

CANAL QUARTER REGENERATION ZONE FRAMEWORK MASTERPLAN

SUPPLEMENTARY PLANNING DOCUMENT

JULY 2018



IMAGE CREDITS

Figures:

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1 INTRODUCTION

- 1.1 This section of the Supplementary Planning Document (SPD) provides the background to both the site and the SPD itself. Whilst the SPD adds further detail to the interpretation of policy SUA.1, all proposals must conform with the strategic policies within the Core Strategy.

Site Location and Description

- 1.2 The Canal Quarter Regeneration Zone comprises an area of approximately 27 hectares lying on land immediately north-west of the Town Centre of Stratford-upon-Avon. It is dissected by the Stratford-upon-Avon Canal running east/west and the Birmingham to Stratford railway line running north/south. The routes of the canal and the railway divide the Canal Quarter into four sub-areas: Masons Road, Timothy's Bridge Road, Wharf Road and Western Road. Figure 1 shows the location of the Canal Quarter in relation to Stratford-upon-Avon.
- 1.3 The Stratford-upon-Avon Canal forms a narrow green corridor through the area and some mature trees are evident along the canal and railway embankments. The canal and railway provide important ecological habitats.

- 1.4 The Canal Quarter is predominantly occupied by large scale industrial and commercial buildings with hard standing surfaces and car parking. Very few of the existing buildings hold a frontage onto the canal-side. It is generally flat in the western part of the area whereas the eastern part of the area rises up from a low point on Masons Road to a high point on Timothy's Bridge Road.

Site History

- 1.5 The Canal Quarter remained largely undeveloped until the mid-19th Century with the construction of the Stratford-upon-Avon Canal in 1816 (connecting the Worcester and Birmingham Canal with the River Avon) and the Stratford Railway via its branch from Hatton in 1860, which opened its original station on the Birmingham Road immediately to the north of the Canal Quarter. Shortly after in 1861, a new station was opened on its present site.
- 1.6 Industrial development to the east of the railway and south of the canal continued although it was not until the second half of the 20th Century that the area around what is now Timothy's Bridge Road was developed.

- 1.7 Figure 2 (page 5) shows the Canal Quarter on an Ordnance Survey map from 1906.

What is a Framework Masterplan?

- 1.8 A Framework Masterplan establishes the high-level design principles that the Council will use to guide development proposals and assess planning applications. Its role is not to set out a detailed design for what the Canal Quarter will look like, but rather to establish the principles that will guide individual development proposals. This will ensure that development comes forward in a co-ordinated manner that ensures that the wider public realm, community and infrastructure benefits are delivered, as well as the required housing and employment land.

Planning Policy Background

- 1.9 The planning policy context for the Canal Quarter is set by the Stratford-on-Avon District Core Strategy (adopted July 2016). The policies and proposals included within the Core Strategy have been prepared within the context of the National Planning Policy Framework (NPPF), the overarching aim of which is to achieve sustainable development.



Figure 1.1 The Canal Quarter

Stratford-on-Avon District Core Strategy

- 1.10 The Core Strategy sets out the overarching strategy and planning policies for meeting the development needs of the District to 2031. It identifies the Canal Quarter as a suitable site for future redevelopment. Policy AS.1 sets the strategy for managing change and identifies a number of development proposals for the town, including Proposal SUA.1 Canal Quarter Regeneration Zone which requires:
- Approximately 650 homes by 2031, of which up to 25% will be provided as a mix of affordable homes and post 2031 approximately 350 homes.
 - 9,000 square metres of Class B1 employment floorspace
 - Linear park alongside the canal
 - Multi-purpose community facility (if required)
- 1.11 Proposal SUA.1 also requires that development will:
- secure environmental, ecological and recreational enhancement of the canal corridor
 - 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
 - deliver traffic management measures

- improve links to Stratford railway station
- ensure implementation of the Steam Railway Centre is not prejudiced
- secure appropriate treatment of any contamination
- de-culvert watercourses

- 1.12 In respect of Stratford-upon-Avon, the Core Strategy Vision states that, by 2031:

Significant progress will have been made on the regeneration of an extensive area of mostly outworn and underused land adjacent to the canal. New and existing companies will have located on high quality employment land on the periphery of the town, with excellent access to the strategic road network. Traffic in the town centre will be managed more effectively to reduce its impact on the environment.

Stratford-upon-Avon Neighbourhood Plan

- 1.13 The Stratford-upon-Avon Neighbourhood Development Plan prepared by Stratford-upon-Avon Town Council supports the regeneration of the Canal Quarter. The neighbourhood plan sets out a number of policies for managing development in the town, including Policy SSB1 which relates to the Canal Quarter.

- 1.14 The neighbourhood plan has been through independent examination and the Examiner's report has been published recommending a number of modifications. The next stage is to proceed to referendum, expected late 2018.

Find out more about the adopted Core Strategy and Proposal SUA.1 at www.stratford.gov.uk/corestrategy

Find out more about the Stratford-upon-Avon Neighbourhood Plan at www.stratford.gov.uk/stratfordnp

Purpose of this SPD

- 1.15 Having identified the site for redevelopment in the Core Strategy, this Supplementary Planning Document (SPD) provides more detail on the design principles and sets out a masterplan to guide how this site will come forward for redevelopment. It therefore bridges the gap between the planning policies and proposals that are set out in the Core Strategy (Adopted 11th July 2016) and the detail that would be contained within individual planning applications.

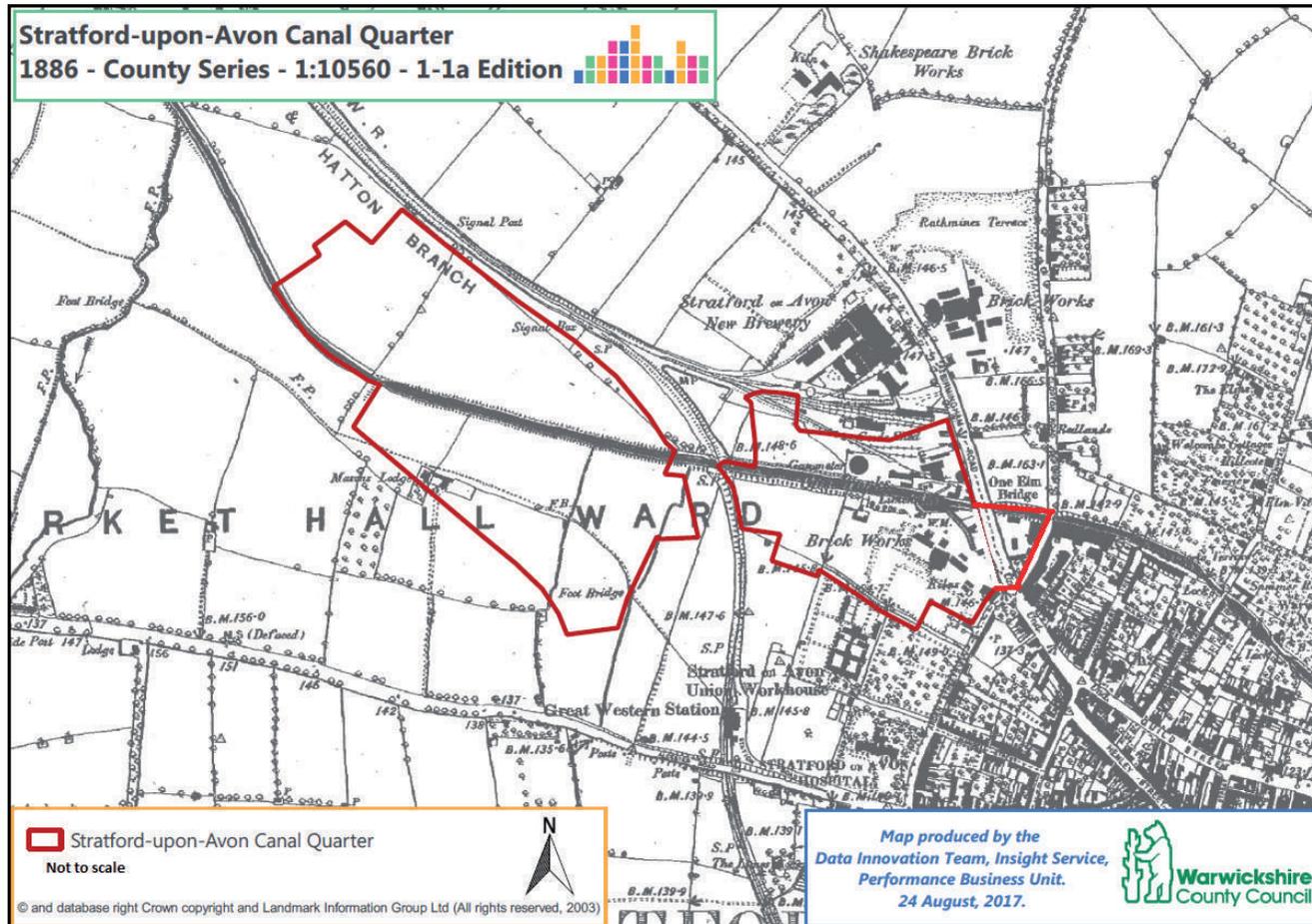
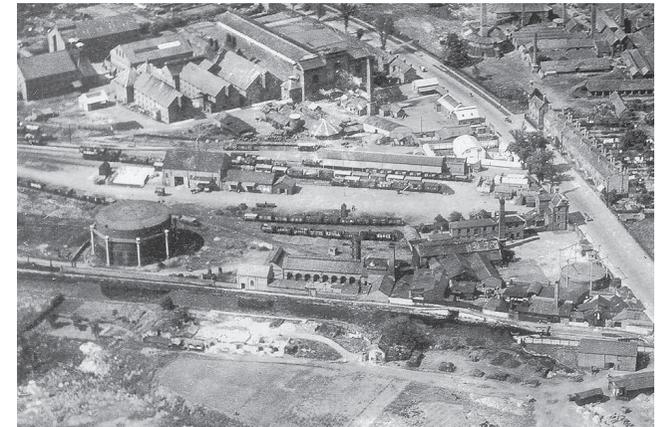


Figure 1.2 Ordnance Survey Map from 1906



Former Railway sidings, gas works and Flowers brewery



Former Masons Lodge Farm (Masons Road)

- 1.16 To achieve both the aims of Proposal SUA.1 and to contribute to the Core Strategy vision, the SPD aims to:
- Demonstrate the Council's commitment to the delivery of the Stratford-on-Avon Core Strategy, and in particular the Canal Quarter Regeneration Zone;
 - Increase developer and investor confidence in the redevelopment of the Canal Quarter to create a vibrant and sustainable new part of town;
 - Facilitate the relocation (where and when appropriate) of the existing business occupiers to alternative and more advantageous sites;
 - Secure the environmental, ecological and recreational enhancement of the Canal Quarter through the development of a network of green infrastructure centred on a new canal-side Linear Park;
 - Improve the links between the Canal Quarter and the town centre, railway station and adjoining neighbourhoods, particularly for pedestrians and cyclists.
 - Provide a framework for the development of a well-designed regenerated quarter of Stratford-upon-Avon.

- 1.17 Because the site comprises numerous land parcels in separate ownerships, the SPD will help ensure the co-ordinated delivery of a series of developments that will together create a new high quality urban community. The SPD will be used as a material planning consideration in the determination of planning applications for development within the Canal Quarter.

- 1.18 The SPD sets out:

A vision and objectives for the regeneration of the Canal Quarter;

- A masterplan and key design principles in relation to four main themes of connectivity, green infrastructure, vitality and public realm;
- A framework for delivering the associated infrastructure that will be required to support the redevelopment;

- 1.19 What the SPD does not do:

- The SPD does not provide a prescriptive Plan of what the area will look like.
- The SPD does not provide new policies but rather it builds on those already contained in the Core Strategy.

Working with the Community and Stakeholders

- 1.20 The Council has sought to engage with landowners and occupiers within the Canal Quarter, primarily to understand their needs and aspirations. It has also engaged, and will continue to engage, with local stakeholders to bring the site forward for redevelopment.
- 1.21 Two workshops were held in early 2017 with local stakeholders including the Town Council, the Town Trust, Stratford Vision, Stratforward, the Stratford Society, Warwickshire County Council and the Canal & River Trust. The feedback from these sessions was used to inform the design analysis technical work (see below), and ultimately, therefore the content of this SPD.

Working with Existing Businesses

- 1.22 To help facilitate the delivery of the Canal Quarter, the Core Strategy also allocates land for two new employment sites:
- SUA.2 South of Alcester Road – 25ha (gross)
 - SUA.4 Atherstone Airfield – 10ha (gross) + 10ha (gross) reserve

1.23 The Council is also preparing a Site Allocations Plan and a Scoping Document. This document suggests some revisions to Proposals SUA.2 and SUA.4 and also identifies an additional site (SUA.5) on land east of Shipston Road, for the relocation of specific businesses from Wharf Road in the Canal Quarter.

1.24 The Council is encouraging businesses who wish to relocate to modern, fit for purpose premises that meet the demands of current and future needs of businesses and this is considered to be a strong driver for change. Work will be carried out on the feasibility of providing low cost business space, not only in the Canal Quarter but also on other allocations.

1.25 The Council is confident that there is sufficient capacity within the Canal Quarter to deliver its policy objectives on existing vacant land. There will also be scope for businesses to relocate within the Canal Quarter or within the immediate vicinity.

1.26 The regeneration of the Canal Quarter will take a number of years. To assist with delivery, Stratford-on-Avon District Council will explore setting up a Business Forum to meet regularly with local businesses and

stakeholders in order to keep them informed on the progress of the regeneration proposals.

Find out more about the
Site Allocations Plan consultation at
www.stratford.gov.uk/siteallocations

Urban Design Analysis

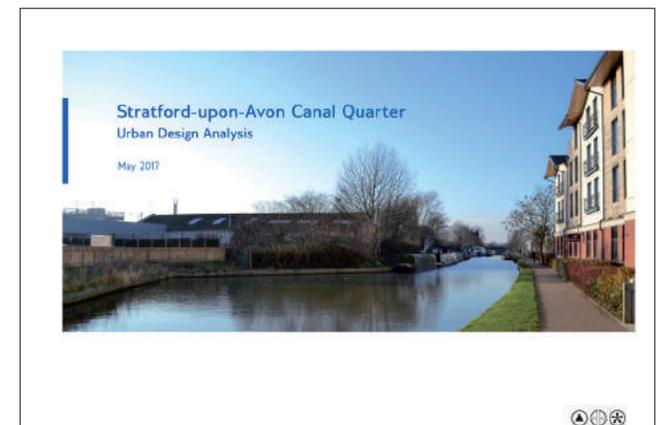
1.27 The key piece of technical evidence is the Urban Design Analysis undertaken on behalf of the Council by consultants Built Form Resource in May 2017. The study analysed a number of urban design topics, such as topography, route structure, townscape character and land use and then made recommendations as to the key principles that should be applied to development and underpin the masterplan. Figure 6 in the Urban Design Analysis shows the location of the Conservation Area in Stratford upon Avon town and nearby listed buildings. There are no listed buildings or conservation areas within the Canal Quarter.

1.28 There were three main objectives of the analysis:

- Identify the specific relationships between the site and the context in which it sits

- Identify the potential relationship between the features within the site to be retained and land to be redeveloped
- Identify the key relationships that will ensure development is integrated into the town as a whole and makes the most of the features within the site -most obviously the canal.

Find out more about the
Canal Quarter Urban Design Analysis at
www.stratford.gov.uk/canalquarter-spd



Other Technical Evidence

- 1.29 The SPD draws on a wide range of technical evidence prepared by independent experts on behalf of the Council. Many of the studies were prepared as part of the evidence base to support the Core Strategy.

Viability and Deliverability of Canal Quarter and Two Associated Employment Sites (Peter Brett Associates, April 2014)

- 1.30 This study sought to establish what scale of development the Canal Quarter could deliver, taking into account the local market and infrastructure requirements necessary to enable development. It concluded that around 600 dwellings could be realistically brought forward by 2031.

Water Cycle Study Update (AECOM, 2015)

- 1.31 This study assesses constraints associated with the water cycle, if and how the constraints can be resolved and how they may impact on phasing of development over the plan period to 2031. In respect of the Canal Quarter, the study identifies that the sewage treatment works at Stratford-Milcote has capacity for growth.

- 1.32 The study also considers sewerage and flooding issues. It is located in Flood zone 1. There are some areas of surface water flooding identified to the north-east (north side of railway) and south of the strategic site. Current sewer capacity performance data indicates localised capacity issues in the existing sewerage network in the vicinity of this re-development area, however there are no reports of sewer flooding.

Level 1 Strategic Flood Risk Assessment (URS 2013)

- 1.33 The Stratford-on-Avon Canal runs through the Canal Quarter. The Level 1 Strategic Flood Risk Assessment (2013) shows that the records of flooding (canal overtopping) are mainly in rural areas, with the exception of one record in the urban area of Stratford-upon-Avon but this was not in the Canal Quarter. Furthermore, there are no historical records of fluvial flooding and according to Environment Agency records, the Canal Quarter is not located within a flood warning area. The risk of breach/overtopping is likely to be very low.

Berkeley Group/St Joseph/Terence O' Rourke

- 1.34 The Berkeley Group/St Joseph have acquired the DCS site which occupies a substantial area within the Canal Quarter. Terence O' Rourke have been appointed by St Joseph to prepare a framework master plan for the whole Canal Quarter to facilitate development coming forward in a co-ordinated manner. Some of these ideas have been captured and reflected in this SPD.

Canal Quarter Regeneration Noise Assessment (Hepworth Acoustics, September 2017)

- 1.35 Given the possibility that some existing industrial occupiers may remain on the Canal Quarter in the longer-term, the Council commissioned a noise assessment to:
- Assess the existing noise levels across the site;
 - Determine whether those noise levels are conducive to residential development;
 - Make recommendations to mitigate noise impact where deemed necessary.

1.36 The study covered only the western part of the Canal Quarter. The overall outcome of the study is that the majority of the Canal Quarter study area will be able to accommodate residences compliant with the BS8233 internal noise limits using standard noise mitigation measures. There was an exception to this where additional noise mitigation measures will need to be implemented and a range of alternative solutions are suggested.

Strategic Transport Assessment: Further Focused Assessment of Development Options in the Stratford-upon-Avon and Southam Areas (Vectos, July 2015)

1.37 To support the preparation of the Core Strategy, a Strategic Transport Assessment has been undertaken to assess the impacts of the planned development on the highway network. The study assesses the impacts of a range of development scenarios and then considers necessary mitigation.

1.38 As a result of this work, a package of improvements to the highway network in and around the town is being implemented as part of the wider delivery of the Core Strategy.

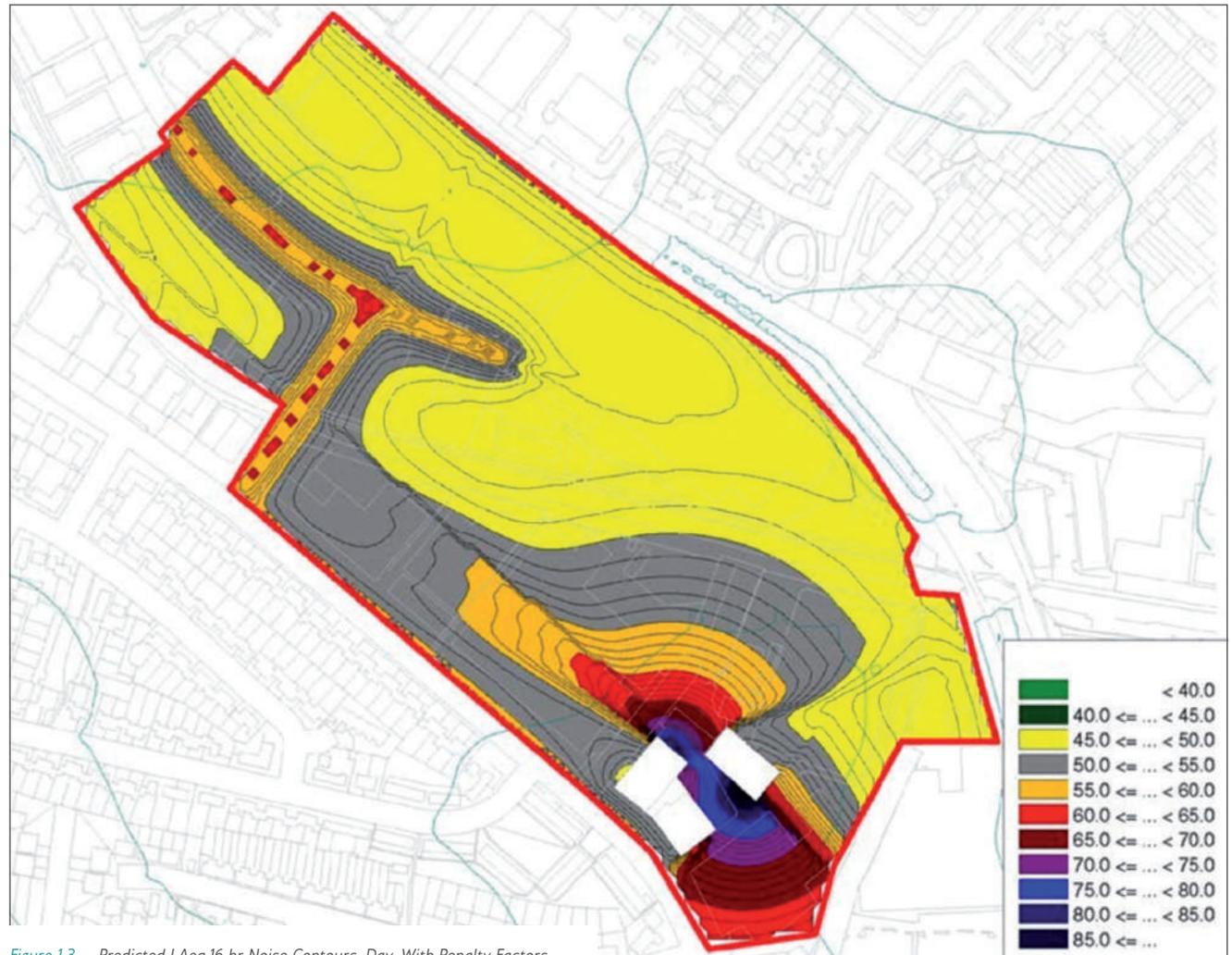


Figure 1.3 Predicted LAeq,16 hr Noise Contours, Day, With Penalty Factors



Stratford-upon-Avon Railway station



Canal lock by Premier Inn Birmingham Road



Arden Street/ Clopton Road traffic lights and Fordham House

Stratford-upon-Avon Transport Study (WCC and SDC, 2018)

1.39 Warwickshire County Council and Stratford-on-Avon District Council have prepared a Transport Strategy for Stratford-upon-Avon town to consider a range of options to help reduce congestion and improve transportation in the town. The Strategy forms an addendum to the Local Transport Plan.

1.40 Specific measures include improving traffic flow and the conditions for walking and cycling through junction improvements, the use of modern technology and specific measures for buses. In respect of the Canal Quarter specifically, the Birmingham Road corridor enhancements are included.

District Heating and Energy Masterplanning Study (Sustainable Energy and the Carbon Trust, 2016)

1.41 The purpose of this study is to identify and evaluate opportunities to develop new district heating networks in Stratford-on-Avon, including on the Canal Quarter. District heating can help reduce carbon emissions, reduce energy costs and fuel poverty by providing locally generated sources of energy.

1.42 The study found that the high density housing areas to be developed at the Canal Quarter site may present the best opportunity to develop a heat network in Stratford-on-Avon District. Based on the initial high-level proposals for the Canal Quarter, area heat density for this site is likely to be high and energy networks may be financially viable. There may also be an opportunity to utilise the canal as a water source for a heat pump or provide heat and power to the developments from Gas Combined Heat and Power (CHP).

Racecourse and Shottery Brook Mapping Modelling Report September (2016) Environment Agency

1.43 This new flood risk model for the Racecourse Brook includes all of the new climate change allowances. This provides the most up to date assessment of flood risk from fluvial sources. It means that a level 2 SFRA is not required for the Canal Quarter but an FRA needs to be submitted with planning applications within this SPD to address for example, issues surrounding the canal.

Sustainability Appraisal

- 1.44 The Council is required, under the 2004 Planning and Compulsory Purchase Act and the 2001/42/EEC European Directive, to prepare a Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) of its planning policy documents to identify and assess the environmental, social and economic impacts of development and achieve sustainable development.

Core Strategy Sustainability Appraisal (SA) (LEPUS, various reports 2007-2016)

- 1.45 The SA examines the social, environmental and economic impacts of the Plan and where adverse impacts are identified mitigation measures are suggested. Mitigation has been developed through the iterations of the Core Strategy, and the development requirements in the SPD are considered to be sufficiently detailed and comprehensive to address any potential significant effects.
- 1.46 The SA particularly notes in relation to the Canal Quarter that inclusion of a park alongside the canal, coupled with the environmental enhancements to the canal corridor positively impact upon health and wellbeing (SA Objective

14) as well as biodiversity and landscape (SA Objectives 2 and 3). The requirement to treat any contamination appropriately is also likely to improve health and reduce pollution (SA Objective 8). The canal corridor is an important Green Infrastructure (GI) asset and provides a multifunctional leisure, recreational and transport use. Creating pedestrian and cycle links through the area and into adjacent parts of Stratford-upon-Avon supports sustainable methods of transportation (SA Objective 10). An overall positive impact is therefore likely to ensue as a result of the redevelopment of the area in economic, social and environmental terms.

Canal Quarter Strategic Environmental Assessment (SEA) Screening Report (Enfusion, 2017)

- 1.47 SEA is a systematic process used during the preparation plans and policies that aims to ensure a high level of protection for the environment. The SEA considers whether there are any significant environmental effects that likely to arise from the Plan. To do this, an initial screening assessment is undertaken to determine whether a full SEA is required.

- 1.48 The SEA Screening for the Canal Quarter SPD found that the site is not likely to have significant environmental effects. Although the site is within an Air Quality Management Area (AQMA) and near to designated heritage features, negative effects are unlikely as mitigation measures are provided and the site is focused on regeneration with the potential for positive effects.

Find out more about the supporting technical evidence and SA/SEA at www.stratford.gov.uk/canalquarter-spd

2 CONTEXT

- 2.1 This section of the SPD sets out the context for the masterplan. The full contextual analysis can be found in the Urban Design Analysis technical study.

Situation

- 2.2 Located to the north-west of Stratford-upon-Avon historic town centre, the Canal Quarter occupies a surprisingly central location within the town as a whole. As the crow flies, the centre of the site is within easy walking distance of a range of shops, services and facilities.
- 2.3 The defining features of the site are the canal and the railway which dissect the site into four. Passing through the site by train provides a disappointing and poor quality arrival to a historic town. The canal passes through the site almost unnoticed with buildings turning their backs on the watercourse.



Stratford-upon-Avon Canal towards Timothy's Road bridge



Railway line from DCS site showing railway line (and passing train) on embankment



Figure 1.4 Situation

Topography

- 2.4 Topographically the town of Stratford-upon-Avon lies on a valley site on the River Avon between the Welcombe Hills to the north-east and the ridge running from Wilmcote to Borden Hill to the west. This forms a 'bowl' type feature in which the Town sits and views of almost the entire Town is possible from specific high vantage points. The canal and railway both run between the higher ground, placing the Canal Quarter in a relatively low point but above the river terrace on which the historic centre lies.
- 2.5 More locally two brooks run through the low point south to the River Avon, namely Shottery Brook and Racehorse Brook. The two parts of the Canal Quarter sit on either side of the brook to the west. Of the two areas, the eastern area is flatter, lying just north of a local rise occupied by the hospital. The western area rises up from a low point on Masons Road by the former football ground to a high point on Timothy's Bridge Road. The high point gives some sense of expansive views while most of the rest of both the eastern and western areas feel relatively contained.



DCS site looking north-west to show change in levels



DCS site looking south-east to show change in levels



Showing proximity of Town Centre from Morgan Sindall building, being located at northern extremity of Canal Quarter

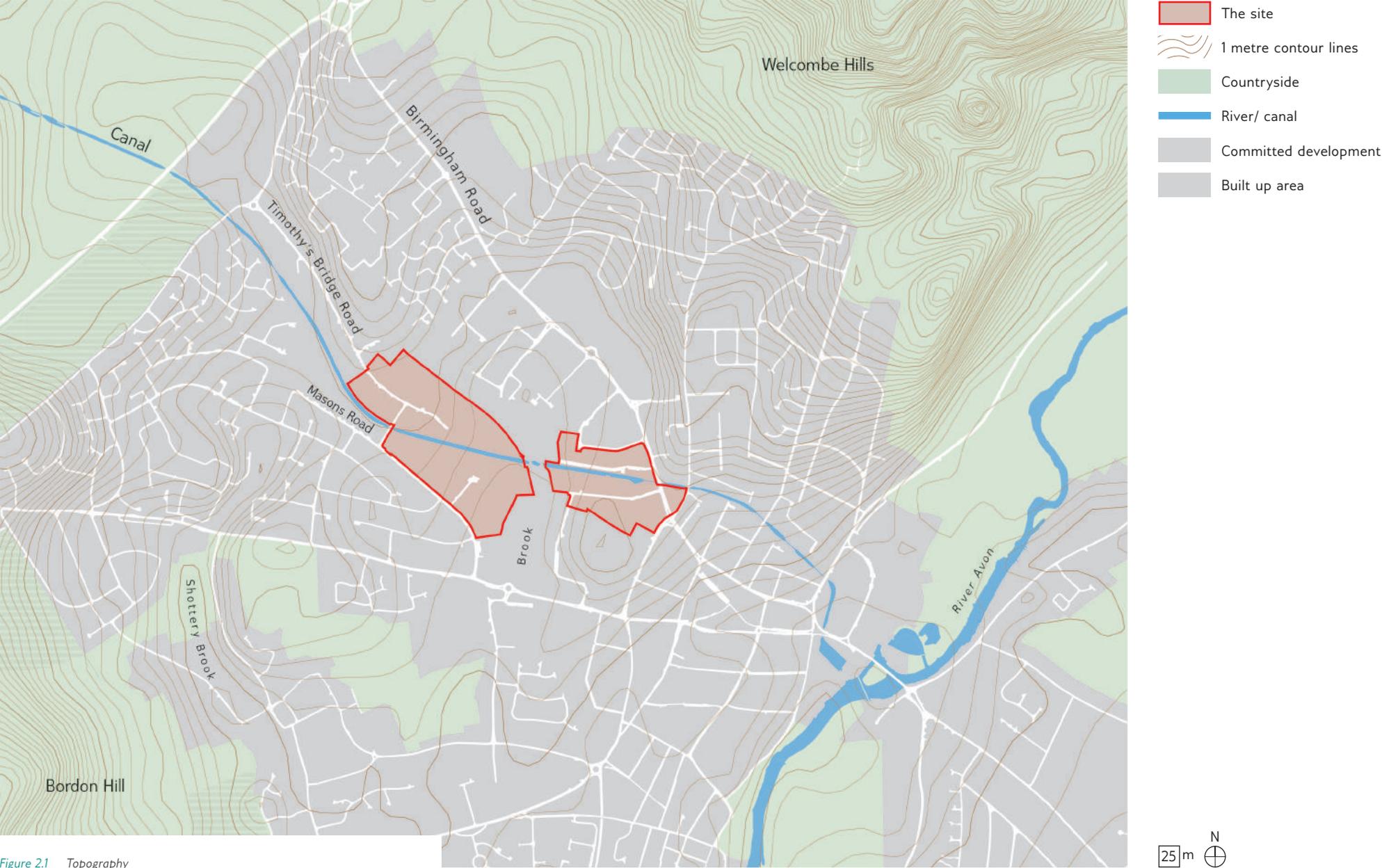


Figure 2.1 Topography

Route Structure

- 2.6 Generally, the town of Stratford-upon-Avon is characterised by a route structure of main radial routes converging on the centre, notably the grid of the Medieval New Town. The peripheral areas are characterised by a combination of thoroughfare routes, loops and cul-de-sacs typical of 20th century housing development.
- 2.7 Within this overall pattern, the limited route structure of the Canal Quarter becomes apparent, with its wider connectivity frustrated by the lack of connections caused in part by the physical barriers of the railway and canal (as shown in figure 6). With the exception of the east-west connection of the canal towpath, north-south connections are particularly poor.



Birmingham Road looking towards Clopton Road/Arden Street Traffic signals



View from Canal Quarter across railway line



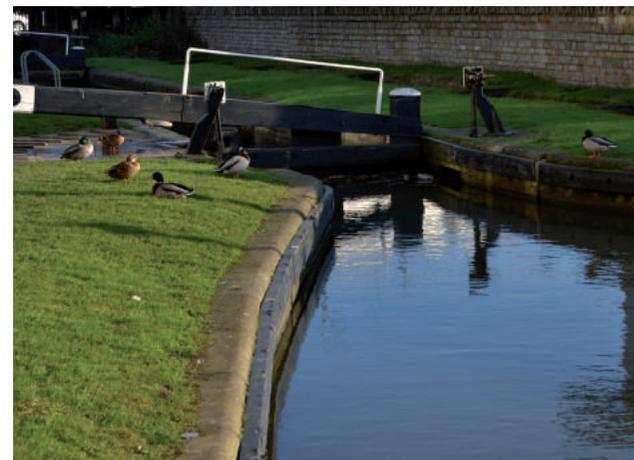
Figure 2.2 Route Structure

Townscape

- 2.8 Although considered to be of relatively poor quality urban fabric, there are a number of townscape elements both within the site and on its periphery that provide opportunities to take forward through the masterplanning process. Such features of the townscape provide the foundation upon which a successful regeneration can be built.
- 2.9 Aside from the ecological value of the canal and associated greenery, Figure 2.3, identifies a number of other key elements of the townscape, including key views, nodes and frontages.



Clopton Road surviving brewery buildings



Canal lock

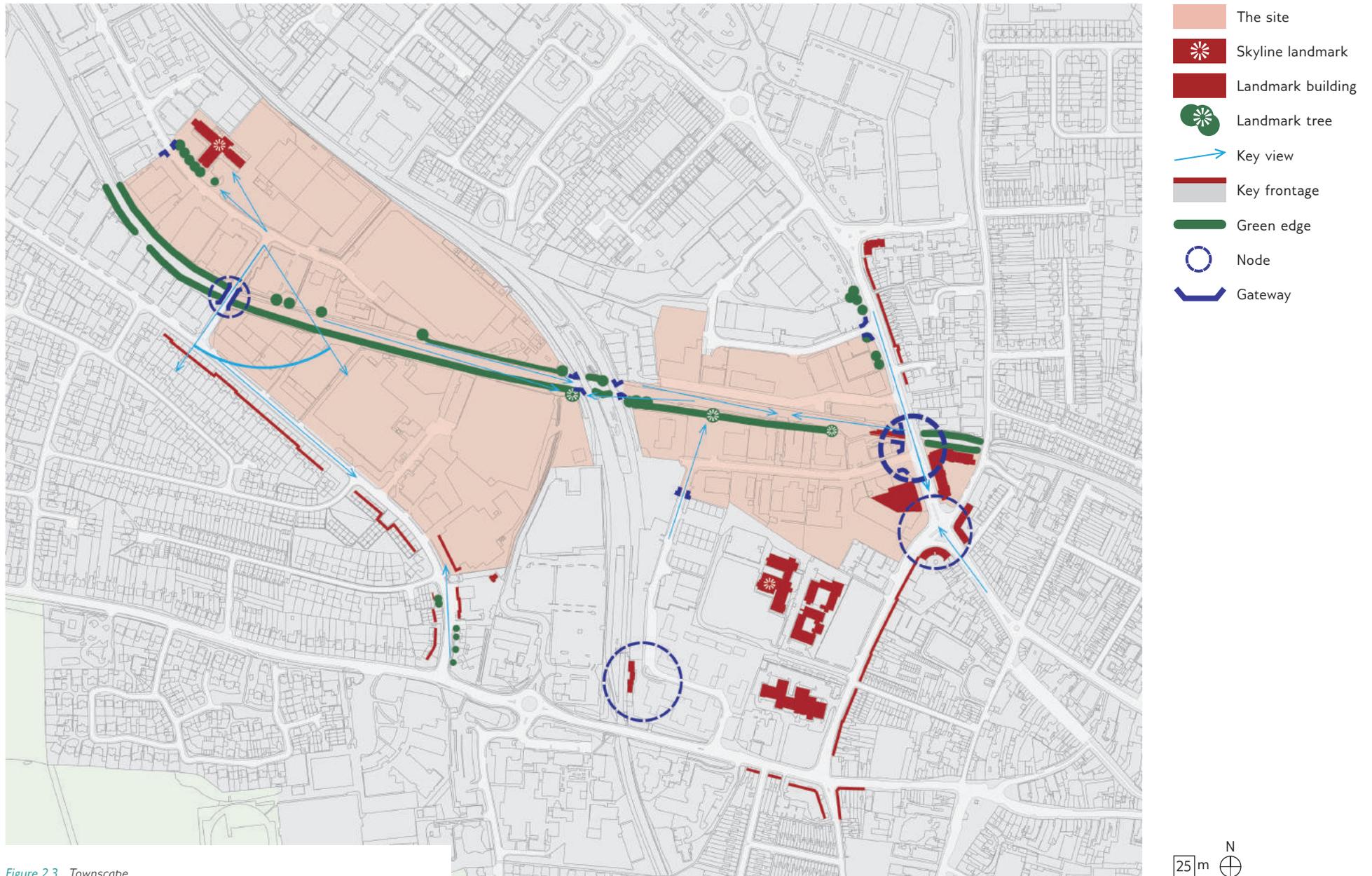


Figure 2.3 Townscape

Land Use

- 2.10 The pattern of land uses reflects the current use of the Canal Quarter as an area of industry and employment. As shown in Figure 8, there is already an important distinction between those employment focused land uses to the west of the railway and the more mixed employment uses to the east, no doubt a reflection of this area's proximity to the town centre.



DCS building



Masons Road



Morgan Sindall building

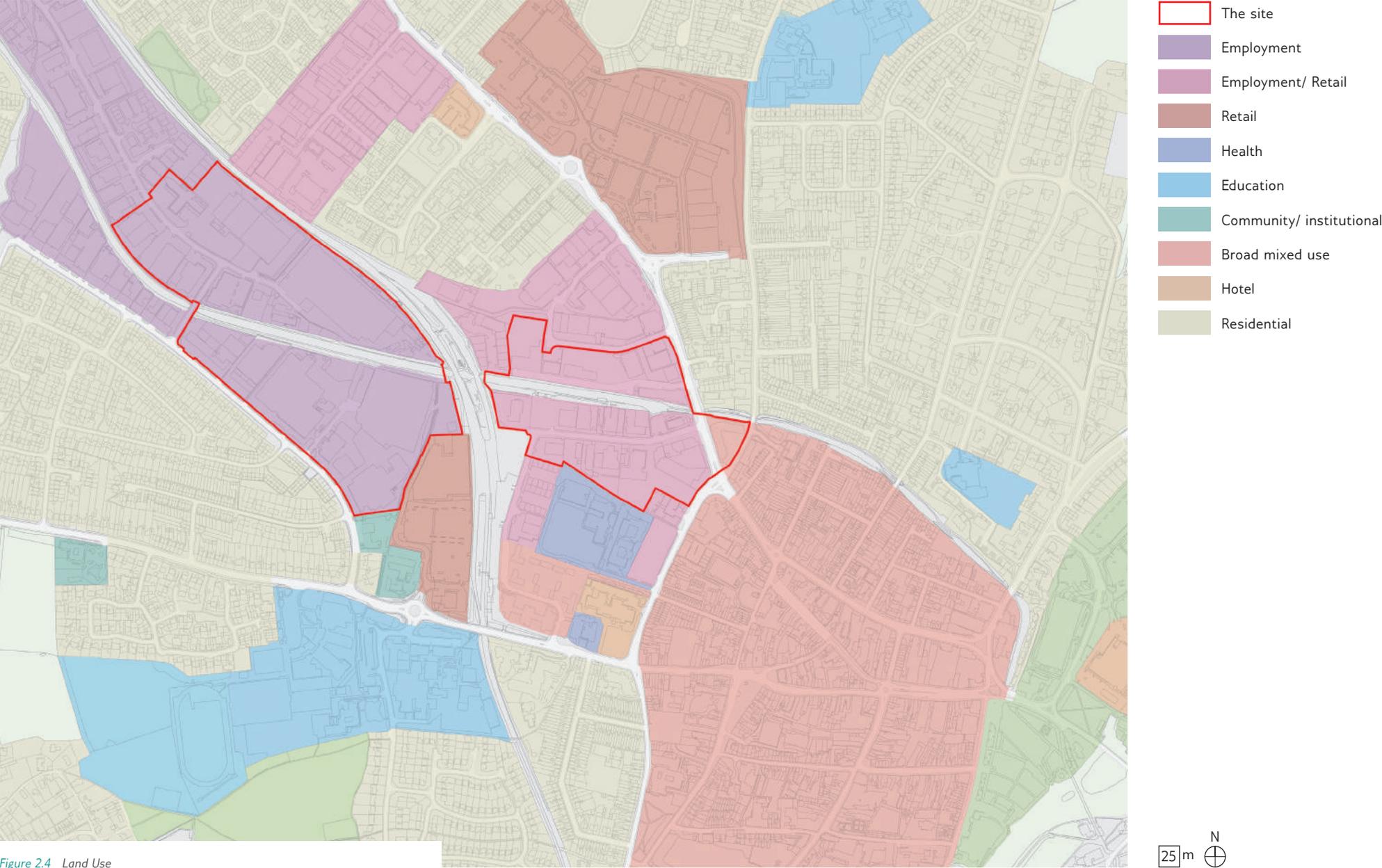


Figure 2.4 Land Use

3 FRAMEWORK MASTERPLAN

- 3.1 This section of the SPD establishes the vision and Masterplan, including the guiding principles for development. Based on the parameters for development the masterplan is structured around 4 inter-related themes.

Vision for the Canal Quarter

- 3.2 Based on the contextual analysis and taking account of the aims and objectives of this SPD, the vision for the Canal Quarter that this masterplan will work to achieve is as follows:

The Canal Quarter becomes a new, exciting and distinctive neighbourhood that provides a range of housing, employment and leisure uses with close links with the Town Centre. Its canal side setting will have been exploited in a positive manner and will form the focus of a new urban park for the town.

Characteristics will include new high quality private and public spaces, with good connectivity and relationship to surrounding areas becoming not only a desirable place where people want to live and work but also to visit, with a range of retail and leisure uses.

Innovative approaches to dealing with potential constraints such as flooding and climate change will have been explored for example, though the use of green infrastructure, sustainable urban drainage systems and district heating.

Images to the right are indicative only of what could be achieved in the Canal Quarter





Photographs below are indicative only of what could be achieved in the Canal Quarter - they are not requirements

Development Parameters

- 3.3 In terms of the quantum of development, Core Strategy Policy SUA.1 requires:
- approximately 650 dwellings by 2031 of which up to 25% will be provided as a mix of affordable homes
 - approximately a further 350 dwellings after 2031
 - 9,000 square metres of B1 employment space
- 3.4 The requirement for 9,000 square metres of Class B1 employment is a gross figure and not an additional net increase in employment land. Thus, it includes any businesses remaining within the Canal Quarter. However, the Council acknowledge that this situation would need to be monitored to ensure an adequate supply of B1 uses is maintained.
- 3.5 In terms of business uses, a flexible mix of office and/or light industrial uses will be provided. These uses are generally considered to be compatible in residential areas.
- 3.6 In addition to business premises, the masterplan also seeks to provide for a range of other commercial and leisure uses (e.g. cafes and restaurants) located at the two nodes and adding to the vitality of the area.
- 3.7 Core Strategy Policy CS.19 sets out a preferred housing size mix for new development. To date, there has been a predominance of larger homes built. The location of the Canal Quarter provides an ideal opportunity to redress the balance and provide a mix of 1, 2 and 3 bedroom houses and apartments.
- 3.8 Affordable housing will be delivered on all sites across the Canal Quarter. In accordance with Core Strategy Policy CS.18, such homes will be physically and visually indistinguishable (i.e. tenure blind) and dispersed across the site in clusters appropriate to the size and scale of the development. In order to ensure a successful provision of affordable housing it is essential that:
- Liaison takes place at an early stage with potential partner Registered Providers (housing associations), Homes England and the District Council.
 - The profile of any individual affordable housing scheme, in terms of the type, size and tenure of any homes, both reflects the outcome of consultation with all interested parties and reflects the likely profile of schemes on other parts of the site.

- 3.9 There is scope to develop both general needs accommodation and supported housing. As Stratford-upon-Avon is the largest settlement in the District it is therefore a more sustainable location for households with specialised support needs.
- 3.10 In addition, to the general needs housing, other residential uses will be supported. To assist with creating a vibrant new community, it is expected that these uses would be located close to the nodes. Moorings for canal boats will also be supported.
- 3.11 Policy SUA.1 also provides for a community facility if required. Whilst a high quality and successful built form is critical, it is equally important that the regeneration creates a community and integrates with existing residents in neighbouring areas. This is particularly important given the scale of development and size of the increased population. To assist with this, the masterplan supports the provision of a community centre or hall. Stratford-on-Avon District Council will seek to identify organisations willing to manage such a facility.
- 3.12 Provision of canal related leisure activities should be explored which could include sports hub catering for water based activities, improved facilities for anglers, floating cafes, floating small boutique hotels, skippered restaurant boats, skippered community/charity vessels, or small day hire craft. Provision of improved / secure customer service facilities on the offside bank of the canal, an Arts/Heritage trail, a community sports hub catering for water based activities, and improved facilities for anglers will be explored.
- 3.13 To help deliver the vision, the masterplan is structured into 4 themes. These themes have been derived in response to the key constraints and opportunities:
- Connectivity
 - Green and Blue Infrastructure
 - Vitality
 - Public Realm

Connectivity

- 3.14 The masterplan will break down existing barriers to movement providing a permeable and legible street network, opening up access to the canal. Regeneration of the Canal Quarter provides the opportunity to reconnect this area to the town, improving connections both east-west and north-south.
- 3.15 The canal is the site's defining feature, connecting, but at the same time, dividing the site. New development will celebrate the canal. This will be achieved by enhancing the east-west connectivity that the canal offers and by creating new pedestrian and cycle crossings over the canal.
- 3.16 The Canal Quarter is also bisected by the railway which forms a physical barrier separating Timothy's Bridge Road and Masons Road from the Birmingham Road. The regeneration of the Canal Quarter provides a unique opportunity to create a new north-south pedestrian and cycle link over the railway. A broad indicative location for the railway bridge is shown within the Canal Quarter although there may be other opportunities further up Timothy's Bridge Road which will deliver improved connectivity.

3.17 The Canal Quarter Masterplan is underpinned by the following connectivity design principles:

- Creation of a basic framework for access and movement derived from utilising existing access points and streets
- Creation of relatively large blocks for development thus allowing for flexibility in the specific position of some streets
- New key public streets and footpaths / cycleways created parallel to the canal and immediately abutting open spaces adjacent to the canal
- Making the canal edge publicly accessible except where retained vegetation prevents it
- New key public streets connecting existing public streets to the new routes along the canal with new local public streets extending into the site

3.18 Figure 3.1 shows the indicative locations of these connections. The exact location of any connection will be determined through the planning application process, but should adhere to the design principles.



Timothy's Bridge Road



Canal mooring

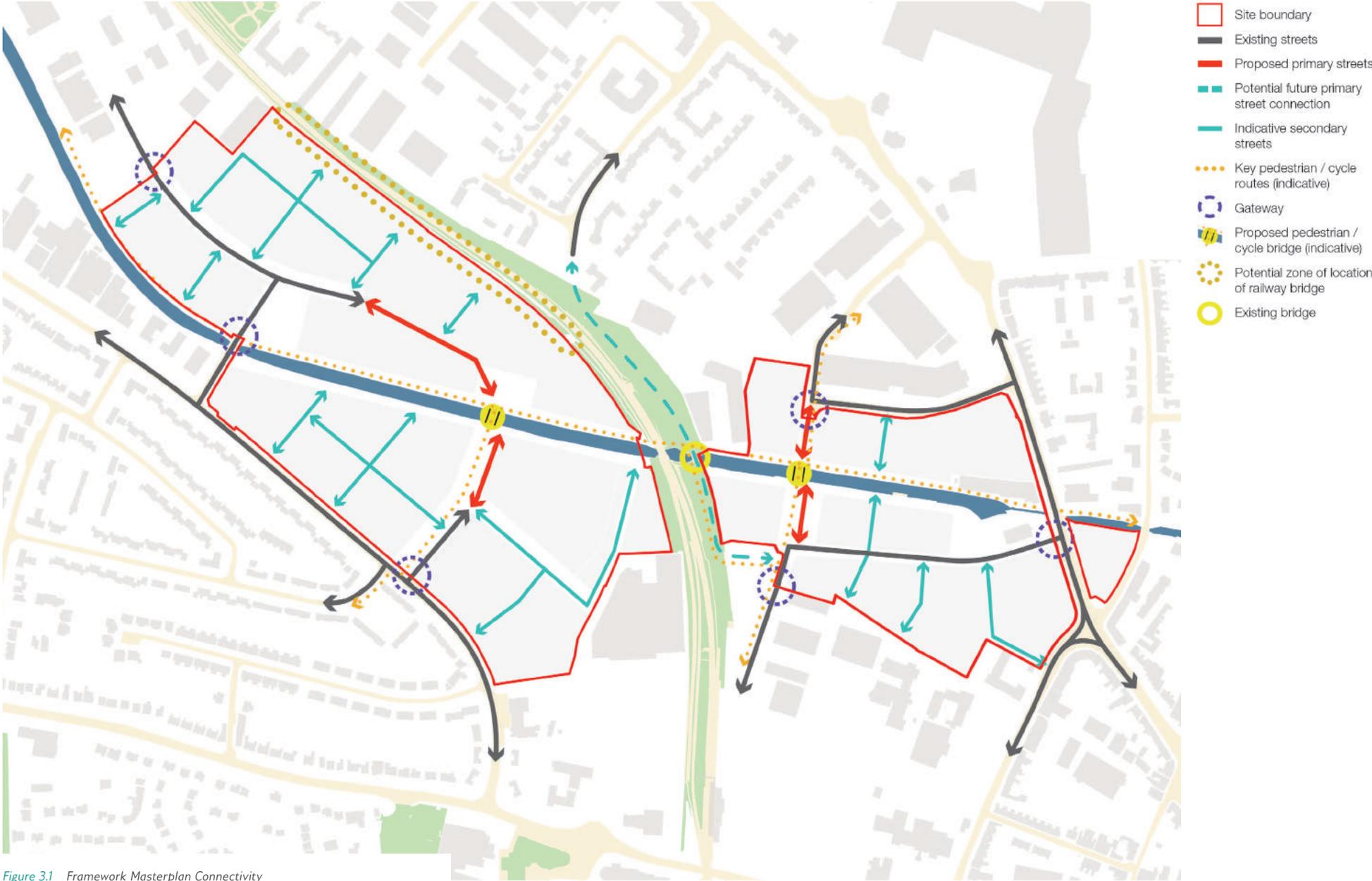


Figure 3.1 Framework Masterplan Connectivity

Shops

3.19 There are currently 3 supermarkets within walking distance of the Canal Quarter - Morrisons, Aldi and Tesco. There is also an M&S Simply Food at the Maybird Centre. These will be more easily accessible and new centres will further improve retail provision in this part of the town.

Education

3.20 The area is within a comfortable walking distance to local educational facilities; primary school, secondary school and college. Improved permeability and connections will improve accessibility to these key facilities for new and existing residents.

3.21 Town centre and train station The area is within walking distance of both the train station and the town centre both of which are just over 1 km away. More direct connections to both the station and town centre are provided through delivery of the masterplan

3.22 Figure 3.2 opposite shows the situation before and after improvements in connectivity have been made. It generally shows that walking and cycling distances will be shorter and provides more direct to access main facilities.



Maybird Centre



Morrisons Supermarket

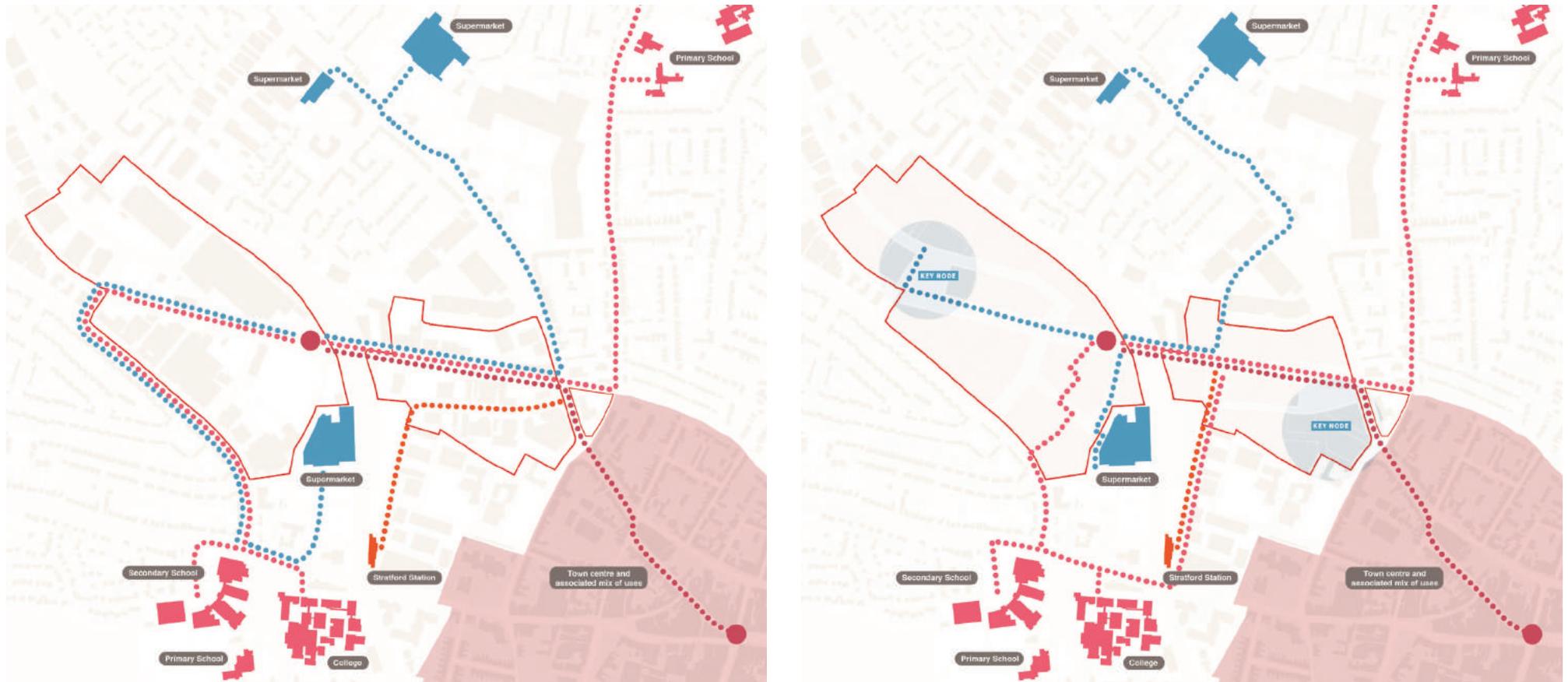


Figure 3.2 Connections before and after improvements



Green and Blue Infrastructure

3.23 The masterplan will provide new ecological benefits by not only enhancing the canal itself but also providing new green spaces.

3.24 The canal is the site's defining feature but is an underused resource. New development will celebrate the canal. This will be achieved by widening the canal corridor and creating new parkland providing ecological and leisure benefit to the town, which will be used by both residents and visitors alike.

3.25 Urban green space provides multi-functional benefits. It contributes to coherent and resilient ecological networks, allowing species to move around within, and between, towns and the countryside with even small patches of habitat providing benefit.

3.26 The Canal Quarter masterplan is underpinned by the following Green and Blue Infrastructure (GBI):

- Creation of publicly accessible open spaces as a linear park parallel to and abutting the canal except where retained vegetation prevents it. This park provides an ideal opportunity to address the space for SuDS at the masterplanning stage.

- Maintaining and enhancing the vegetation along the canal. In particular, retain the naturalised vegetation on the south side of the western section of the canal and allow only limited access to the canal edge in that location.
- Maintaining the setback of buildings from the southern edge of the canal to create an open space of sufficient width and to ensure the open space receives sufficient sun throughout the year.
- Maintaining and enhancing vegetation along the watercourse running south from the canal to Masons Road along the eastern edge of the site.
- Creation of a public park /open space on the high point north of the canal and immediately east of Timothy's Bridge.
- The greening of routes will be encouraged as appropriate to establish a network of green links. This could be accommodated through provision of street trees or grassed areas.

3.27 Figure 3.3 is a visualisation of the key GBI principles. The details will accord with the key design principles and agreed through planning applications.

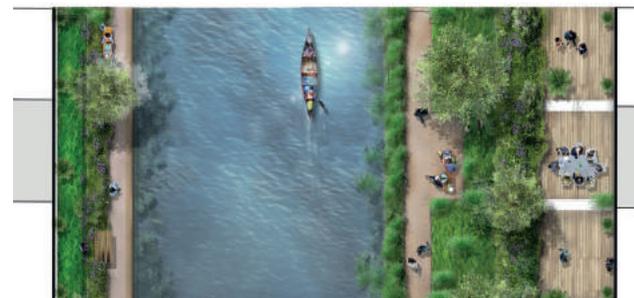




Figure 3.3 Framework Masterplan – Green and Blue Infrastructure

Vitality

3.28 The masterplan will transform the Canal Quarter from an area people simply either work in or pass through, to a destination in its own right with a vibrant mix of homes, businesses, retail outlets and public spaces.

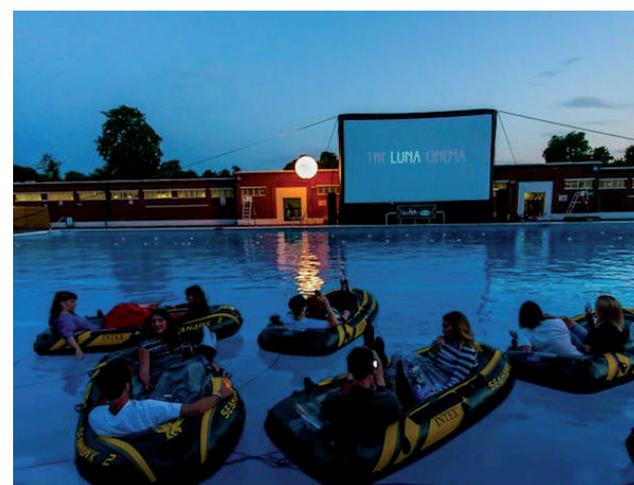
3.29 The canal is the site's defining feature but is not somewhere where you want to stop and spend time. New development will celebrate the canal. This will be achieved firstly by enhancing the canal environment itself through the creation of a linear park and secondly, by creating two new 'nodes' focused on where routes intersect with the canal. These nodes will act as new destinations for a mix of employment, retail and leisure uses.

3.30 The Canal Quarter masterplan is underpinned by the following vitality design principles:

- Distributing approximately 1,000 homes (including up to 25% affordable homes) and 9,000 sqm of employment throughout the Canal Quarter
- Creating eastern and western 'nodes' to act as foci for a mix of uses and new 'destinations' for the Town

- Achieving vitality and active streets through providing a range for different uses at ground floor/street level
- Focusing employment, commercial, retail (e.g. local shop, cafes), community facility (if required) and canal related leisure activities to create a vibrant 'western node' around a new park/square on Timothy's Bridge Road
- Focusing employment, commercial, retail, leisure and canal related leisure activities to create a vibrant 'eastern node' fronting Birmingham Road and around the existing canal lock given proximity to the commercial heart of the Town
- Providing improved and secure mooring facilities on the 'off-side' of the canal
- Embedding the Canal Quarter into the Town through the provision of an arts/heritage trail
- Exploring the potential for a range of other uses, initially at the nodes, subject to conformity with the Core Strategy

3.31 Figure 3.4 illustrates the proposed mix of uses throughout the area and the position of key nodes of community activity.



Photographs above are indicative only of what could be achieved in the Canal Quarter - they are not requirements

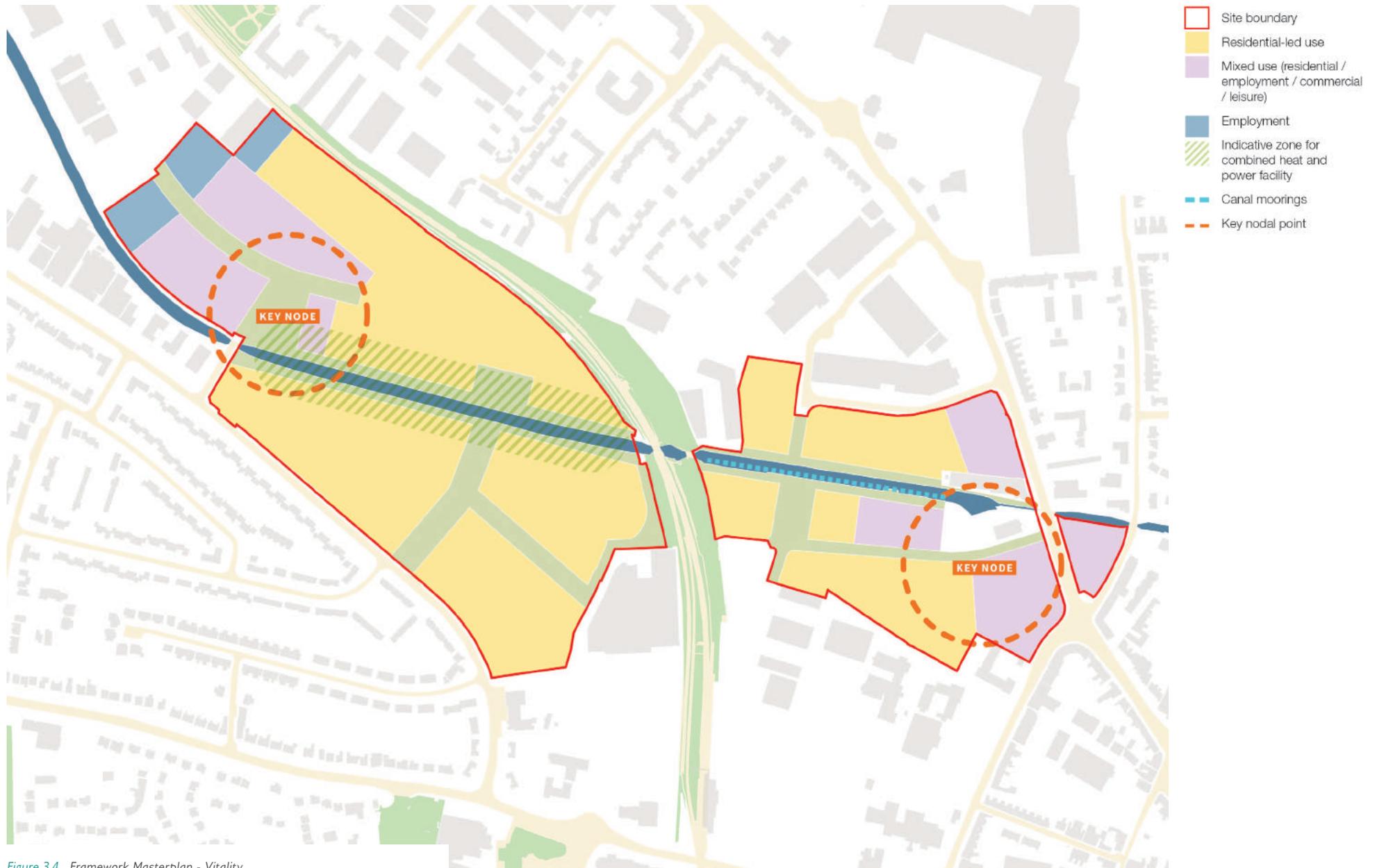


Figure 3.4 Framework Masterplan - Vitality

Public Realm

3.32 The masterplan will significantly improve the quality of the public realm and built form creating new streets and spaces with active frontages, a range of building heights and new landmarks and landmark buildings to act as both signposts and destinations.

3.33 The canal is the site's defining feature but is incidental to the public realm. This is not helped by the fact that current industrial development turns its back on the canal. New development will celebrate the canal. This will be achieved by ensuring buildings front the canal and streets lead to it.

3.34 The Canal Quarter masterplan is underpinned by the following public realm design principles:

- Providing for a range of building heights and densities to suit and adapt to particular situations within the site and relative to adjacent areas.
- Opportunities for the creation of landmarks (features or buildings) associated with key nodes and locations visible from multiple viewpoints. A landmark should be a visually prominent element relative to its surroundings

that terminates key view lines and vistas and can also be seen on the skyline within and outside the quarter.

- Creating visual accent features that terminate key view lines and vistas. An accent feature should be an element (individual building or sub-element) that is emphasised and/or articulated by height and/or projection relative to elements either side.
- New development adjacent to the canal will front onto to it and have streets leading to it. There will be sensitive design of public areas in terms of lighting, street hierarchy, landscaping, boundary treatment, street furniture and signage.
- Creation of patterns of development (streets, plots and buildings) that are specific to the place and the circumstances of each part of the area and retain selected features and alignments as traces of its history.
- Opening up the canal as the focus of a publicly accessible open space and central asset of the site in order to make the most of the canal for public benefit.
- Creation of quieter, residential streets in the intervening areas that take advantage of proximity to the canal, other areas of vegetation and existing residential streets.

3.35 Figure 3.5 shows the public realm. It illustrates the location of key frontages, opportunities for landmark buildings or features and provides an indication of relative building heights across the area.



Morgan Sindall building, Timothy's Bridge Road



View towards Town Centre taken from Morgan Sindall building

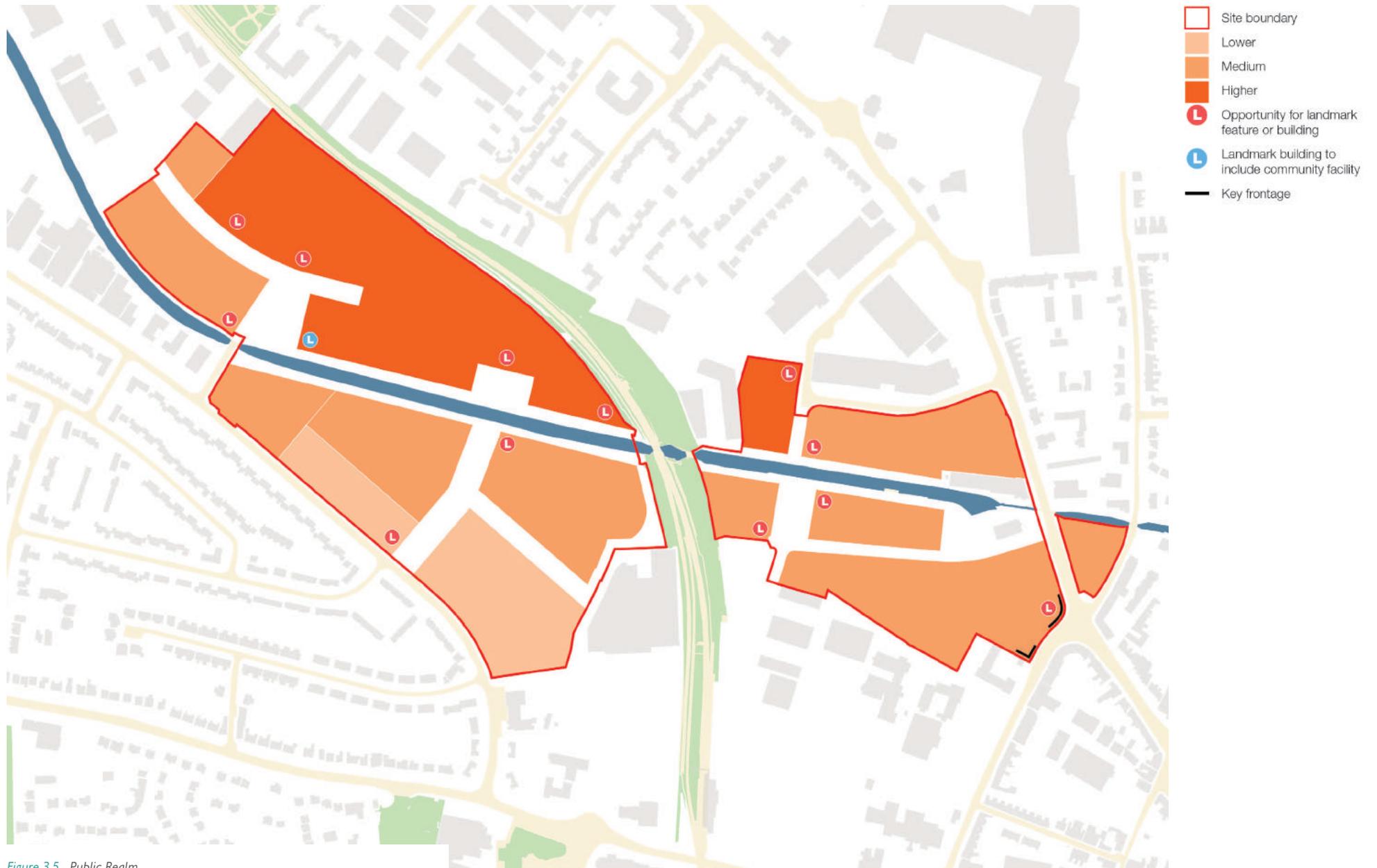


Figure 3.5 Public Realm

Canal Quarter Framework Masterplan

- 3.36 The 4 themes of connectivity, green infrastructure, vitality and public realm can now be brought together into an overarching framework masterplan for the Canal Quarter (shown in Figure 15 below). An overriding objective of the regeneration is the integration of the Canal Quarter with the wider area.
- 3.37 Together, the four themes comprise sustainable development delivering a range of social, economic and environmental benefits.
- 3.38 Figure 3.6 shows a section running through the Canal Quarter (thick black line) to illustrate relative building heights at various points in Figure 3.7.



Figure 3.6 Building heights

- (1) Arriving along Timothy's bridge Road, the visitor is greeted with a landscaped vista opening up to the canal, with the community building (if required) being of the high architectural quality providing a landmark feature to terminate the view.
- (2) Lower density housing fronting Masons Road to respect and be compatible with the existing character of this area and provide an appropriate transition between existing and new development.
- (3) New primary and secondary routes permeate through the site creating new connections to/from and routes through the Canal Quarter. Provision of new pedestrian and cycle bridges criss-cross the canal significantly improving connections through the site.
- (4) Medium density housing fronts the canal and linear open space giving definition to the key feature of the site.
- (5) Medium density development on the western half of Timothy's Bridge Road with higher densities towards the railway to the east, reflecting the varying topography of this area. These areas should also incorporate facilities to promote healthy lifestyles such as green gyms, and attractive pedestrian routes to facilities.
- (6) Mix of uses including employment, retail (on ground floor) and leisure uses at key nodes; the focus of this new destination being a public park with the community facility set in landscaped gardens.
- (7) Providing a link over the railway and linking it to the new route to Hamlet Way creates a crucial north-south link, directly connecting for the first time the part of town with the Birmingham Road and Maybird Shopping Centre subject to detailed feasibility and availability of funding.
- (8) New open space and GI provides a natural buffer to employment uses.
- (9) In addition to the community building (if required) and open space, infrastructure also includes a District Heating Facility and residential canal boat moorings.
- (10) Landmarks and landmark buildings and key frontages create active streets and provide a legible, pedestrian friendly neighbourhood.
- (11) Mix of uses towards Birmingham Road focused on the existing canal lock, becoming a new focus for leisure activities and the evening economy. Potential closure of Wharf Road to improve traffic flow on Birmingham Road is to be considered.
- (12) Medium density blocks provide for a transition as one moves from existing areas to new areas such as the town centre and out of the town.



Figure 3.7 Building heights



Figure 3.8 Canal Quarter Framework Masterplan

Key Design Principles

3.39 The visualisation of the masterplan is set out in Figures 3.1 to 3.8 above. Development proposals should conform to the key components of the masterplan in respect of connectivity, green and blue infrastructure, vitality and public realm.

3.40 In addition to policies within the Core Strategy and Development Requirements SPD, and to provide further guidance on the implementation of the masterplan, development proposals should have regard to the key design principles listed on the next page.



Photograph above are indicative only of what could be achieved in the Canal Quarter - they are not requirements

- CQ1 Create incidental public open spaces within development blocks. Such spaces must be adjacent to a well-used route, well overlooked by adjacent development and receive as much sun as possible over the course of a day over most of the year.*
- CQ2 Include new, and retain existing street trees where possible. Maintain and enhance the vegetation along the canal.*
- CQ3 New key and local streets should have footways on both sides unless deemed unnecessary due to low predicted traffic levels. Walking and cycling will be made a high priority in new development and it is expected that high quality networks will be incorporated. Measured miles and distance/ time markers will be encouraged to be incorporated into the design of development*
- CQ4 The width of new key and local streets should allow for on-street parking on one or both sides as part of the mix of measures to satisfy the Council's parking standards included in the Development Requirements SPD. Also consider areas for leisure use parking and off-street parking.*
- CQ5 Principal entrances to buildings should be on the main public front of the building facing the public highway that gives access to the building.*
- CQ6 Private outdoor spaces/gardens abutting public highways or open spaces should be defined by physical boundary features.*
- CQ7 Where development abuts a new street, public open space and/or the canal as indicated in the plans (including variable location streets and any new streets created to sub-divide the blocks), the development must be oriented so that buildings present an active public front (i.e. including entrances and windows) facing onto the public highway and/ or open space.*
- CQ8 Where the boundary of the area abuts an existing public highway and/or public open space, new development must be oriented so that buildings present an active, public front (i.e. with both entrances and windows) facing onto the public highway and/or open space.*
- CQ9 Where the boundary of the area abuts an existing side or back boundary, new development should be oriented to present a side or back face to the existing boundary (i.e. with enclosed private outdoor space, limited or no entrances/windows or a service entrance).*
- CQ10 On buildings above four storeys the top storey should be set back from the main façade by a minimum of 900mm. The resulting perimeter roof surface can be used as accessible outdoor space.*
- CQ11 Landmarks can exceed the height of adjacent buildings, typically by 1 or 2 storeys. They should be treated with appropriately active façades and detailing as seen from principal viewpoints.*
- CQ12 Buildings of four storeys and above should have shallow pitched (below 32 degrees) or flat roofs.*
- CQ13 Create visually prominent frontages that terminate local views and vistas but do not warrant an accent feature. Visually prominent frontages should be treated with appropriately active façades and detailing as seen from principal viewpoints.*
- CQ14 Accent features should be treated with appropriately active façades and detailing as seen from principal viewpoints within the area.*
- CQ15 Use built form, building set back, building materials and details, planting and other townscape features to establish a visual hierarchy of streets.*
- CQ16 Allow for and actively encourage live/work accommodation, B1 uses/ retail throughout the Canal Quarter such as along key routes and at landmarks, although the primary focus of the mix of uses should be at key nodes.*
- CQ17 Allow for and actively encourage ground floor commercial / leisure uses at key nodes.*
- CQ18 Create an enhanced environment around selected existing assets and features to reinforce the identity and distinctiveness of the area. Key assets include but are not limited to:*
- Specimen trees and groups of trees*
 - Bridges*
 - Canal lock*
 - Watercourses and drainage channels*
 - Topographic features and distinctive changes of level*
- CQ19 Allow for and actively encourage people to circulate within and through the development by encouraging the provision of suitable pedestrian and cycling connections between the Canal Quarter and key local destinations (design of cycling infrastructure should in accordance with the County Council's standard details for design and including cycle parking etc)*
- CQ20 New housing development should aim to adhere to Building for Life 12 principles*
- CQ21 Boating facilities will be maintained and encouragement given to the provision of a 'canalside community' whereby improvements to the provision of residential and visitor moorings with services along the canal such as electricity, water and Wi-Fi will be supported. Any planting should:*
- Be appropriate for the waterside location*
 - Set back from the water to allow for future growth*
 - Not adversely impact on the stability of the canal infrastructure or safe navigation of the waterway.*
- CQ22 New development should aim to adhere to the Development Requirements SPD which provides guidance on landscaping, biodiversity and Green Infrastructure and includes tables setting examples of how a net gain in biodiversity can be achieved.*
- CQ 23 Contributions to green infrastructure in urban environments can be realised through, green roof systems and roof gardens; green walls; new tree planting or altering the management of land.*
- CQ24 Development proposals will deliver specific environmental sustainability measures, in accordance with the Core Strategy and Development Requirements SPD (as appropriate):*
- maximising opportunities for sustainable technologies*
 - the incorporation of low carbon technologies*
 - exploring the potential for the canal to be utilised for heating and cooling in connection with the district heating network*
 - examining the viability of the opportunity for a district heating network*
 - exploring the opportunity to address space for SUDS in the linear park*
 - installation of electric charging points*
- CQ25 Development proposals that lie adjacent to a canal or watercourse 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.*

4 DELIVERY

- 4.1 This section of the SPD sets out how the masterplan will be delivered, including identifying the key infrastructure components and an indicative phasing plan.

How Regeneration will be delivered

- 4.2 Regeneration will be delivered through partnership working between Stratford-on-Avon District Council, landowners, developers and the businesses that are currently operating from the Canal Quarter. The needs of businesses will be supported, either through continued accommodation within the Canal Quarter or through suitable relocation.
- 4.3 Given the multitude of landownerships, it is likely that the Canal Quarter will be developed piece-meal or in a 'jigsaw' fashion, with individual land parcels being brought forward by individual landowners.
- 4.4 By establishing a masterplan, this SPD will ensure that the piece-meal redevelopment happens in a co-ordinated way and the wider environmental, social and economic benefits offered by regeneration are secured for the benefit of the town.

- 4.5 By preparing this SPD, the Council is giving clear guidance to landowners and site promoters as to what type of development the Council expects to see, thus giving certainty and reducing the risks often associated with development. In return, the Council will seek to approve development proposals that accord with the masterplan principles without delay.
- 4.6 It should be noted that the preparation of masterplan has not been driven by the quantum of development required (as set out in Core Strategy Policy SUA.1). The Council is confident that there is sufficient capacity within the Canal Quarter to meet the development requirements without the need for every land parcel to be redeveloped. Furthermore, the masterplan is sufficiently flexible to respond to changing circumstances providing certainty over the long term in respect of the aims and expectations for the Canal Quarter. As such, any additional development over and above that set out in Policy SUA.1 would need to be consistent with this SPD but would be assessed on its own merits in accordance with the Core Strategy.

Relocating Existing Businesses

- 4.7 There are a number of options for those businesses that wish to relocate, including relocating to:
- new fit-for-purpose premises elsewhere in the Canal Quarter
 - existing premises elsewhere within the town including, for example, adjacent to the Canal Quarter
 - new purpose built premises on new employment sites on the edge of Stratford-upon-Avon including SUA.2 (South of Alcester Road), SUA.4 (Atherstone Airfield), and, if confirmed in the Site Allocations Plan, SUA.5 East of Banbury Road.
- 4.8 Stratford-on-Avon District Council will encourage relocations to sites within Stratford-on-Avon District so that the economic activity and job opportunities can continue to benefit local people.
- 4.9 In order to facilitate delivery, there may be instances where businesses need to relocate to new premises on a temporary basis. With respect to any necessary temporary planning consents in this regard, Stratford-on-Avon District Council will be supportive of the principle of relocation, subject to any assessment regarding site suitability.

- 4.10 Indeed, the timing of relocation may be related to the operational needs of the businesses, the costs of relocation, or the costs of accommodation in a new location in comparison with the costs that may apply within the CQRZ. The phases of relocation will need to be carefully co-ordinated to facilitate an orderly and comprehensive redevelopment of each of the Canal Quarter sub-areas.
- 4.11 The viability and deliverability report (2014) concluded that the value of the potential housing schemes would be sufficient to provide for planning obligations and the costs of relocation, and achieve an acceptable return for the developer and landowner.

Ground Conditions and Contamination

- 4.12 The Canal Quarter comprises previously developed or brownfield land. Whilst the redevelopment of such land is encouraged, there are likely to be challenges arising from the history of the site. The Council has sought to acknowledge this by tempering its policy requirements in respect of its Community Infrastructure Levy and affordable housing (see below).
- 4.13 It is possible that some previous uses may have caused limited contamination. Full and detailed site investigations will therefore be necessary when bringing forward development proposals. Industrial uses which have been present on the Canal Quarter in the past include; animal by-products processing; automotive engineering; brewing; ceramics manufacture; engineering works; garages and depots; gas works; hide and skin processors and railway land.

Flood Risk, Drainage and Sewerage

- 4.14 The EA have requested that Policy CS.4 Water Environment and Flood Risk be re-emphasised in this SPD. This policy stresses that all development will take into account the predicted impact of climate change on the District's water environment. Measures will include sustainable use of water resources, minimising water consumption, protecting and improving water quality, and minimising flood risk from all sources. The policy covers four main issues of flood risk areas; surface water runoff and sustainable development; enhancing and protecting the water environment and water quality.
- 4.15 The EA have recently undertaken a revised flood risk study along the Racecourse Brook which updates the information in relation to flood risk, as it includes the latest climate change allowances outputs. If this information was assimilated into the evidence base for the SPD it would prevent the need for a detailed level 2 SFRA for this document (see para 1.42 Racecourse and Shottery Brook Mapping Modelling Report September 2016.)

- 4.16 The sewage treatment works at Stratford-Milcote has capacity for the expected levels of growth. More detailed hydraulic modelling will be required once specific development proposals are available but provided surface water run-off from existing impermeable areas is managed sustainably and any connections to the foul/combined sewer removed then the additional foul only flows from this redevelopment are not envisaged to cause any significant capacity issues. The potential to discharge surface water to the canal will also be investigated. Any surface water discharge to the canal would require prior consent from the Canal & River Trust and as the Trust is not a land drainage authority, such discharges are not granted as of right, where they are granted they will usually be subject to completion of a commercial agreement.
- 4.17 Development should ensure the linkage of SuDS to green infrastructure to provide environmental enhancement and amenity, social and recreational value, as well as balancing storm flows and improving water quality. The design of SuDS should maximise the opportunity to create amenity, enhance biodiversity and contribute to a network of green and blue open spaces.

Utilities

- 4.18 Industrial buildings often have different utility (i.e. water, gas, electricity) requirements than homes. It should not be taken for granted that each land parcel has a connection to the main utility networks. Stratford-on-Avon District Council recommends that developers contact the utility network providers for further information and guidance.

Electricity

- 4.19 National Grid owns, maintains and operates the electricity transmission network in England and supplies energy from generating stations to local distribution companies. The local distribution company in Stratford on Avon District is Western Power Distribution. It is their role to provide electricity to homes and businesses. Western Power Distribution has stated that the electricity distribution networks can cope with the scale of growth predicted in the plan. They would wish to be consulted, however, at an early stage, on the development of any specific sites.

Gas

- 4.20 National Grid Gas owns and operates the gas distribution networks through which gas is transported to users. It also is the gas supplier in the West Midlands. It has reported that it can cope with the scale of growth predicted in the Core Strategy . On any individual site, connection to the network is the responsibility of the developer.

District Heating/Heat Networks

- 4.21 District heating offers significant benefits to developers and occupiers, not least a reduction in costs associated with the provision and supply of energy. The Heat Mapping and Masterplanning study (see Section 1) indicates that the Canal Quarter is a viable opportunity for district heating network. As such, developers shall use reasonable endeavours to connect all buildings within the Canal Quarter to the District Heating Facilities unless it can be demonstrated that it is not economically viable.

Water

- 4.22 When specific detail of planned development location and sizes are available a site specific assessment of the capacity of the water supply network could be made. Any assessment will involve carrying out a network analysis exercise to investigate any potential impacts.
- 4.23 Capacity problems are not envisaged within the urban areas of the network and any issues can be addressed through reinforcing the network.

Telecommunications

- 4.24 Although an urban area, broadband connectivity in Stratford-upon-Avon town continues to require improvement. Proposals for the regeneration of the Canal Quarter will meet the requirements of Core Strategy Policy CS.26, including connection to high speed broadband infrastructure capable of providing a minimum download speed of 30Mbps. Major infrastructure development must provide ducting that is available for strategic fibre deployment. Developers are encouraged to have early discussions with strategic providers.

Canal Infrastructure

- 4.25 There are existing canal boat moorings within the Canal quarter on the south-side of the Canal at Western Road. They provide moorings for residents and visitors alike. The masterplan is supportive of retaining and enhancing these facilities and also enlarging them to attract additional visitors to not only the Canal Quarter but to the town itself. New moorings need to be carefully designed and include secure customer service facilities. Residential moorings should be located on the offside of the canal (i.e. the opposite side to the towpath).
- 4.26 Where canal-based accommodation and leisure uses are provided, the necessary infrastructure to support such uses will be provided (e.g. 3-phase electric, water taps, and access to land-based storage/reception areas).
- 4.27 The winding hole located between Birmingham Road and the railway should be retained to allow boats to turn and as a tourism feature.



Primary and Secondary Routes

4.28 As explained above, the successful delivery of the Canal Quarter regeneration is predicated on greatly improving its connectivity and permeability and key primary routes in particular, are identified that will provide new crossings over the canal. However, the masterplan also identifies a number of secondary routes which are also important (not least in creating new accesses to the canal), but whose location is not yet fixed.

Delivering Infrastructure

4.29 The key infrastructure components relating to the Canal Quarter are set out in Table 1.

4.30 Successful delivery of the Canal Quarter is dependent upon effective co-operation between the Council, landowners, developers and a number of statutory agencies. The Council will expect to see evidence of collaboration between all stakeholders in developing complementary proposals. The Core Strategy Infrastructure Development Plan (IDP) sets out the infrastructure requirements. Each part of the development will contribute to infrastructure costs, and each proposal should consider its wider role in the provision of infrastructure.

4.31 The Council adopted its Community Infrastructure Levy (CIL) in December 2017. A rate of £85 per square metres will be sought from liable types of development comprising 11 homes or more. This rate is lower than elsewhere in the District reflecting the additional costs associated with redeveloping this complex brownfield site. A1-A5 development has a CIL levy of £120.00 per sqm. Affordable housing will continue to be secured through S106, and is not liable for a CIL contribution.

Find out more about the Community Infrastructure Levy (CIL) at www.stratford.gov.uk/cil



What	When	Where (see Figure 3.9)	Who	Why	Funding Source	Risks
Primary Pedestrian and Cycle Canal Bridges	Short-term	1	Developer, County Council, Canal & River Trust, Network Rail	Essential – creates the connections to improve access to/from and within the Canal Quarter	S106/ CIL	Low
Canal-based Leisure Facilities	Not time critical	2	Developer, District Council, Canal & River Trust	Creates vitality in the area and celebrates the canal as a destination in its own right	S106/ CIL	Low
Pedestrian and cycle link to Hamlet Way	Medium-term	3	Developer, County Council, Network Rail	Creates a crucial north-south connection to/from the western half of the Canal Quarter	S106/ CIL	High – delivery of this item challenging but significant connectivity benefits if achieved
Canal side park	Short-term	4	Developer, District Council, Canal & River Trust	Creates a crucial north-south connection to/from the western half of the Canal Quarter	S106/ CIL	Medium – challenge is ensuring the delivery of meaningful open space
District Heating Facility	Not time critical	5	Developer, District Council	To assist in delivering the wider environmental objectives of regeneration, particularly in light of favourable high-level assessment.	S106/ CIL Government grant funding	Medium – detailed viability case still to be made. Provision on SDC land could make delivery more certain
Canal Boat Moorings	Not time critical	6	Developer, District Council, Canal & River Trust	To retain and enhance the existing canal boat moorings adding to the vitality of the Canal Quarter and mix of residents and visitors.	TBC	Low
Pedestrian and Cycle Railway Bridge	Medium-term	7	Developer, District Council, Network Rail	Essential – creates the connections to improve access to/from and within the Canal Quarter	S106/ CIL	Low
Community Facility	Medium-term	8	Developer, District Council, Town Council, Town Trust	Creates vitality in the area and celebrates the canal as a destination in its own right	S106/ CIL	Low

Indicative Phasing and Delivery

4.32 Figure 4.1 shows the indicative phasing plan. The purpose of this phasing plan is to set out when areas of the Canal Quarter may be likely to come forward for development. It is, however, purely indicative as delivery of individual land parcels is dependent upon individual landowners. As such, the phasing plan is purely indicative and will not be used to restrict development coming forward.

4.33 Given the complex pattern of landownership, it is expected that the Canal Quarter will be developed piecemeal. It is necessary to prevent the scenario that development of one land parcel is delayed or frustrated because of infrastructure 'expected' to be delivered on an adjacent land parcel. As far as possible, each land parcel should be capable of being developed as a self-contained scheme, within the context of the overall masterplan.

4.34 The Core Strategy expects some 650 homes to be built in the Canal Quarter by 2031.

4.35 The first 82 homes on the former Warwick House site (east of Birmingham Road) have already been built (slightly ahead of the trajectory). For the remaining 540 homes, an average annual rate of

delivery is assumed. However, in reality, the rate of delivery will follow delivery of individual land parcels, reflecting their development capacity. Homes tend to be completed block-by-block.

Monitoring and Review

4.36 The Council will monitor the delivery of the Canal Quarter using indicators such as:

- number of market homes including size mix;
- percentage, tenure and type of affordable homes;
- employment land supply including B1 uses;
- business activity.

4.37 This will be part of the Authority's Monitoring Report (AMR) which is published annually. If there is evidence that the SPD is failing to guide successful delivery, it will be reviewed.



Illustrations above are indicative only of what could be achieved in the Canal Quarter - they are not requirements



Figure 4.1 Canal Quarter Indicative Phasing

