<p>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. <u>Development proposals should seek to avoid impacts on SSSIs. Development adversely affecting a SSSI, either directly or indirectly, will only be permitted in exceptional circumstances where the benefits of development clearly outweigh the likely impacts on the site and any broader impacts on the national networks of SSSIs.</u></p>
<p>Section 3.5 – Policy CS.6: Part A: ‘Biodiversity’, point 1 paragraph (c), p.46 – delete text</p>	<p>Those subject to local designations such as Local Wildlife Sites and Local Nature Reserves. Development adversely affecting a Local Site will only be permitted either where it can be demonstrated that the benefits of the development clearly outweigh the impacts on the site, or where there is good reason to permit development and it is possible to secure the creation and long-term maintenance of equivalent habitat elsewhere.</p>	<p>Those subject to local designations such as Local Wildlife Sites and Local Nature Reserves. Development adversely affecting a Local Site will only be permitted either where it can be demonstrated that the benefits of the development clearly outweigh the impacts on the site, or where there is good reason to permit development and it is possible to secure the creation and long-term maintenance of equivalent habitat elsewhere.</p>
<p>Section 3.5 – Policy CS.6: Part A: ‘Biodiversity’, point 2, p.46 – replace final paragraph</p>	<p>Where a development will impact on a habitat or species and mitigation cannot be provided on site in an effective manner, developers will be required to offset the loss by contributing</p>	<p>Where a development will impact on a habitat or species and mitigation cannot be provided on site in an effective manner, developers will be required to offset the loss by contributing to appropriate</p>

	<p>to appropriate biodiversity projects elsewhere in the area.</p>	<p>biodiversity projects elsewhere in the area.</p> <p><u>Where a development will have a negative impact on a biodiversity asset, mitigation will be sought in line with the mitigation hierarchy. Impacts should be avoided and, if this is not possible, mitigated. Where there would be a residual impact on a habitat or species and mitigation cannot be provided on site in an effective manner, developers will be required to offset the loss by contributing to appropriate biodiversity projects elsewhere in the area. Where an impact cannot be fully mitigated or, as a last resort, compensated for, then planning permission will be refused.</u></p>
<p>Section 3.6 – Policy CS.7: Part A: ‘Green Infrastructure Network’, p.50 – delete final paragraph</p>	<p>Where the impact of development on the biodiversity aspects of Green Infrastructure cannot be mitigated effectively on site, the principle of biodiversity offsetting in accordance with Policy CS.6 Natural Environment will apply.</p>	<p>Where the impact of development on the biodiversity aspects of Green Infrastructure cannot be mitigated effectively on site, the principle of biodiversity offsetting in accordance with Policy CS.6 Natural Environment will apply.</p>
<p>Section 3.7 – Policy CS.8: Part B: ‘Proposals Affecting the Significance of a Heritage Asset’, p.54 and 55 – delete all existing text and insert replacement text</p>	<p>Where proposals will affect a heritage asset, including involving its harm or loss, they will only be permitted in exceptional circumstances. Applicants will be required to undertake and provide an assessment of the significance of the asset using a proportionate level of detail relating to the likely impact the proposal will have on the asset’s historic interest. In assessing whether exceptional circumstances exist, the following factors will be considered:</p> <p>(1) Whether it is practical to continue the current or previous use of the heritage asset and whether there are any other viable alternative uses.</p> <p>(2) The impact of the harm or loss of the heritage asset on the structure or setting of any other heritage asset, including the character and appearance of a Conservation Area.</p>	<p>Where proposals will affect a heritage asset, including involving its harm or loss, they will only be permitted in exceptional circumstances. Applicants will be required to undertake and provide an assessment of the significance of the asset using a proportionate level of detail relating to the likely impact the proposal will have on the asset’s historic interest. In assessing whether exceptional circumstances exist, the following factors will be considered:</p> <p>(1) Whether it is practical to continue the current or previous use of the heritage asset and whether there are any other viable alternative uses.</p> <p>(2) The impact of the harm or loss of the heritage asset on the structure or setting of any other heritage asset, including the character and appearance of a Conservation Area.</p> <p>(3) Whether the relocation and reconstruction of the heritage asset is appropriate and can practicably be achieved, either onsite or elsewhere.</p>

	<p>(3) Whether the relocation and reconstruction of the heritage asset is appropriate and can practicably be achieved, either onsite or elsewhere.</p> <p>(4) That a suitable programme has been arranged and agreed to record those features of historic interest that would be lost in the implementation of the proposal.</p>	<p>(4) That a suitable programme has been arranged and agreed to record those features of historic interest that would be lost in the implementation of the proposal.</p> <p><u>Any harm to the significance of a designated or non-designated heritage asset, or its loss, must be justified. Any harm will be weighed against the public benefits of the proposal. Applicants will need to demonstrate that all reasonable efforts have been made to sustain the existing use or find reasonable alternative uses. Consideration will also be given as to whether the works proposed are the minimum required to secure the long-term use of the asset or, where harm would result, the extent of the harm to the significance of the asset is mitigated. Where such harm can be fully justified, the District Council will require archaeological excavation and/or historic building recording as appropriate, followed by analysis and publication of the results.</u></p>
<p>Section 3.7 – Policy CS.8: Part C: ‘Appreciation, Design and Management’, p.55 – delete third sentence</p>	<p>Proposals will be high quality, sensitively designed and integrated with the historic context. The design and layout of development proposals will be informed by an understanding of the significance of the historic asset and environment. Both designated and non-designated historic features should be retained in situ. Creative and innovative design and architecture that helps to secure the conservation of heritage assets and integrates new development into the historic environment will be encouraged where it is sympathetic to the character of the local area.</p>	<p>Proposals will be high quality, sensitively designed and integrated with the historic context. The design and layout of development proposals will be informed by an understanding of the significance of the historic asset and environment. Both designated and non-designated historic features should be retained in situ. Creative and innovative design and architecture that helps to secure the conservation of heritage assets and integrates new development into the historic environment will be encouraged where it is sympathetic to the character of the local area.</p>
<p>Section 3.8 – Policy CS.9: Part B: ‘Ensuring High Quality Design’, p.58 – replace first paragraph</p>	<p>Proposals should be compatible with national design guidance in ‘Building for Life 12’ and ‘Secured by Design’. The design approach will ensure that development is:</p>	<p>Proposals should be compatible with national design guidance in ‘Building for Life 12’ and ‘Secured by Design’. The design approach will ensure that development is:</p> <p><u>High quality design will be achieved by ensuring that all development is:</u></p>

Section 4.1 – Policy CS.10: 'Green Belt': Policy Section, Point 3, p.65 – amend figure	7 hectares at Gorcott Hill, north of Mappleborough Green (see Proposal REDD.2)	7 <u>9</u> hectares at Gorcott Hill, north of Mappleborough Green (see Proposal REDD.2)
Section 4.1 – Policy CS.10: 'Explanation', paragraph 4.1.6, p.67 – amend figure	Amount of land affected: 7 hectares (see Policies Map p.224)	<u>Amount of land affected: 7 9 hectares (see Policies Map)</u> [see proposed amendment to policies map at end of this schedule]
Section 4.1 – Policy CS.10: 'Explanation', paragraph 4.1.7, p.68 – delete second sentence and add new text	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.	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. <u>This will include the definition of Built-Up Area Boundaries for those Local Service Villages that lie within the Green Belt where it is necessary to do so in order to provide for the housing requirement for these villages in accordance with the provisions of the overall development strategy.</u>
Section 5.1 – Policy CS.15: Part 1: 'Main Town', p.81 – insert new text in first paragraph	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 town is the principal settlement in the District <u>and as such is a main focus for housing and business development.</u> Services and infrastructure will be improved to reflect the scale of development that takes place. The role of the town centre as a focus of shopping, services and tourism will be maintained.
Section 5.1 – Policy CS.15: Part 7: 'Requirements', p.83 – insert new text in final paragraph	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.	It is expected that promoters of development schemes will engage with the local community, including through the neighbourhood planning process <u>where such a plan is under active preparation</u> prior to the submission of a planning application.
Section 5.1 – Policy CS.15:	Category 2: Brailes, Fenny Compton,	Category 2: Brailes, Fenny Compton, Lighthorne

<p>'Explanation', paragraph 5.1.10 (list of Local Service Villages), p.84 – re-categorisation of two LSVs</p>	<p>Lighthorne Heath, Napton-on-the-Hill, Salford Priors, Tysoe, Welford-on-Avon, Wilmcote, Wootton Wawen</p> <p>Category 3: Claverdon, Earlswood, Ettington, Great Alne, Ilmington, Long Compton, Newbold-on-Stour, Snitterfield, Stockton, Temple Herdewycke, Tredington</p> <p>Category 4: Alderminster, Alveston, Aston Cantlow, Bearley, Clifford Chambers, Gaydon, Hampton Lucy, Ladbroke, Lighthorne, Long Marston, Loxley, Mappleborough Green, Moreton Morrell, Northend, Oxhill, Pillerton Priors, Priors Marston, Tanworth-in-Arden, Wood End</p>	<p>Heath, Napton-on-the-Hill, Salford Priors, <u>Stockton</u>, Tysoe, Welford-on-Avon, Wilmcote, Wootton Wawen</p> <p>Category 3: Claverdon, Earlswood, Ettington, Great Alne, Ilmington, Long Compton, <u>Long Marston</u>, Newbold-on-Stour, Snitterfield, Stockton, Temple Herdewycke, Tredington</p> <p>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</p>
<p>Section 5.2 – Policy CS.16: Part A: 'Housing Requirement', p.87 – amend text and figures</p>	<p>Stratford-on-Avon District will meet its objectively assessed housing needs for the period 2011 to 2031. Provision will be made for around 10,800 additional homes, distributed as follows based on the settlement hierarchy set out in Policy CS.15:</p> <ul style="list-style-type: none"> • 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 	<p>Stratford-on-Avon District will meet its objectively assessed housing needs for the period 2011 to 2031. Provision will be made for around <u>at least</u> 10,800 additional homes, distributed as follows based on the settlement hierarchy set out in Policy CS.15:</p> <ul style="list-style-type: none"> • Stratford-upon-Avon: approximately 2,5<u>6</u>90 homes • Main Rural Centres: approximately 2,8<u>3</u>900 homes • New Settlement at Lighthorne Heath: approximately 3,0<u>2,5</u>00 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 59<u>1,2</u>90 homes
<p>Section 5.2 – Policy CS.16: Part B: 'Strategic Allocations', bullet point 1, p.87 – insert new text</p>	<ul style="list-style-type: none"> • 650 homes on the Canal Quarter Regeneration Zone, Stratford-upon-Avon (SUA.1) 	<ul style="list-style-type: none"> • 650 homes <u>within the plan period from a total of approximately 1,010 homes</u> on the Canal Quarter Regeneration Zone, Stratford-upon-Avon (SUA.1)

<p>Section 5.2 – Policy CS.16: Part B: 'Strategic Allocations', bullet point 6, p.87 – insert new text</p>	<ul style="list-style-type: none"> • 2,500 homes at Gaydon/Lighthorne Heath New Settlement (GLH) 	<ul style="list-style-type: none"> • 2,500 homes <u>within the plan period from a total of approximately 3,000 homes</u> at Gaydon/Lighthorne Heath New Settlement (GLH)
<p>Section 5.2 – Policy CS.16: Part D: 'Phasing and Delivery', p.88 – add text to the end of the first paragraph</p>	<p>Not Applicable</p>	<p><u>The calculation of 5 year housing land supply as set out in the Annual Monitoring Report will provide the mechanism for managing housing delivery and updating the Housing Trajectory to bring forward additional sites if required.</u></p>
<p>Section 5.2 – Policy CS.16: Part D: 'Phasing and Delivery', p.88 – add text to the end of the second paragraph</p>	<p>Not Applicable</p>	<p><u>If evidence demonstrates that significant housing needs are arising from accelerated economic development in the District, the Council will first seek to re-phase the delivery of housing sites and/or identify additional sites, but will also bring forward a review if it is evident that the housing needs cannot be adequately addressed without such a review.</u></p>
<p>Section 5.2 – Policy CS.16: 'Explanation', paragraph 5.2.6, p.91 – delete final sentence and insert new text</p>	<p>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.</p>	<p>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. <u>The figure for the Large Rural Brownfield Sites refers to those listed in Policy AS.11 and represents the number of homes with planning permission from these sites. Whilst further homes may come forward from this source in accordance with Policy AS.11, the District Council is not relying on this supply to</u></p>

		<p>meet its housing requirement. Any additional homes would therefore comprise an additional source of windfall supply. The remainder of the housing requirement is being delivered through the remaining strategic allocations as set out in Policy CS.15, through the Site Allocations Plan, with an allowance made for 'windfall' sites. Notwithstanding the above, it should be noted that whilst the Council considers the housing requirement to be appropriate for the District, local communities may wish to make additional provision through the auspices of Neighbourhood Planning. In accordance with Policy CS.18, the Council will also count 'extra care' and other specialised accommodation for older people (whether Use Class C2 or C3) as part of its housing requirement. In respect of C2 provision, the number of units provided will be based on assumptions regarding the number of homes they release onto the market. This District-wide provision will not however count against individual settlement requirements. Provision will be monitored through the Annual Monitoring Report.</p>
<p>Section 5.2 – Policy CS.16: 'Explanation', paragraph 5.2.8, p.91 – delete existing paragraph 5.2.8 and replace with new text as new paragraph 5.2.7</p>	<p>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</p>	<p>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</p>

	<p>Practice Guidance which allows for Core Strategies to be found sound where they do not identify specific sites in years 11-15. The Site Allocations Plan will also allocate sites to meet any shortfall of housing in each Local Service Village as appropriate, and will assess the need for further contingent housing sites to be identified in Stratford-upon-Avon and the Main Rural Centres. These contingent sites would only be released during the plan period if monitoring shows there is a significant shortfall in the amount of housing already delivered.</p>	<p>specific sites in years 11-15. The Site Allocations Plan will also allocate sites to meet any shortfall of housing in each Local Service Village as appropriate, and will assess the need for further contingent housing sites to be identified in Stratford-upon-Avon and the Main Rural Centres. These contingent sites would only be released during the plan period if monitoring shows there is a significant shortfall in the amount of housing already delivered.</p> <p><u>The Core Strategy also makes provision for further sites to be allocated in Stratford-upon-Avon and the Main Rural Centres in Phases 2 and 3 of the Plan. These sites will be allocated through the Site Allocations Plan, which the District Council has committed to preparing by the end of 2015/16. The Council anticipates that a proportion of this provision 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.</u></p>
<p>Section 5.2 – Policy CS.16: ‘Explanation’, p.92 – add new paragraph 5.2.14</p>	<p>Not Applicable</p>	<p><u>As identified at paragraph 1.3.9, the planned long term expansion by Jaguar Land Rover at Gaydon involves a development that is likely to be of more than local significance. The precise nature and timing of this development is currently unknown. In the event that development creating a substantial</u></p>

		<p><u>number of new jobs is brought forward in the earlier part of the plan period, this could have implications for the scale of housing growth that should be planned for beyond 2021. The Council will keep this matter under active review, in co-operation with other authorities in the housing market area.</u></p>
<p>Section 5.2 – Policy CS.16: ‘Development Management Considerations’, p.92 – add new DMC(5)</p>	<p>Not Applicable</p>	<p><u>For the avoidance of doubt, 'extra care' and other specialised accommodation for older people (whether Use Class C2 or C3) will be counted as part of the District housing requirement. In respect of C2 provision, the number of units provided will be based on assumptions regarding the number of homes they release onto the market.</u></p>
<p>Section 5.2 – Policy CS.16 Figure 1: Housing Trajectory Table, p.89</p>	<p>Table at p.89 of Core Strategy Proposed Submission Version June 2014</p>	<p>Update Figure 1 in the following respects:</p> <ul style="list-style-type: none"> • Up-dated figures as of March 2014 • Additional permissions to June 2014 • Apportion large windfall allowance in MRCs and SUA to allocations • Identify Canal Quarter and Shottery as separate commitments • Include Large Rural Brownfield Sites within Other Rural locations • Include District-wide C2 provision <p>(see revised Figure 1: Housing Trajectory Table at end of Schedule)</p> <p>Note: For clarification, phasing schedules for Gaydon/Lighthorne Heath and the Canal Quarter Regeneration Zone are included in Proposals GLH and SUA.1 respectively.</p>
<p>After Section 5.2 – insert new Policy CS.xx to follow Policy CS.16 in Section 5 (Development Strategy) of the plan</p>	<p>Not Applicable - New Policy</p>	<p><u>Policy CS.xx</u> <u>Accommodating Housing Need Arising from Outside Stratford-on-Avon District</u></p> <p><u>The existence of unmet housing need arising outside Stratford-on-Avon District will not render this Plan out of date. However, the Plan will be reviewed if evidence demonstrates that significant housing needs arising outside the District should be</u></p>

met within the District and cannot be adequately addressed without a review. To establish this, the Council will work with other local authorities in the Coventry and Warwickshire Housing Market Area to:

- a. prepare and maintain a joint evidence base including housing need and housing land availability;
- b. take part in a process to agree the strategic approach to address any shortfall of land availability to deliver in full the Housing Market Area's Objectively Assessed Housing Need or other evidenced housing need arising outside the District;

and

- c. where the evidence and the duty to co-operate process clearly indicates that there is a housing need that cannot be met within the administrative boundaries of the authority in which the need arises and part or all of the need could most appropriately be met within Stratford-on-Avon District, the Council will seek to identify the most appropriate sites to meet this need and will review the Local Plan to do this, should it be required.

Explanation

The six local planning authorities within the Coventry and Warwickshire Housing Market Area (HMA) have agreed to cooperate together to ensure the HMA's housing need of 3,750-3,800 dwellings per annum is met in full. It is recognised that this is important in supporting the growth ambitions of Coventry and Warwickshire as well as ensuring local plans and core strategies within the sub-region comply with national policy and guidance.

However, it is recognised that there may be physical or policy constraints which make it difficult for one or more of the local planning authorities within the sub-region to meet their local objectively assessed housing need in full. In these circumstances it will be necessary for the six authorities to work closely together to address this potential shortfall and to ensure the HMA's overall housing need is met in

full.

The process for doing this has been set out and agreed by the Coventry and Warwickshire Shadow Joint Committee. The starting point of this process is a shared evidence base relating to strategic issues. It is recognised that the following assessments/ studies are likely to be the key elements of this shared evidence base:

- A Joint Strategic Housing Market Assessment: it is important to ensure that the objectively assessed housing need of the HMA and each of the Councils within the HMA is understood and that the evidence to support this is kept up to date.
- A Joint Approach to Strategic Housing Land Availability Assessments: it is important that housing land availability is assessed consistently across the HMA so that the overall and local supply of potential housing sites is understood.
- Joint Employment Land Assessment: it is important to ensure that employment land requirements and supply are understood, and planned for, alongside housing. A shared evidence base will help to understand the sub-regional and local employment land requirements as well as the availability of sub-regional and local sites to meet these requirements.
- A Green Belt Study: the West Midlands Green Belt covers significant parts of the Coventry and Warwickshire HMA. The Green Belt study needs to be up to date to inform a sub-regional approach.

In the event that there is a shortfall arising from one or more District within the HMA, and in the context of a shared evidence base, the six local planning authorities have agreed to work together to develop and maintain a strategy to meet the HMA's housing requirement. This process will seek to identify the most suitable available sites to meet any shortfall. Stratford-on-Avon District Council will participate actively in the process on an on-going

		<p><u>basis.</u></p> <p><u>Should this strategy identify that sites within Stratford-on-Avon District are required to meet some or all of a housing need arising from outside the District, the Council will undertake work to establish the most appropriate sites to do this and if this indicates that significant modifications are required to the Local Plan, the Council is committed to undertaking an early review of the Plan to address this.</u></p> <p><u>A further issue that may need to be addressed through this process is the potential for a shortfall in housing land arising from outside the Coventry and Warwickshire HMA, in particular from the Greater Birmingham area. In the event that such a shortfall may need to be partially addressed within the Coventry and Warwickshire HMA, the six local planning authorities have agreed to work together using the process described above.</u></p>
<p>Section 5.3 – Policy CS.17: Part A: 'Requirement', p.93 – amend heading and text</p>	<p>A. Requirement</p> <p>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.</p>	<p>A. Requirement <u>and Thresholds</u></p> <p>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.</p>
<p>Section 5.3 – Policy CS.17: Part B: 'Site Size Thresholds', p.93 – amend heading and first paragraph</p>	<p>B. Site Size Thresholds</p> <p>On all schemes proposing between 5 and 9 homes a contribution to off-site affordable housing provision in the District will be</p>	<p>B. Site Size Thresholds <u>On-site Provision</u></p> <p>On all schemes proposing between 5 and 9 <u>fewer than 10</u> homes a contribution to off-site affordable housing provision in the District will be provided</p>

	provided where on-site provision (in whole or part) is not proposed.	where on-site provision (in whole or part) is not proposed.
Section 5.3 – Policy CS.17: Part B: 'Site Size Thresholds', p.93 – insert new fourth paragraph	Not Applicable	<u>Full or partial off-site provision of general needs affordable housing on sites proposing 10 or more homes will only be permitted where exceptional circumstances have been demonstrated to the Council's satisfaction. Schemes providing specialised accommodation may provide affordable housing off-site where such provision has been justified to the Council's satisfaction. In both circumstances the alternative form of provision will be equivalent or better in all respects to the affordable housing were thus to have been provided on-site in accordance with Part A of the policy.</u>
Section 5.3 – Policy CS.17: Part C: 'Affordability and Tenure', p.93-94 – amend text of second paragraph	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:	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: <u>In accordance with the housing type and size mix required by Policy CS.18, the following preferred tenure mix will also apply. The final mix achieved on any site will be informed by the up-to-date position set out in the Development Requirements SPD, taking account of any relevant site specific issues and evidence of local circumstances.</u>
Section 5.3 – Policy CS.17: Part D: 'On-site Provision and Integration', p.94 – amend title, delete first sentence and	D. On-site Provision and Integration To contribute to the achievement and maintenance of sustainable communities,	D. On-site Provision and Integration To contribute to the achievement and maintenance of sustainable communities, affordable housing will

<p>second paragraph</p>	<p>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.</p> <p>Full or partial off-site provision will only be permitted where exceptional circumstances have been demonstrated to the Council's satisfaction. In such cases, the alternative form of provision will be equivalent or better in all respects to the affordable housing, were this to have been provided on-site in accordance with Part A of the policy.</p>	<p>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.</p> <p>Full or partial off-site provision will only be permitted where exceptional circumstances have been demonstrated to the Council's satisfaction. In such cases, the alternative form of provision will be equivalent or better in all respects to the affordable housing, were this to have been provided on-site in accordance with Part A of the policy.</p>
<p>Section 5.3 – Policy CS.17: Part E: 'Delivery', p.94 – amend text</p>	<p>The provision of affordable housing will be required irrespective of the availability of public subsidy. Schemes must have effective mechanisms in place to ensure their timely delivery, proper allocation and management, and retention in perpetuity. All homes will reflect the Council's benchmark standards as set out in the Development Requirements SPD.</p>	<p>The provision of affordable housing will be required irrespective of the availability of public subsidy. Schemes <u>will have effective mechanisms in place to ensure their timely delivery, proper allocation and management, and retention in perpetuity.</u> All homes will reflect the Council's benchmark standards as set out in the Development Requirements SPD. <u>remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</u> All affordable housing will reflect the <u>Council's quality benchmark standards in respect of affordable housing allocation, monitoring and management arrangements as set out in the Development Requirements SPD.</u></p>
<p>Section 5.3 – Policy CS.17: 'Explanation', paragraph 5.3.6, p.95 – insert new last sentence</p>	<p>Not Applicable</p>	<p><u>The viability evidence also found that development of the Canal Quarter Regeneration Zone was less viable with 35% affordable housing provision. Given the housing mix expected to be provided, and the potential for a higher quantum of flatted homes, it is recommended that a lower affordable housing requirement is set for this particular site. This is included in Proposal SUA.1.</u></p>

<p>Section 5.4 – Policy CS.18: Part B: 'General Needs Housing Mix', p.98 – reword first paragraph</p>	<p>The expectation is that the following type and size mix will apply, as updated by the Development Requirements Supplementary Planning Document, and in accordance with the tenure mix set out in Policy CS.17 Affordable Housing, unless evidence relating to specific local circumstances indicates otherwise.</p>	<p>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. <u>The following table sets out the preferred type and size mix of homes that will apply, in accordance with the tenure mix set out in Policy CS.17 Affordable Housing. The final mix achieved on any site will be informed by the up-to-date position set out in the Development Requirements SPD, taking account of any relevant site specific issues and evidence of local market circumstances.</u></p>
<p>Section 5.4 – Policy CS.18: Part B: 'General Needs Housing Mix', p.98 – reword last paragraph</p>	<p>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).</p>	<p>To maximise flexibility of <u>in</u> the housing stock, 1 and 2 bed affordable homes will <u>should</u> be provided through an appropriate mix of bungalows, maisonettes and houses, whilst 3 and 4 bed affordable homes will <u>should</u> be provided as houses. All 1 and 2 bed Affordable homes, irrespective of tenure, will not be provided as flats or apartments. <u>All 1 and 2 bed affordable houses houses <u>homes</u> will be built with bedrooms capable of satisfactorily accommodating 2 occupiers in each bedroom (i.e. double or twin bedrooms).</u></p>
<p>Section 5.4 – Policy CS.18: Part C: 'Specialised Accommodation', p.99 – reword first paragraph</p>	<p>Schemes proposing housing that meets the needs of vulnerable people whilst promoting independent living, including extra care accommodation, will be supported in accordance with Policy CS.16 Housing Development provided all of the following criteria are met:</p>	<p>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: <u>Specialised accommodation is housing that meets the needs of vulnerable people of whatever age, including for example, 'extra care' accommodation for elderly people. Schemes that provide specialised accommodation whilst promoting independent living will be supported in accordance with Policy CS.16 'Housing Development' provided all of the following</u></p>

		<u>criteria are met:</u>
Section 5.5 – Policy CS.19: Part A: 'Conversions and Changes of Use', p.102 – insert new text in second paragraph	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 subdivision or conversion of existing buildings into dwellings or existing houses into flats or Homes in Multiple Occupation (HMO) will be supported where the residential use is acceptable in principle and the conversion provides a satisfactory <u>safe</u> living environment and amenity for the intended occupiers and there would be no significant adverse impact on the amenities of neighbouring properties by virtue of the intensification of use.
Section 5.6 – Policy CS.20: 'Gypsies and Travellers and Travelling Showpeople' - policy, p.105 - amend paragraph one	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:	Proposals for the provision of permanent, temporary and transit Gypsy and Traveller pitches and Travelling Showpeople plots will be supported where all of the following criteria are met <u>considered against the following criteria:</u>
Section 5.6 – Policy CS.20: 'Gypsies and Travellers and Travelling Showpeople' – policy, p.105 - replace criterion (d)	the site will not be at high risk of flooding in accordance with Environment Agency requirements;	the site will not be at high risk of flooding in accordance with Environment Agency requirements; <u>the site should avoid areas prone to fluvial, pluvial or surface water flooding, and exclude areas with a 1 in 100 or greater annual probability of flooding;</u>
Section 5.6 – Policy CS.20: 'Gypsies and Travellers and Travelling Showpeople' – policy, p.105 - amend criterion (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;	the site will be in a sustainable location in reasonable proximity to local services and facilities, including health <u>and emergency</u> services, making them accessible by modes of transport more sustainable than the private car;
Section 5.6 – Policy CS.20: 'Gypsies and Travellers and Travelling Showpeople' – policy, p.105 - amend criterion (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;	the development and use of the site makes best use of previously developed, untidy or derelict land <u>where available and suitable</u> and will not have unacceptable adverse impacts on the landscape, biodiversity or the built environment;
Section 5.6 – Policy CS.20: 'Gypsies and Travellers and Travelling Showpeople' – 'Explanation', paragraph 5.6.1, p.106 – amend text	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	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

	<p>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.</p>	<p>and temporary pitches, the Council's Gypsy and Traveller Needs Assessment (2011) indicates that at present there is no need for Travelling Showpeople sites <u>the Council's Gypsy and Traveller Needs Assessment 2014 Update indicates that there is no need for transit site provision in the District. A site used by Travelling Showpeople has been identified at Lower Langley Farm, this is within an area allocated for employment (Proposal SUA.3). The Council will work with the developers of SUA.3 and the operators of the site to identify an alternative site. If necessary the Council will allocate a site within the Gypsy and Traveller Local Plan.</u> There is also no demonstrated need for transit site provision in the District. The County Council is seeking to bring forward Emergency Stopping Places in the County and the District Council and its neighbours will be key partners in this process. Temporary planning permission was granted in November 2013 for a facility in Stratford-on-Avon District for up to 12 caravans and towing vehicles near Southam. The permission runs to November 2016, enabling the effects of the use to be gauged over a temporary period.</p>
<p>Section 5.9 – Policy CS.23: 'Tourism and Leisure Development', p.117 - amend third paragraph</p>	<p>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:</p>	<p>Elsewhere in the District <u>unless established through other provisions of the Plan such as Policy AS.11 Large Rural Brownfield Sites</u>, large-scale proposals for new and major extensions to existing tourism-related development, including accommodation, will need to be justified taking into account:</p>
<p>Section 5.9 – Policy CS.23: 'Tourism and Leisure Development', p.117 - amend seventh paragraph</p>	<p>Increased access to and use of canals and navigable waterways in the District will be encouraged, including the provision of moorings and marinas. 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.</p>	<p>Increased access to and use of canals and navigable waterways in the District will be encouraged, including the provision of moorings and marinas <u>where it respects and works with the natural features and function of the watercourse. Any proposed extension to or creation of new navigable waterways must ensure there are no overall detrimental impacts on the natural environment.</u> Additional permanent moorings and marinas will only be supported where there is adequate access,</p>

		availability of existing facilities such as transport links or shops, and where they will not <u>adequate water resources and foul waste infrastructure, and it can be demonstrated that the Water Framework Directive status of navigable rivers will not deteriorate. Such schemes should not</u> compromise the use or operation of existing navigable waterway features such as junctions or locks.
Section 6.1 – Policy AS.1: ‘Stratford-upon-Avon’, Part B: Social, p.127 – amend sixth bullet point	Support the provision of enhanced health and medical facilities at Stratford Hospital.	Support the provision of <u>emergency services and the enhancement of enhanced</u> health and medical facilities at Stratford Hospital.
Section 6.1 – Proposal SUA.1: ‘Canal Quarter Regeneration Zone’, p.128 – amend bullet point 1 of ‘what is to be delivered’	Housing – approx 650 dwellings by 2031	Housing – approx 650 dwellings by 2031 <u>of which up to 25% will be provided as a mix of affordable homes</u>
Section 6.1 – Proposal SUA.1: ‘Canal Quarter Regeneration Zone’, p.128 – amend ‘when it is to be delivered’	Phases 1 - 4 (2011/12 - 2030/31) and post 2031	Phases 1 – 4 (2011/12 – 2030/31) and post 2031 <u>Phase 2 (2016/17 - 2020/21) approx. 160 homes</u> <u>Phase 3 (2021/22 - 2025/26) approx. 280 homes</u> <u>Phase 4 (2026/27 - 2030/31) approx. 210 homes</u> <u>Post 2031 approx. 350 homes</u>
Section 6.1 – Proposal SUA.1: ‘Canal Quarter Regeneration Zone’, p.128 – replace ‘specific requirements’ text	Production of a Masterplan Supplementary Planning Document to establish a comprehensive approach to the whole area, to include, inter alia: <ul style="list-style-type: none"> • environmental, ecological and recreational enhancement of the canal corridor • pedestrian and cycle links through the area and with adjacent parts of the town and a vehicular crossing over the canal linking development off Masons Road and Timothy’s Bridge Road • traffic management measures • improve links to Stratford railway station • ensure implementation of the Steam Railway Centre is not prejudiced • appropriate treatment of any contamination 	Production of a Masterplan Supplementary Planning Document to establish a comprehensive approach to the whole area, to include, inter alia: <ul style="list-style-type: none"> • environmental, ecological and recreational enhancement of the canal corridor • pedestrian and cycle links through the area and with adjacent parts of the town and a vehicular crossing over the canal linking development off Masons Road and Timothy’s Bridge Road • 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 The Masterplan will also incorporate Design Codes

	<ul style="list-style-type: none"> • scope to de-culvert watercourses <p>The Masterplan will also incorporate Design Codes and a Delivery Strategy, in conjunction with Proposal SUA.2 and Proposal SUA.3.</p>	<p>and a Delivery Strategy, in conjunction with Proposal SUA.2 and Proposal SUA.3.</p> <p><u>Production of a Framework Masterplan Supplementary Planning Document (SPD) to guide developers and the local planning authority in respect of environmental, social, design and economic objectives as they seek to create a new community in the Canal Quarter. The SPD will set out broad principles to show how the policy requirements, together with other policy requirements in this Core Strategy, should be delivered on the site. The SPD will also incorporate a Delivery Strategy in conjunction with Proposal SUA.2 and Proposal SUA.3. The development will:</u></p> <ul style="list-style-type: none"> • <u>secure environmental, ecological and recreational enhancement of the canal corridor</u> • <u>provide pedestrian and cycle links through the area and with adjacent parts of the town and a vehicular crossing over the canal linking development off Masons Road and Timothy’s Bridge Road</u> • <u>deliver traffic management measures</u> • <u>improve links to Stratford railway station</u> • <u>ensure implementation of the Steam Railway Centre is not prejudiced</u> • <u>secure appropriate treatment of any contamination de-culvert watercourses</u>
Section 6.1 – Proposal SUA.3: ‘East of Birmingham Road’, p.129-p.130 – add additional bullet point to ‘specific requirements’	Not Applicable	<ul style="list-style-type: none"> • <u>de-culvert the watercourse through the site and restore a natural sinuous channel.</u>
Section 6.2 – Proposal ALC.3: ‘North of Arden Road’, p.135 – amend second bullet point in ‘specific requirements’	<ul style="list-style-type: none"> • protect watercourse that runs along southern boundary 	<ul style="list-style-type: none"> • <u>protect and enhance the watercourse that runs along southern boundary</u>
Section 6.2 – Proposal ALC.3: ‘North of Arden Road’, p.135 – insert additional bullet point in	Not Applicable	<ul style="list-style-type: none"> • <u>the form of development should cause no harm to the setting of Coughton Court</u>

'specific requirements'		
Section 6.4 – Policy AS.4: 'Henley-in-Arden', Part A: 'Environmental', p.140-141 - insert additional bullet point	Not Applicable	<ul style="list-style-type: none"> • <u>Investigate the removal of weirs and/or the provision of fish passes on the River Alne through the town.</u>
Section 6.5 – Policy AS.5: 'Kineton', Part A: 'Environmental', p.144 - insert additional bullet point	Not Applicable	<ul style="list-style-type: none"> • <u>Investigate the removal of weirs and/or the provision of fish passes on the River Dene.</u>
Section 6.6 – Policy AS.6: 'Shipston-on-Stour', Part A: 'Environmental', p.147 - amend first bullet point	<ul style="list-style-type: none"> • Minimise the risk of flooding in the town from the River Stour and other sources. 	<ul style="list-style-type: none"> • Minimise the risk of flooding in the town from the River Stour and other sources <u>ensuring that land that may be required for flood alleviation measures is kept free from development.</u>
Section 6.6 – Policy AS.6: 'Shipston-on-Stour', Part A: 'Environmental', p.147 - amend fifth bullet point	<ul style="list-style-type: none"> • Investigate and identify a suitable area to be designated as a Local Nature Reserve in the Shipston area. 	<ul style="list-style-type: none"> • Investigate and identify a suitable area to be designated as a Local Nature Reserve in the Shipston area, <u>possibly through the provision of a wetland area in association with measures aimed at managing flood risk upstream of the town.</u>
Section 6.6 – Policy AS.6: 'Shipston-on-Stour', Part A: 'Environmental', p.147 - insert additional bullet point	Not Applicable	<ul style="list-style-type: none"> • <u>Investigate the scope to utilise land to the east of the town for flood alleviation and biodiversity purposes.</u>
Section 6.6 – Policy AS.6: 'Shipston-on-Stour', Part B: 'Social', p.147 - replace third bullet point	<ul style="list-style-type: none"> • Refurbish or replace the Townsend Hall to improve leisure facilities in the town. 	<ul style="list-style-type: none"> • Refurbish or replace the Townsend Hall to improve leisure facilities in the town. • <u>Improve leisure facilities in the town, both built and open spaces, including the refurbishment of Townsend Hall.</u>
Section 6.6 – Policy AS.6: 'Shipston-on-Stour', Part B: 'Social', p.147 - amend fifth bullet point	<ul style="list-style-type: none"> • Improve the public rights of way network, in particular access to open countryside to the west of the town. 	<ul style="list-style-type: none"> • Improve the public rights of way network, in particular access to open countryside to the west of the town.
Section 6.7 – Policy AS.7:	Not Applicable	<ul style="list-style-type: none"> • <u>Create flood storage upstream of Southam to</u>

<p>'Southam', Part A: 'Environmental', p.151 - insert two additional bullet points</p>		<p>alleviate flooding in the town.</p> <ul style="list-style-type: none"> • <u>Investigate river restoration opportunities at the confluence of the River Stowe with the River Itchen to promote fish passage and improve migratory opportunities.</u>
<p>Section 6.7 – Policy AS.7: 'Southam', Part B: 'Social', p.151 - insert one additional bullet point</p>	<p>Not Applicable</p>	<ul style="list-style-type: none"> • <u>Investigate the scope to designate additional land along the Stowe valley to the west of the town as public open space.</u>
<p>Section 6.8 – Policy AS.8: 'Studley', Part A: 'Environmental', p.156 - insert one additional bullet point</p>	<p>Not Applicable</p>	<ul style="list-style-type: none"> • <u>Investigate river restoration opportunities to promote fish passage and improve migratory opportunities.</u>
<p>Section 6.9 – Policy AS.9: 'Wellesbourne', Part C: 'Economic', p.160 - amend second bullet point</p>	<ul style="list-style-type: none"> • Retain the established flying functions at Wellesbourne Airfield. 	<ul style="list-style-type: none"> • Retain <u>and support the enhancement of the established flying functions and aviation related facilities</u> at Wellesbourne Airfield.
<p>Section 6.10 – Proposal GLH, 'Vision', p.162 - amend wording of paragraph 6.10.13</p>	<p>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.</p>	<p>It is important that the overall vision is clearly established to help develop the community's own identity. To this end, the Council will facilitate the production of a <u>Framework</u> 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. <u>The SPD will provide a guide as to how the policy requirements of the Core Strategy can be incorporated into the new community in order to attain environmental, social, design and economic objectives in relation to the development. The SPD will need to be approved before the Council grants any planning permissions for the new development, unless exceptional circumstances arise. Planning</u></p>

		<p><u>applications will need to generally accord with the broad objectives of the SPD. Planning applications will need to be accompanied by a detailed Masterplan or similar document clearly demonstrating how the SPD’s objectives can be attained in an integrated way. As regards Jaguar Land Rover, the proposals will reflect the evolving business requirements of the company.</u></p>
<p>Section 6.10 – Proposal GLH – Table on p.162-p.163, amend ‘what is to be delivered’ text.</p>	<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. ○ 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 	<ul style="list-style-type: none"> • Land comprising approximately 100 hectares <u>at the southern end of the allocation</u> to enable the expansion of Jaguar Land Rover (JLR) to meet the business needs for uses that can include: <ul style="list-style-type: none"> ○ Research, design, testing and development of motor vehicles and ancillary related activities. ○ Other advanced engineering technologies and products. ○ Offices. ○ Low volume manufacturing and assembly operations. ○ Development of associated publicly accessible event, hospitality, display, leisure and conference facilities and marketing infrastructure. ○ Automotive education and training including ancillary accommodation. • Housing – approximately 3,000 dwellings (2,500 dwellings by 2031) <u>to include (alongside private sector housing):</u> <ul style="list-style-type: none"> ○ <u>extra care for the elderly;</u> ○ <u>private sector rental;</u> ○ <u>opportunities for self- build residential accommodation; and</u> ○ <u>the delivery of 35% affordable housing in accordance with Policy CS.17</u> • One main village centre, appropriately located to serve both the overall development and the existing resident and workforce communities, comprising a range of shops and services to support these existing and new communities and to include community, health & leisure

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.

facilities and a primary school to be delivered within the defined first phase of development. The main village centre shall be appropriately located to serve both the existing residents of Lighthorne Heath and the existing and proposed workforce communities. The main village centre shall incorporate:

- a range of shops and services to support the existing and new communities; and
- a community hub to include meeting space, health and leisure facilities; and
- a three form entry primary school, all as identified within the Infrastructure Delivery Plan.
- A contribution to support off-site provision for secondary (including sixth form) schooling.
- A comprehensive green infrastructure strategy incorporating:
 - 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. The open space within the site will provide for ecological mitigation as part of the wider biodiversity strategy and the use of Sustainable Urban Drainage Systems (SUDS) and will relate to wider countryside accessibility.
- ~~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.~~

		<ul style="list-style-type: none"> • <u>A comprehensive pedestrian and cycle network to provide links to the surrounding countryside, villages and employment areas.</u> • <u>The phased delivery of utilities infrastructure to include:</u> <ul style="list-style-type: none"> ○ <u>New primary substation</u> ○ <u>New main gas pipeline</u> ○ <u>Upgrade work to the foul sewer infrastructure</u> ○ <u>Superfast fibre optic broadband</u> • <u>The phased delivery of highway and transport infrastructure as set out in the Infrastructure Delivery Plan, but also to include any further specific schemes that may be identified as necessary to mitigate more local impacts.</u> • Frequent, express bus services to Warwick/Leamington and Banbury, including railway stations.
<p>Section 6.10 – Proposal GLH – Table on p.163, amend ‘when it is to be delivered’ text.</p>	<p>Phases 2-4 (2016/17 to 2030/31) and post 2031</p>	<p><u>Phases 2-4 (2016/17 to 2030/31) and post 2031</u></p> <p><u>JLR development:</u> <u>Phases 2-4 (2016/17 to 2030/31) and post 2031</u> <u>Housing and related development:</u> <u>Phase 2 (2016/17 - 2020/21) approx. 750 homes</u> <u>Phase 3 (2021/22 - 2025/26) approx. 875 homes</u> <u>Phase 4 (2026/27 - 2030/31) approx. 875 homes</u> <u>Post 2031 approx. 500 homes</u></p>
<p>Section 6.10 – Proposal GLH – Table on p.163, amend ‘Specific Requirements’ text.</p>	<p>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 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. 	<p>Production of a <u>Framework Masterplan Supplementary Planning Document (SPD) to determine the key principles of land uses, layout, design, phasing, infrastructure and mitigation. The SPD will need to accord with the following specific requirements: <u>guide developers and the local planning authority in respect of environmental, social, design and economic objectives as they seek to create a new community at Gaydon/Lighthorne Heath. The SPD will set out broad principles to show how the above policy requirements, together with other policy requirements in this Core</u></u></p>

- 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. The Masterplan SPD will identify:
 - 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.

Strategy, should be delivered on the site. It will need to accord with the following specific requirements:

- 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.~~

~~The Masterplan SPD will identify:-~~

- ~~• 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~~

		<p>this relates to a wider countryside accessibility strategy.</p> <ul style="list-style-type: none"> <u>Whilst respecting the operational requirements in both existing and proposed employment areas, land uses within the site and beyond should integrate both physically through the provision of public routes and visually through urban design principles.</u>
Section 6.11' Countryside and Villages' – Policy AS.10, 'Residential', p.165 – additional text to Part (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.	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 <u>and</u> Policy CS.16 Housing Development.
Section 6.12 – Policy AS.11: 'Large Rural Brownfield Sites', Part 1 'Gaydon Site', p.171 - delete existing bullet points and Insert <u>additional</u> uses as being appropriate in principle	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. <u>leisure, promotional and marketing uses related to existing uses on the site;</u> <u>ancillary new and replacement car parking;</u> <u>complementary and ancillary uses for staff and visitors; and</u> <u>ancillary car storage.</u>
<u>Section 6.12 – Policy AS.11: 'Large Rural Brownfield Sites', Part 1 'Gaydon Site', p.171 – amend criterion (c)</u>	provide comprehensive structural landscaping around the perimeter and within the site;	provide comprehensive structural landscaping around the perimeter and within the site <u>as appropriate</u> ;
Section 6.12 – Policy AS.11: 'Large Rural Brownfield Sites', Part 1: 'Gaydon Site', p.172 - amend criterion (d)	minimise the impact of development on ecological and archaeological features within the site;	<u>Retain and enhance</u> minimise the impact of development on ecological and archaeological features <u>within on</u> the site; <u>and</u>

<p>Section 6.12 – Policy AS.11: ‘Large Rural Brownfield Sites’, Part 1 ‘Gaydon Site’, p.172 – delete criterion (e)</p>	<p>assess the effects of the proposed development on the demand for housing and local services; and</p>	<p>assess the effects of the proposed development on the demand for housing and local services; and</p>
<p>Section 6.12 – Policy AS.11: ‘Large Rural Brownfield Sites’, Part 1 ‘Gaydon Site’, p.172 – amend criterion (f)</p>	<p>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.</p>	<p>assess the impact of traffic arising from the proposed development on the local road network and the need for any off-site highway improvements or other appropriate mitigation measures, including to Junction 12 on the M40.</p>
<p>Section 6.12 – Policy AS.11: ‘Large Rural Brownfield Sites’, Part 2: ‘Former Engineer Resources Depot’, p.172 - replace second bullet point</p>	<p>storage and distribution (Class B8), subject to acceptable traffic impact;</p>	<p>storage and distribution (Class B8), subject to acceptable traffic impact; employment uses within Classes B1, B2 and B8;</p>
<p>Section 6.12 – Policy AS.11: ‘Large Rural Brownfield Sites’, Part 3: ‘Former Southam Cement Works’, p.173 - additional text to criterion (b)</p>	<p>carry out a comprehensive assessment of the ecological value of the site, with appropriate provision made to protect important habitats and species;</p>	<p>carry out a comprehensive assessment of the ecological value of the site, with appropriate provision made to protect important habitats and species <u>and secure biodiversity enhancement</u>;</p>
<p>Section 6.12 – Policy AS.11: ‘Large Rural Brownfield Sites’, Part 4: ‘Former Harbury Cement Works’, p.173 - amend criterion (a)</p>	<p>comply with the Masterplan for the site that has been adopted as a Supplementary Planning Document or justify any significant departure from its provisions;</p>	<p>comply with <u>take into account</u> the Masterplan for the site that has been adopted as a Supplementary Planning Document or justify any significant departure from its provisions;</p>
<p>Section 6.13 – ‘Redditch’: ‘Context’, p.175 - amend paragraph 6.13.4</p>	<p>With regard to housing, land on the northern edge of Redditch in Bromsgrove District has been identified to accommodate 3,400 dwellings to meet the town’s housing requirements. There may be scope for some housing development on the eastern edge of the town within Redditch Borough itself. Adjacent land in Stratford-on-Avon District to the west of the A435 could have some very limited capacity, but this is constrained by landscape issues and the importance of retaining the identity and character of Mappleborough Green. This area will be assessed through the preparation of the Site Allocations Development Plan Document.</p>	<p>With regard to housing, land on the northern edge of Redditch in Bromsgrove District has been identified to accommodate 3,400 dwellings to meet the town’s housing requirements. There may be scope for some housing development on the eastern edge of the town within Redditch Borough itself. Adjacent land in Stratford-on-Avon District to the west of the A435 could have some very limited capacity <u>consistent with the scale of development identified in Policy CS.16</u>, but this is constrained by landscape issues and the importance of retaining the identity and character of Mappleborough Green. This area will be assessed through the preparation of the Site Allocations Development Plan Document.</p>

<p>Section 6.13 – ‘Proposal REDD.1’, p.176 - insert two additional ‘specific requirements’ to the table</p>	<p>Not Applicable</p>	<ul style="list-style-type: none"> • <u>de-culvert and enhance the existing watercourse feature</u> • <u>protect priority habitats within the site</u>
<p>Section 6.13 – ‘Proposal REDD.2’, p.176 - insert two additional ‘specific requirements’ to the table</p>	<p>Not Applicable</p>	<ul style="list-style-type: none"> • <u>protect and enhance the Pool and Blacksoils Brook</u> • <u>protect priority habitats within the site</u>
<p>Section 7.2: ‘Transport and Communications’ – Policy CS.25, Part A: ‘Transport Strategy’, p.184 - amend wording</p>	<p>Development proposals should be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Warwickshire Local Transport Plan (LTP), including its area strategies. Stratford-on-Avon District Council and Warwickshire County Council will work together to achieve the objectives and implement the proposals in the LTP, with particular emphasis on encouraging modal shift with greater use of more sustainable forms of transport and improving the safety of all road users.</p>	<p>Development proposals should be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Warwickshire Local Transport Plan (LTP), including its area strategies. Stratford-on-Avon District Council and Warwickshire County Council, <u>Warwickshire County Council and, where appropriate, the Highways Agency</u> will work together to achieve the objectives and implement the proposals in the LTP, with particular emphasis on encouraging modal shift with greater use of more sustainable forms of transport and improving the safety of all road users.</p>
<p>Section 7.2: ‘Transport and Communications’ – Policy CS.25, Part E: ‘Aviation’, p.185 - amend wording</p>	<p>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.</p>	<p>General aviation activity within the District will be confined to <u>supported at</u> the existing airfields at <u>of</u> Long Marston, Snitterfield and Wellesbourne. Proposals for the expansion of <u>development associated with</u> aviation activity requiring planning permission will only be permitted where they are within the established limits of an existing airfield <u>subject to them</u> and will not have <u>having</u> an unacceptable effect on the environment of adjacent areas and on local residents and businesses.</p>
<p>Section 7.2: ‘Transport and Communications’ – Policy CS.25, Part F: ‘Information and Communication Technologies’, p.185 - amend second bullet point</p>	<ul style="list-style-type: none"> • a community led local access network; or 	<ul style="list-style-type: none"> • a community led <u>an existing</u> local access network; or

<p>Section 7.2: 'Transport and Communications' – Policy CS.25, Part F: 'Information and Communication Technologies', p.185 - amend final paragraph</p>	<p>Major infrastructure development must provide ducting that is available for strategic fibre deployment or community owned local access networks. Developers are encouraged to have early discussions with strategic providers or local broadband groups.</p>	<p>Major infrastructure development must provide ducting that is available for strategic fibre deployment or community owned local access networks. Developers are encouraged to have early discussions with strategic providers or local broadband groups.</p>
<p>Appendix 1 – 'Infrastructure Delivery Plan', p.237, add new section 7.5 'Waste'</p>	<p>Not Applicable</p>	<p><u>7.5 Waste</u> <u>Stratford-on-Avon has four Household Waste Recycling Centres at Shipston-on-Stour, Wellesbourne, Stockton and Burton Farm, Stratford-upon-Avon. WCC owns three out of the four sites. Burton Farm is leased for 25 years, starting in 2001.</u> <u>An additional 10,800 properties will result in an estimated increase in vehicle movements to the recycling centres of in the region of 1,200 movements per week (62,400 per year). It will therefore be necessary to make significant investment in at least one of these sites to support the extra demand. Based on standard unit costs, this is estimated to cost around £1 million over the Core Strategy period.</u></p>
<p>Appendix 1 – Schedule of Infrastructure Projects, p.238-255</p>	<p>Table 1 – Main Schedule Table 2 – Infrastructure Trajectory for Gaydon/Lighthorne Heath New Settlement and JLR Employment Table 3 – Infrastructure Trajectory for Canal Quarter (SUA1) and Related Employment Sites (SUA2 and SUA3)</p>	<p>See updated Tables 1, 2 and 3 at the end of this schedule.</p>
<p>Appendix 2 – 'Local Service Villages Methodology', p.256-p.259 - amend scores and re-categorise Long Marston and Stockton</p>	<p>Long Marston: Scored 1 point for public transport and 4 points overall (Category 4 LSV) Stockton: Scored 1 point for a shop, 2 points for public transport and 7 points overall (Category 3 LSV)</p>	<p><u>Long Marston:</u> <u>Scores 2 points for public transport and 5 points in total, and moves to a Category 3 LSV.</u> <u>Stockton:</u> <u>Scores 2 points for general store, 3 points for public transport and 9 points in total, and moves to a Category 2 LSV.</u></p>

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	365	161	0	585	0	30	37	0	30	0	30	1,238
Canal Quarter	0	0	0	0	160	0	0	280	0	210	0	650
West of Shottery	0	90	0	600	0	0	110	0	0	0	0	800
Main Town	365	251	0	1,185	160	30	147	280	30	210	30	2,688
Alcester	57	72	80	2	270	0	0	0	0	0	0	481
Bidford-on-Avon	2	156	0	131	0	0	0	0	0	0	0	289
Henley-in-Arden	48	14	0	4	0	0	0	0	0	0	0	66
Kineton	8	1	0	91	0	0	0	0	0	0	0	100
Shipston-on-Stour	66	42	0	173	0	0	0	0	0	0	0	281
Southam	8	55	40	13	325	0	0	0	0	0	0	441
Studley	20	38	0	38	0	0	0	0	0	0	0	96
Wellesbourne	22	176	0	194	0	0	0	0	0	0	0	392
MRC Unspecified	0	0	0	0	300	50	0	300	50	0	50	750
MRC Total	231	554	120	646	895	50	0	300	50	0	50	2,896
Local Service Villages	85	300	0	493	72	0	0	500	0	500	0	1,950
Lighthorne Heath	0	0	0	0	750	0	0	875	0	875	0	2,500
Large Rural Brownfield	22	138	0	420	0	0	120	0	0	0	0	700
Rural Elsewhere	80	141	0	123	0	90	0	0	90	0	90	614
Other Rural Locations	102	279	0	543	0	90	120	0	90	0	90	1,314
District Wide C2	82	13	0	87	0	0	26	0	0	0	0	208
Total	865	1,397	120	2,954	1,877	170	293	1,955	170	1,585	170	11,556

Footnote to The Housing Trajectory Table: The Table presents the housing supply situation as of 30 June 2014The Council will update the Housing Trajectory to reflect the latest position at the time of Examination.

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 or S106/278, 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 or <u>S106/278,</u> <u>other</u>	Critical
Birmingham Road Study Schemes						
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 or <u>S106/278,</u> Highways Agency	Critical
(10) Improvements to Alcester Road/A46 'Wildmoor Roundabout'	Highways Agency	WCC, Developers, SDC	Phases 3 & 4	£ 2.50 m	CIL or <u>S106/278,</u> 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. <u>£1.8 m</u></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, <u>other</u> Government	Critical
New settlement at Gaydon/Lighthorne Heath (<u>2500 dwellings</u>): <ul style="list-style-type: none"> • new primary school (3 FE) with co-located nursery 	Developer	WCC, other education providers	Phases 2-3 (<u>some provision by 2018</u>)	<u>£ 6.0 m</u>	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 (<u>2500 dwellings</u>): <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 (some provision by 2019/20)	£5.7 m	CIL	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 <u>West of Shottery</u>, 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?
<p>Police</p> <p>a) Custody provision : additional cells</p> <p>b) Other police equipment and costs including vehicles, communications technology and surveillance equipment</p> <p>c) A Safer Neighbourhoods Unit is likely to be required at the new settlement at Gaydon/Lighthorne Health</p>	Warwickshire Police	Developers, WCC, SDC	Lifetime of Core Strategy	TBC	CIL, other sources	
	Warwickshire Police	Developers, WCC, SDC	Lifetime of Core Strategy	£0.5 m	CIL	
	Warwickshire Police	Developers, WCC, SDC	Phase 3	£450,000	S106	Critical
<p>Ambulance Service</p> <p>The service has recently implemented a premises review. There are no further requirements known during the plan period.</p>	West Midlands Ambulance Service	n/a	n/a	n/a	n/a	
<p>Fire & Rescue</p> <p>Proposed new service delivery point at Jaguar Land Rover</p> <p>Provision of hydrants</p> <p>Possible future project for Low Water Areas</p>	Warwickshire Fire & Rescue Service (WRFS)	Jaguar Land Rover	Phase 1	£0.5 m	CLG Transformation Funding Application	Critical to proposed response model
	Developers	WFRC	Lifetime of Core Strategy	n/a	S106/development costs	Some critical
	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
<p>Strategic Flood Risk Assessment (SFRA)</p>	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	Revenue Reserves, CL	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>Further development of strategic network after completion of the Coventry, Solihull and Warwickshire Superfast Broadband Project</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>Coventry Solihull and Warwickshire Broadband Partnership (CSWBP) and private contractor (British Telecom)</p> <p>Various</p> <p>Developers</p>	<p>SDC, LEP, Parish and Town Councils, Coventry University, DEFRA, European Commission</p> <p>Private contractors of telecom services, SDC, Town & Parish Councils</p> <p>Various</p>	<p>Government funds to be spent by 2015; Overall plan to be complete by 2018.</p> <p>Lifetime of Core Strategy</p> <p>Lifetime of Core Strategy</p>	<p>£14.47 million across the CSW partnership area</p> <p>n/a</p> <p>n/a</p>	<p>Central government; CSWBP, European Regional Development Fund (ERDF), Lottery Funds, DEFRA, CIL, British Telecom</p> <p>Government Grants, CIL, Town and Parish Councils, commercial sources, other</p> <p>Part of normal development costs</p>	
<p>Waste <u>Capital investment to deal with additional household waste at the Household Waste Recycling Centres.</u></p>	<p><u>WCC</u></p>	<p><u>SDC, other</u></p>	<p><u>Lifetime of Core Strategy</u></p>	<p><u>£1.0 m</u></p>	<p><u>CIL, other</u></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)</p>	<p>a) WCC or Town & Parish Councils</p>	<p>a) SDC, WCC/Town & Parish Councils</p>	<p>a) Lifetime of Core Strategy</p>	<p>a) 115,000</p>	<p>a) CIL, Town & Parish Councils</p>	

b) new library and community meeting space at Gaydon/Lighthorne Heath new settlement	b) developer	b) WCC, SDC, PC	b) Phase 3	b) £1.9 m	b) S106	
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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								
Total S106/278 costs including items shared with WDC Local Plan	39.6	0	0	0	0.1	9.0	5.7	22.45	0	0	2.35	0							

Notes:-

(a) Schemes 10-14 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	<u>CIL or S106/S278 and other sources</u>	0.23										0.23								
2. A3400 Birmingham Road		0.49																0.49		
3. A46/A3400 Bishopton Roundabout		0.73										0.73								
4. A46/A422 Wildmoor Roundabout		0.73											0.73							
5. Extension/modernisation of existing health premises	<u>CIL</u>	0.06											0.06							
6. Improvements to Community Centre and Library Provision	<u>CIL</u>	0.35											0.35							
7. New 1 FE primary provision (off site)	<u>CIL</u>	2.25													2.25					
8. Secondary School Place contributions	<u>CIL</u>	1.50													1.5					
Stratford Transport Package (+ contingency)																				
9. A3400 Alveston Manor and Shipston Rd/A422 Banbury Rd Roundabt	CIL	0.30																		
10. A3400 Bridgefoot/Bridgeway Gyratory	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	0.96	1.14	0	3.75	0	0	0.49	0									

Employment sites SUA 2 and SUA 3																			
20. A46/A3400 Bishopston 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	0.4	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 9 would be required with 250 - 500 dwellings.
- (c) Scheme 10 would be required with 500 - 1,000 dwellings.
- (d) Scheme 1 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 11 and 12 are intrinsically linked and should be delivered as a single scheme. Implementation would need to follow the capacity improvements provided by Schemes 1, 9 and 10.
- (f) Scheme 2 is required to accommodate the additional vehicle demands released onto the network by Schemes 1 to 5.
- (g) Schemes 3 and 4 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 13 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 18 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.

Schemes 1 to 4 and 9 to 18 are apportioned costs of larger infrastructure projects (for total costs see Table 1). The amounts presented here (Table 3) relate to estimates of direct mitigation costs and could be paid as S.106/278 with the remainder coming from other sources. Alternatively the whole projects could be funded through CIL from this and other projects.