



Canal Quarter Regeneration Zone Masterplan Framework Supplementary Planning Document

Consultation on Draft SPD 1 February – 16 March 2018

Consultation Statement

Stratford-on-Avon District Council

April 2018

Components of consultation undertaken on the draft SPD

The draft SPD was published on Thursday 1 February for a six week consultation period until 16 March 2018.

The consultation comprised the following:

1. A public notice in the Stratford Herald (on 1 February) and Midweek (7 February) newspapers which circulate in the Stratford area;
2. A specific page on the District Council's website providing links to the consultation documents and interactive comments form;
3. Email and letters sent on 1 February to Parish Councils in the local area, agents and developers, agencies and organisations, and residents on the planning policy database with a CV37 postcode;
4. Paper copies of the Draft SPD made available for inspection at the District Council offices and libraries in the local area;
5. Two drop- in sessions held on 19 February at Venture House from 10-4pm and at the District Council offices on 7 March from 2-7pm.
6. A stakeholder workshop held at Foundation House on 26 February involving local elected Members and stakeholders.

These means of consultation are consistent with the provisions of the District Council's Statement of Community Involvement.

Other relevant Consultations

1. In October 2016 meetings were held with businesses to discuss future business intentions which included Morgan Sindall; Listers; Ferraris Piston Services (FPS); Precision Business Centre; Tappex and Site1
2. On 26 January 2017 a stakeholder workshop was held to discuss urban design issues. Stakeholders present included Elected Members and representatives from the Stratford Town Council; Stratford Society; Homes England (formerly HCA); Stratford Town Trust; Stratford NDP Steering Group; Canal & River Trust; Worcestershire County Council Highways; Stratford Vision; Stratforward; Orbit Housing Association and Stratford Voice. The aim of the sessions was to evaluate the characteristics of the area and consider the design principles that could be applied to inform new development in the Canal Quarter. The group provided feedback on a range of design issues including for example; positioning of gateways and landmarks; canal bridge crossings; appropriate buildings heights; change of character between new and existing area; enhancement of open space; night time activity and mixes of uses.
3. In September to November 2017 further update meetings were held with businesses to discuss future business intentions which included Morgan Sindall; Murley Auto Ltd; McVeigh Construction; Ferraris Piston Services (FPS) and Landlord; Precision Business Centre; Ragdoll Productions and the Town Trust.

4. 20 September 2017 presentation to Stratford Property Forum
5. 15 February 2018 Presentation to Elected Members on the SPD
6. 26 February 2018 stakeholder workshop at Foundation house to discuss the SPD which was attended by representatives from the Town Trust; Homes England; Stratford NDP Steering Group/ Town Council; Stratford Business Forum and the Stratford Society. The group provided feedback on the draft SPD and general issues. These comments included the need for topographical plan to be included in the SPD; need to consider parking for visitors if area is to become a destination; linear park should be in the first phase of development; current highway infrastructure in Western Road area is outdated and need for greater permeability; affordable housing needs to be tenure blind and not concentrated in one area and ultimately it was agreed that success will depend on quality of design.
7. Various ongoing meetings with Berkeley Homes/St Joseph, Terence O' Rourke from November 2017 to discuss future of DCS site and SPD.
8. 30 January 2018 presentation Town Council and specific questions were answered on the SPD (see Town Council minutes attached)
9. Two drop- in sessions held on 19 February at Venture House from 10-4pm and at the District Council offices on 7 March from 2-7pm which were advertised in the newspapers. Exhibition material concerning the SPD was available and Officers were on hand to answer questions.
10. 6 March 2018 presentation on SPD to Canal and River Trust. The meeting that ensued included for example discussions around design; district heating and specific canal related issues.
11. 8 March 2018 presentation and questions on SPD to Community Forum.
12. 16 March 2018 meeting with Network Rail regarding their various interests in Canal Quarter and SPD. The meeting covered topics such as the status of the subway/tunnel underneath the railway; a potential railway bridge and land interests on northern side of railway.

Responses to the draft SPD

A total of 32 responses were submitted from individual sources, including statutory agencies, specialist bodies, Parish Councils and members of the public. Within these responses there were over 200 individual comments made.

Four bodies responded advising that they had no comments to make on the consultation including Bishops Itchington Parish Council, The Coal Authority, HS2 and NATS.

The following schedule provides an outline of the comments by topic, together with an assessment of them. It also identifies changes to be made in the final version of the SPD in response to these comments.

If text is to be deleted from the draft SPD it is shown ~~struck through~~. If new text is to be inserted it is shown underlined.

Ref	Doc ref	Summary of comments	Officer response	Action
001	1.7 page 4 Introduction	1. Paragraph 1.7 - LG supports the description of the SPD as offering only "high level" design principles, and the statement that it is not the role of the SPD to set out detailed design requirements for the Canal Quarter.	1. Support noted	None
002	1.9 page 4	1. Policy CS.16 also identifies a total of approximately 1,010 homes in the Canal Quarter Regeneration Zone of which approximately 350 homes are to be delivered post 2031. This needs to be more consistently referred to. 2. While this section also refers at paragraph 1.12 to Policy SSB1 of the Stratford-upon-Avon Neighbourhood Development Plan which is currently being Examined, the principles set out within the SPD should maintain flexibility over the height, scale and form of development coming forward through future.	1. Agreed amended wording will be provided in 1.9 2. The SPD will continue to maintain some flexibility over height of buildings in accordance with the Examiner's report of the Stratford-upon-Avon Neighbourhood Development Plan.	Amend paragraphs 1.9, and 3.2 of SPD in accordance with SUA 1 which requires: <u>approximately 650 dwellings by 2031 of which up to 25% will be provided as a mix of affordable homes. Post 2031 approximately 350 homes will be delivered.</u> None
003	1.9 page 4	1. It should be recognized that the market for employment land uses is dynamic and changing. This has never been more apparent as changing ways of living and working are throwing up new types of property requirements. This target refers to Office type accommodation while many of the current businesses in the Canal Quarter are B2 rather than B1. There is greater evidence of demand and viability of such units. The prospect of building viable office accommodation of 9000 square metres is questionable.	1. Agree the market for employment land uses is dynamic. The overall long term aspiration is to upgrade and regenerate the Canal Quarter. The need for 9,000 square metres of B1 is set out in the Core Strategy which underwent rigorous consultation and Examination. However B1 includes a wide spectrum of commercial uses. B1 (a) offices (other than those that fall within A2): B1(b): Research and development of products and processes. B1(c): Light industry appropriate in a residential area. It should be noted that B2 general industrial uses may not be as appropriate	None

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			in a predominantly residential area. The success of mixed use regeneration of the canal quarter will be achieved by ensuring flexibility in respect of supporting existing occupiers (many of which are B2) and providing new B1 accommodation to attract new occupiers.	
004	1.12 page 5 Stratford-on-Avon Neighbourhood Plan	<p>1. Building heights should not be limited to 4 storeys particularly on key gateway sites such as Elta House where there is developer interest for a mixed use landmark tower.</p> <p>2. Potential storey heights are related to abnormal costs associated with the removal of asbestos from the site and increased storey heights to make the development economically viable etc.</p>	<p>1. Building heights are not necessarily limited to 4 storeys where there is sufficient justification to exceed this height, such as landmark buildings and where specific design criteria is complied with.</p> <p>2. If viability is an issue this would have to be fully justified as part of a planning application.</p>	<p>1.12 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. and sets the following specific requirements:-</p> <ul style="list-style-type: none"> • development along the canal should be no more than 4 storeys in height
005	1.12 page 5	1. The provision a 5m strip of landscaping to form public amenity either side of the canal is positive and should offer a key feature for the adjoining developments to anchor towards within their place making.	1. This is a specific suggestion in the SUA NDP not the SPD. Although the widening of the canal is proposed in the SPD it is not prescriptive in terms of precise measurements. Delete references to this	<p>1. Para 1.12 delete following:</p> <ul style="list-style-type: none"> • development along the canal should be no

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		<p>2. Important to ensure that the landscaping is carefully designed and integrated into the wider development to ensure it is a positive space aesthetically and in terms of amenity.</p> <p>3. The Trust are keen to engage on these proposals as they develop to assist in producing a quality outcome.</p>	<p>to improve clarity</p> <p>2. It is the intention that landscaping will be carefully designed</p> <p>3. It is noted that the Trust wish to be engaged in the development process</p>	<p>more than 4 storeys in height</p> <p>• The linear park should be at least 5m in width on at least one side of the canal</p> <p>2. none</p> <p>3. Continue to engage with CRT and ensure developers also engage with CRT through pre-application and planning application processes.</p>
SDC	1.15	Should the aims of the SPD include "Safeguarding the route and navigational features of the canal for boats and encouraging canal trips between River Avon/Bancroft basin and the Canal Quarter" or similar [NB the section of canal between Birmingham Road and the railway has a full length Winding Hole (turning area for boats) that should be retained and which might encourage tourist use between the River/Canal Basin to the Canal Quarter	One of the aims is already to improve the links between the Canal Quarter and the town centre, railway station and adjoining neighbourhoods. Agreed reference to Winding hole should be made.	Reference included at 4.25 <u>The winding hole located between Birmingham Road and the railway should be retained to allow boats to turn and as a tourism feature.</u>
002	1.17 page 5	1. It would also be helpful to refer here to additional capacity of approximately 350 homes post 2031 as acknowledged at paragraph 3.11 of the SPD.	1. This is a general description of the SPD which does not go into such detail yet. Delete reference as it is not necessary at this point in the SPD and does not consistently refer to all requirements.	<ul style="list-style-type: none"> A vision and objectives for the regeneration of the Canal Quarter, including 650 homes and 9,000 square metres of employment by 2031.
002	1.19 page 5	1. Welcomes the commitment to continued engagement with local stakeholders	1. Commitment to continued engagement with local stakeholders is noted	None
002	1.21 page 5 Working with	1. Supportive of providing opportunities for existing businesses to relocate within the regenerated Canal Quarter, however, significantly improved accommodation which is fit for modern businesses is to	1. The SPD is an aspirational long term plan and relocation of businesses could occur naturally over a period of time. SDC is supportive of companies who want to	1.23 Whilst the Council is encouraging businesses who wish to relocate, there is no

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	Existing Businesses	<p>be delivered outside of the Regeneration Zone through new allocated employment sites within the Core Strategy (SUA2 and SUA.4), and proposed Site Allocations Plan (SUA5).</p> <p>2.The focus on enabling existing businesses to remain on the site could limit the capacity for change on the site, prejudicing delivery and the opportunities that it offers and the achievement of the Council's transformative vision.</p> <p>3.Homes and businesses should be located in the right place at the right time.</p>	<p>relocate to modern fit for purpose premises and want to work with existing businesses to retain them within the District.</p> <p>2. Concern is noted but SDC wishes to explore all other avenues before considering Compulsory purchase powers.</p> <p>3.Flexibility in the Plan is consciously embedded in the SPD so that development can come forward at different times without prejudicing the overall Masterplan.</p>	<p>expectation that all or any existing occupiers will, or need to, relocate to these new sites. The potential for to modern, fit for purpose premises that meet the demands of and current and future needs of businesses and this is considered to be a strong driver for change.</p> <p>Delete paragraph 1.18</p> <p>The SPD does not envision an aggressive approach to the relocation of existing businesses via the use of Compulsory purchase powers.</p>
003	1.21 page 5	<p>1.Current businesses in the Canal Quarter should continue to function without blight and those that wish to maintain their current operations should be allowed to do so without undue pressure to move or cease trading.</p> <p>2.Businesses with tenancies have far less control than freehold owners.</p> <p>3.The canal quarter provides a large pool of more affordable and accessible commercial space to a wide variety of small businesses. This is often not attractive and contains old and relatively poor accommodation by modern standards.</p> <p>4.The proposed provision of new replacement space at SUA2 and SUA4 (Atherstone Airfield) will not provide a</p>	<p>1. Agree. SDC wants to work with occupiers and does not want to force businesses to relocate if they do not wish to. The Masterplan has sufficient flexibility to accommodate existing uses.</p> <p>2. Noted. Both tenants and landowners have been consulted on the proposals.</p> <p>3. The principle of the canal quarter regeneration was agreed in the Core Strategy which was subject to rigorous consultation and Examination and adopted in July 2016.The SPD seeks to implement this previously agreed policy. The issue of affordable business space is an important</p>	<p>Work will be carried out on the feasibility of providing low cost space not only in the Canal Quarter but also in other allocations.</p> <p>SDC will explore setting up a Business Forum to meet regularly in conjunction with other stakeholders</p>

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		<p>"like for like" replacement. The provision of new space at these designated locations may well be unaffordable to many business in terms of the "step up " of overall land values or rental costs.</p> <p>If the council want the strategy of relocation of some businesses it needs to set out a mechanism that will help the businesses relocate and address the differential in site values that is present. Further work needs to be done to address these differentials and the local planning authority needs to subsidise the provision of new accommodation. Greater acknowledgment needs to be provided in the SPD about this.</p> <p>5. Liaison with all businesses needs to be maintained particularly as development of the Quarter is likely to be spread over many years. A regular forum should be established where matters related to the development of the Canal quarter can be discussed, and progress updates provided to local businesses and to receive feedback on proposals.</p>	<p>area and SDC will work with developers to achieve low cost provision.</p> <p>4.The potential provision of a new site at Shipston Road is identified in the Site Allocations Plan at SUA 5. SDC has no plans to fund relocation. Whilst the canal quarter provides low cost space it is not necessarily fit for purpose. Relocation, although has costs, also has benefits of moving for those occupiers who do wish to move to new premises fit for purpose for 21st Century business needs. Notwithstanding this SDC will explore provision of low cost business space not only in the canal quarter but in other locations.</p> <p>5. Noted. It is intended that liaison with all businesses will continue.</p>	
003	1.23 page 5	1.The image of "modern, fit for purpose premises that meet demands and current and future needs of businesses " may well be a driver to a land use planner but to the owners of a small business it may present an impossible dream.	1. It is acknowledged that the area currently provides a pool of low cost employment accommodation. Whilst the canal quarter provides low cost space it is not necessarily fit for purpose. Relocation although has costs also has benefits of moving, those occupiers who do wish to move to new premises fit for purpose for 21 st Century business needs. Notwithstanding this SDC will explore provision of low cost business space not only in the canal quarter but in other locations.	Further work to be done on feasibility of providing low cost business accommodation.
032	1.32	Has the noise assessment taken into consideration noise from the Railway as a possible constraint (or	The noise assessment had narrower parameters to examine noise impact from	None

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		from roads)?	certain companies. Only part of the canal quarter was covered by the Noise assessment. It is anticipated noise analysis reports would be submitted at planning application stage	
032	1.37	Mention is made of a "new all-purpose link connecting between Birmingham Road with Alcester Road". It would be helpful for a plan with potential routes for this being shown. (Figure 11 shows a 'potential future vehicular route' but it is not clear that this links to Alcester Rd)	This is now not expressly referred to in the Stratford Transport Strategy but is still identified as safeguarded land in the Care Strategy. The potential route of part of the link is shown the rest is existing.	None
017	1.40	<p>1.The EA have recently undertaken a revised flood risk study along the Racecourse Brook which could be used to update the information you hold 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. This information can be requested from my colleague by emailing Andrew.Richardson@environment-agency.gov.uk.</p> <p>We would like to see an extract of Policy CS4 Water Environment & Flood Risk included within the document to signpost developers to the existing policy within the adopted local plan.</p> <p>This policy is address the issues surrounding the management of flood risk within the emerging SPD, specifically the following sections:</p> <p>'All development proposals should be located in Flood Risk Zone 1 (Low Probability Flood Risk).</p> <p>Development within the Environment Agency's flood risk zones 2 and 3a will only be acceptable when the</p>	<ol style="list-style-type: none"> 1. Agreed 2. The CIL 123 list already includes a heading which would cover developer contributions towards flood risk. 	<p>1.Add additional text under technical evidence: Racecourse and Shottery Brook Mapping Modelling Report September 2016 Environment Agency 1.42 <u>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</u></p>

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		<p>sequential test and, where applicable, the exception test have been satisfied, as set out in the National Planning Policy Framework</p> <p>The floodplain will be maintained and, where opportunities arise, restored in order to maximise natural storage of flood water, reduce flooding problems and increase landscape, ecological and conservation value.</p> <p>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.</p> <p>Development proposals that lie adjacent to a canal, river or tributary should ensure that the natural features and functions of the watercourses and its wider corridor are retained, or where possible reinstated and that appropriate habitats buffers are established.</p> <p>Culverts should be permitted for access purposes only and conform to the Environment Agency's culverting policy. Culverts must be removed unless it can be demonstrated that it is impractical to do so.</p> <p>Development proposals adjacent to canals should be supported by a SFRA Level 2 report to assess the residual risk of breach or overtopping.</p> <p>Physical and visual access to watercourses will be promoted where it respects the natural function of the watercourse and sensitive nature of the river corridor as a whole.</p>		<p><u>SPD to address issues surrounding the canal.</u></p> <p>2. none</p>

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		<p>All development proposed adjacent to a river corridor should be designed to take advantage of its proximity to the river through layout and orientation of buildings and spaces. Where a development site contains areas identified as flood plain, the development layout design should ensure that no surface water attenuation features are located in Flood Zone 3.</p> <p>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.'</p> <p>2. Finally, in line with your Community Infrastructure Levy Regulation 123 List, (https://www.stratford.gov.uk/doc/206616/name/Appx2%20CIL%20Charging%20Schedule%202017.pdf) where development benefits from the Racecourse Brook flood risk management scheme we would like to secure a developer contribution towards the scheme</p>		
006	1.42 page 7 SA	1.The introduction of a linear park along the canal provides the ideal opportunity to address the space for SuDS at master planning stage.	1.Link between provision of linear park and SuDS is noted	3.24 The Canal Quarter masterplan is underpinned by the following GBI design principles: <ul style="list-style-type: none"> • Creation of publicly accessible open spaces as a linear park parallel to and abutting the canal except where retained vegetation prevents it. <u>This park provides an ideal</u>

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				<u>opportunity to address the space for SuDS at the masterplanning stage.</u>
002	1.43 page 7	1. Agrees that the SPD does not require a Strategic Environmental Assessment (SEA) and the development of the Canal Quarter would result in an overall positive impact as concluded in the Sustainability Appraisal reports which underpinned the Core Strategy	1. Agreement that the SPD does not require a Strategic Environmental Assessment (SEA) is noted	None
002	2.0 page 8 Context	1.The background information and contextual analysis that has informed the SPD is noted and the results of this analysis as expressed within the SPD are agreed with.	1. support for the application of evidence is acknowledged.	None
032	Figure 7 Townscap e	Should the listed buildings at right angles to Birmingham Rd opposite the Premier Inn be highlighted? Also Conservation Area Boundary should be referred to and the setting to this.	Amend Para 1.26 to contain a reference to the conservation area and listed buildings. The SPD does not need to repeat existing policies in the Core Strategy.	<u>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.</u>
032	Figure 8 Land use	Identify Steam Centre site?	This is outside the canal quarter. It is now thought it is unlikely to proceed so references to it have now been deleted at page 19 annotations, para 4.20 Stream Railway facility and from Table 1 infrastructure components.	Page 19 annotations: (9) In addition to the community building and open space, infrastructure also includes a District Heating Facility, Steam Railway Facility and residential canal boat moorings. Steam Railway Facility

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				<p>4.20 — Steam trains regularly run (under the auspices of the Shakespeare Express) to Stratford upon Avon bringing numerous tourists to the town. Currently, such trains must be kept in the station platform blocking use for timetabled trains. The masterplan is supportive of providing a storage siding, turntable and associated facilities to manage the arrival of steam trains and encourage additional steam services to the town. Please note: part of this facility is on land adjacent to but outside of the Canal Quarter.</p>
002	3.1 page 12 Vision	1. Supports vision	1.Support for vision is noted	None
007	3.1 page 12	1.Employment uses need to be supported so that the majority of the working population do not need to go elsewhere to work and spend money out of Stratford. This needs to include manufacturing business and retail. Office space is not needed as it is already in oversupply.	1. SDC wants to work with occupiers and does not want to force businesses to relocate if they do not wish to. 9,000 square metres of B1 uses is to be maintained/ provided within the canal quarter. The need for B1 is set out in the	None

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			<p>Core Strategy which underwent rigorous consultation and Examination. However B1 includes a wide spectrum of commercial uses. B1 (a) offices (other than those that fall within A2): B1(b): Research and development of products and processes. B1(c): Light industry appropriate in a residential area. It should be noted that B2 general industrial uses may not be as appropriate in a predominantly residential area.</p>	
008	3.3 page 13 Connectivity	<p>1.Presents unique opportunity to increase active travel through walking and bicycle use. 2.Suggests linking both parts of the area with a high quality non- motorised user bridge across the railway. This would make accessing employment sites on both sides of the railway viable for pedestrians and people who chose to ride bikes, it would enable people to reach the Maybird (retail and employment), it would enable connections into the railway station, hospital, town centre. There are only two ways to cross the railway line, and one of these is on the outskirts of town, so effectively there is the Alcester Road bridge - other places manage to transform how people move by making bold decisions when opportunity arises - it's concerning that the overall plan just doesn't even think about this as an option. 3.Supports links across the canal, but they need to be good enough to sustain increasing movements of pedestrians, people on bikes and people with mobility issues.</p>	<p>1. The SPD aims to increase active travel through walking and bicycle use. 2. Agree that a pedestrian/cycling link should ideally be provided across the railway. The possibility of providing a pedestrian/cycling link over the railway is being investigated by SDC. Page 13 Figure 7 di identify the potential to open up a tunnel under the railway for pedestrian use. Further page 19 under 'Aims' States <i>(7) Opening up the underpass beneath he 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.</i> This has now been investigated further and is not feasible. 3.It is the intention that any new canal bridges would be well designed</p>	<p>Paragraph 4 page 19 under Figure 15 Annotations, Bullet point 7 to be reworded: <i>(7) <u>Providing a link over the</u> Opening up the underpass beneath 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. 3.15 add new text: <u>The Canal Quarter is also bisected by the railway which forms a physical barrier</u></i></p>

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				<p><u>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.</u></p>
029		<p>1.Confirms that the subway was subject to an Agreement for its construction dated 23rd Dec 1970 between British Railways Board (now Network Rail) and Stratford-upon-Avon Cannery Limited. However, the subway is currently in poor condition and blocked off at one end and not in use. The subway has a sloping alignment and is subject to flooding. It is not suitable as a pedestrian walkway for various reasons but size and steepness being key issues.</p> <p>2.If it is considered necessary to create a link across the railway via a footbridge then Network Rail would consider a request from the Council to build their own new footbridge which would be owned and maintained by the Council. This would be subject to railway and regulatory approvals, agreement of Heads of Terms</p>	<p>1.-3. The poor condition of the subway is noted and exploration of alternative means of crossing railway accepted.</p> <p>4. Route of potential link road is identified as safeguarded land in the Core Strategy. The feasibility of providing this route is to be investigated by Warwickshire County Council and Network Rail's comments will be communicated to WCC</p>	<p>Explore the feasibility of providing alternatives to cross the railway line.</p> <p>Communicate Network Rail's comments to WCC</p>

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		<p>and completion of a Property Agreement. If it is located near the subway then Network Rail would seek infilling of the subway.</p> <p>3.Network Rail will consider options for the location of a new pedestrian/cycle overbridge put forward by the Council in the vicinity of the subway provided they do not prejudice Network Rail’s operations. A new footbridge will be subject to railway and regulatory approvals and adoption of the bridge by the LA.</p> <p>4.In relation to the safeguarded land in the Core Strategy for the link Road, the redundant line is classed as “operational” property and forms part of the lineside. Any proposals for use of part of the redundant line for a link road would be subject to internal railway clearance process. In this regard the Council would need to submit their proposals whereupon Network Rail would ascertain whether the land was available for disposal in connection with the proposed link road. As part of any land disposal for the link road Network Rail would need to ensure that 24/7 un-fettered vehicular access (including parking/turning) was maintained or provided for operational maintenance purposes as part of that scheme, unless the existing rail access was adequate and not hindered by the proposal. Network Rail would need to see initial drawings of the proposal in order that we could assess the impact on the existing access arrangements.</p>		
002	3.3 page 13	<p>1.Supports principles of breaking down barriers to movement, creating a legible street pattern and of celebrating the site’s defining feature, the canal. The proposals are currently overly influenced by existing landownership, resulting in a number of inefficient development parcels and a disjointed street</p>	<p>1. The provision of routes is not fixed and their exact location will be determined through the planning application process through engagement with Warwickshire County Council as the Highway Authority.</p> <p>2. It is recognised that the proposals are</p>	<p>Insert paragraph 3.17 <u>Figure 9 shows the indicative locations of these connections. The exact location of any connection will be</u></p>

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		<p>pattern as follows:</p> <p>1) The street structure should align directly with Baker Avenue, visually and physically connecting the new and existing communities;</p> <p>2) The route of Timothy's Bridge Road, to the east, should be redesigned to follow a more rational alignment so as not to bring vehicular traffic to the canal edge and to provide efficient development parcels, fronting the canal.</p>	<p>influenced by existing land ownership to an extent which is to facilitate flexibility in the framework to allow land parcels to come forward in a piecemeal fashion.</p>	<p><u>determined through the planning application process, but should adhere to the design principles.</u></p>
001	3.3 page 13	<p>No objection in principle.</p> <p>1.In order to avoid confusion, the key in Figure 7 should be amended to say "Indicative secondary streets " rather than "Proposed secondary streets"</p>	<p>1.It is agreed that the key in Figure 7 should be amended to say "Indicative secondary streets " rather than "Proposed secondary streets"</p>	<p>Amend key in Figure 9 to say "Indicative secondary streets " rather than "Proposed secondary streets"</p>
009	3.3 page 13	<p>Support all the cycle proposals</p> <p>1.Add the following proposals: "New key public streets and footpaths / cycleways have been created parallel to the canal and immediately abutting open spaces adjacent to the canal." These need to be built to the latest standards required by national regulations:</p> <p>2.Footpaths and cycleways should be separated wherever possible.</p> <p>3.New cycle routes and footpaths should become part of a network that allows car free access for cyclists to the town centre, schools, Maybird Centre and the railway station.</p> <p>4.The existing cycle route along the canal footpath should be widened and improved.</p> <p>5.The green infrastructure should include walking and cycling routes connected to the main routes.</p> <p>6.The new street running north-west to link with the existing one (the dashed red line) should be provided</p>	<p>1.Agree that additional bullet point should be added to include reference to footpaths and cycleways.</p> <p>2.Agree footpaths and cycleways should be separated wherever possible subject to agreement of Highways Authority.</p> <p>3.Wherever possible new cycle routes and footpaths should become part of a network that allows car free access for cyclists to the town centre, schools, Maybird Centre and the railway station</p> <p>4.Agree in principle. It is proposed that the existing towpath route along the canal footpath should be widened and improved. SDC will work with CRT to achieve this as appropriate.</p> <p>5.It is proposed that green infrastructure should include walking and cycling routes connected to the main routes.</p>	<p>Para 3.16 5th bullet point will be added to state:</p> <ul style="list-style-type: none"> • <u>New key public streets and footpaths /cycleways have been created parallel to the canal and immediately abutting open spaces adjacent to the canal.</u> <p>SDC to investigate feasibility of continuing the cycle route shown as crossing the eastern of the two new canal bridges north to link with the existing road.</p>

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		<p>with a good cycleway, to be continued along Timothy Bridge Road right out to Bishopton Lane.</p> <p>7.The cycle route shown as crossing the eastern of the two new canal bridges should continue north to link with the existing road.</p> <p>8.The proposed secondary street (blue dashed) should also be built with a cycleway</p> <p>9.There should be cycle provision along Western Road</p>	<p>6.The new street running north-west to link with the existing one (the dashed red line) should be provided with a good cycleway, to be continued along Timothy Bridge Road right out to Bishopton Lane will be discussed with the developer</p> <p>7. The feasibility of continuing the cycle route shown as crossing the eastern of the two new canal bridges north to link with the existing road will be investigated.</p> <p>8.The feasibility of the blue dashed proposed secondary street being a pedestrian/cycling route only will be investigated by WCC</p> <p>9.Cycle provision along Western Road will be investigated at the detailed design stage.</p>	
006	3.3 page 13	<p>1.The framework should promote opportunities that will maximise development opportunities that identify clear connections between the town centre and key nodes of transport interchanges are fluid and easily navigable.</p> <p>2.Public spaces and walking routes between the canal quarter and the town centre should be well lit and this would make the welcome to Stratford much more prominent.</p> <p>3.Ensuring open spaces are publicly overlooked is important.</p> <p>4.The opening of the canal area will have a positive effect in terms of encouraging, visitors, residents and commuters to access and utilise the underused canal assets</p>	<p>1.Improved connections are shown on page 15 in the 'after' diagram. This shows clear connections between the Town centre, train station and other facilities.</p> <p>2. It is intended that public spaces and walking routes between the canal quarter and the town centre will be appropriately lit.</p> <p>3. It is intended that open spaces will be well designed and incorporate the urban design principle of natural surveillance as referred to in the Development Requirements SPD.</p> <p>4. It is anticipated that opening up the canal area will have widespread positive effects.</p> <p>CQ 1 on page 22 states " Create incidental public open spaces</p>	SDC to liaise with WCC and CRT to see what off- site improvements should be made to assist with improved connectivity.

Ref	Doc ref	Summary of comments	Officer response	Action
			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."	
015	3.3 page 13	1.Not clear how the connectivity identified can be achieved and more detail is required. Some of the links are unlikely to be achieved without a proactive stance from the local authority and the local Highways Authority.	1.Noted this SPD sets the vision and SDC's commitment to high quality public realm. It will work with stakeholders to achieve this as outlined in table 1 on page 25.	Joint working to continue between relevant agencies such as the Canal & River Trust, WCC and Network Rail.
010	3.3 Page 13	1.Need an updated, comprehensive and realistic traffic plan for this area which is integrated into a wider traffic strategy for the town.	1.The strategic Transport Assessments undertaken for the Core Strategy take into account the regeneration of the Canal Quarter. In addition and outside the scope of this SPD, however the Stratford Transport Strategy is scheduled to be considered by Stratford District Council on 24 April 2018. It will then be considered by Warwickshire County Council's Cabinet on 10 May and Council on 15 May 2018. https://ask.warwickshire.gov.uk/communities-group/stratford-upon-avon-area-transport-strategy/	None
007	3.3 page 13	1.A new roundabout needs to be constructed on main access to Stratford link Road (opposite Burton landfill site) which would direct traffic to the Park and Ride, which will reduce traffic on Bishopton Lane and will be easier for tourists to find the Park and Ride. Signage needs to be improved on approach from Alcester area to the Park and Ride. 2.The Maybird centre creates the traffic problems on	1.The Stratford Transport Strategy is scheduled to be considered by Stratford District Council on 24 April 2018. It will then be considered by Warwickshire County Council's Cabinet on 10 May and Council on 15 May 2018. https://ask.warwickshire.gov.uk/communities-group/stratford-upon-avon-area-transport-strategy/	None

Ref	Doc ref	Summary of comments	Officer response	Action
		<p>the Birmingham Road and therefore this area should be redeveloped as housing.</p> <p>3. Business/commercial development should be relocated to the area around the Mini dealership on the Birmingham Road. This would free up traffic on the Birmingham Road</p>	<p>This includes measures to:</p> <p><i>a. Enhance the capacity, safety and performance of the A46 between the M40 and the M5. This will include junction improvements at Marraway (A46/A439), Bishopton (A46/A3400) and Wildmoor (A46/A422) and wider corridor improvements (e.g. dualling) to improve the strategic offer of the route and add resilience to the Strategic Road Network (in particular the A42/M42 and Birmingham Motorway Box).</i></p> <p><i>b. Options for a second phase of works to further improve traffic flows at the southern end of Birmingham Road are being explored. This includes investigating whether an all-purpose link between Alcester Road and Birmingham Road could be constructed to take traffic away from the most congested southern section of Birmingham Road and enable the traffic lights at the junction with Western Road to be replaced by a left-in, left-out arrangement.</i></p> <p>2. Noted 3. Noted</p>	
005	3.3 page 13	<p>1. Needs more emphasis on the need to enhance the existing towpath as a key connective route through the SPD area. The provision of canal crossings for pedestrians / cyclists to improve north-south connections would appear to be key to increasing permeability through the SPD area and ensuring the area is fully connected.</p> <p>2. An assessment as to the feasibility of providing a</p>	<p>1. There are many references in the SPD to the enhancement of the canal and diagrams to show the enhancement and widening of the towpath.</p> <p>2. It is agreed as part of the implementation of the SPD feasibility work will be undertaken to explore the provision of a new towpath to the offside</p>	<p>Feasibility work to provide a new towpath to the offside of the canal beneath the existing railway bridges will be undertaken</p> <p>The publications</p>

Ref	Doc ref	Summary of comments	Officer response	Action
		<p>new towpath to the offside of the canal beneath the existing railway bridges should also be undertaken as this would further improve connectivity.</p> <p>3. There are structures, pinch points and narrow sections of canal towpath, such as adjacent locks, within the SPD area which may be a challenge in terms of increased usage and integrating with other towpath users, visitor moorings and anglers.</p> <p>4. The publications produced by the Canal and River Trust 'Better Towpaths for Everyone' and a 'Towpath Design Guide' should be referred to in the SPD to ensure applicants /developers are aware of the design considerations in relation to the canal corridor and ensure a consistent approach is applied across the SPD area.</p> <p>5. Where new development has the likelihood to increase usage CRT considers that it is reasonable to request a financial contribution from developers to mitigate this impact by, for example, upgrading an access/ towpath surface to a standard which is more durable and thus be able to accommodate increased usage. The need for developments to contribute to the enhancement of the canal corridor should be clearly set out within the SPD.</p> <p>6. Any new bridges will need to comply with National Standards (including Design Manual for Roads and Bridges, DMRB) and the Trust's own requirements. Although the proposals are for bridges to accommodate only pedestrian/cycle access it is recommended that the Trust's guidance on HS2 rail crossings is referenced within the SPD as a guide to general design ideals (appearance, sensitivity to the canals etc.) and dimensional and structural requirements.</p>	<p>of the canal beneath the existing railway bridges</p> <p>3. Existing structures pinch points etc will be taken into account at the detailed design stage.</p> <p>4. It is agreed that best practice and guidance should be taken into account and right that the SPD should reference the Canal & river Trust's publications.</p> <p>5. Developer contributions will be agreed at the development management stage. Table 1 'Infrastructure Components' page 25 identifies developers as one of the key delivery agents. Paragraph 4.18 also refers to CIL and S106 agreements.</p> <p>6. Any new bridges would be constructed in accordance with extant guidance. Agree the need to comply with National Standards DMRB and CRT guidance on HS2 should be referenced in the SPD.</p>	<p>produced by the Canal and River Trust 'Better Towpaths for Everyone' and a 'Towpath Design Guide' will be referred to in the SPD as references at the beginning of the document.</p> <p>https://canalrivertrust.org.uk/media/library/8535-national-towpath-policy.pdf</p> <p>https://canalrivertrust.org.uk/media/original/6873.pdf?v=cafb81</p> <p>DMRB and CRT guidance on HS2 will be included in SPD:</p> <p>http://www.standardsforhighways.co.uk/ha/standards/dmr/index.htm</p> <p>https://canalrivertrust.org.uk/media/library/6524.pdf</p>
032	3.3	There is no key explaining what the green areas are	Agreed GI key omitted in error	Key now included on

Ref	Doc ref	Summary of comments	Officer response	Action
		(the Green Infrastructure). Given that this masterplan will probably stand in isolation then it would be beneficial to have all key elements identified on it.		Green and Blue infrastructure figure 11
010	3.6 page 15 Green Infrastructure	1. There is too much development and not enough green space.	1. The quantum of development was supported by evidence and tested through the Examination of the Core Strategy which was adopted by the Council in July 2016. Provision of green space is a key component of the masterplan including a new park square and linear park.	None
030	GI	<p>We welcome the effort to provide Green Infrastructure, provision for Green Infrastructure (GI) within development should be in line with any GI strategy covering your area.</p> <p>The National Planning Policy Framework states that local planning authorities should plan 'positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure'. The Planning Practice Guidance on Green Infrastructure provides more detail on this.</p> <p>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 benefitting movement. Urban GI is also recognised as one of the most effective tools available to us in managing environmental risks such as flooding and heat waves. Greener neighbourhoods and improved access to nature can also improve public health and quality of life and reduce environmental inequalities.</p> <p>There may be significant opportunities to retrofit green infrastructure in urban environments. These can be realised through:</p> <ul style="list-style-type: none"> • green roof systems and roof gardens; 	Part N of the draft Development Requirements SPD covers landscaping, biodiversity and green infrastructure and includes a table setting out examples of how a net gain in biodiversity can be achieved	<p>New text on biodiversity to be added</p> <p><u>3.23</u> <u>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 benefitting movement.</u></p> <p><u>Text to be added at CQ23</u> <u>New development should aim to adhere to Part N of the draft Development Requirements SPD which provides guidance on landscaping, biodiversity and Green</u></p>

Ref	Doc ref	Summary of comments	Officer response	Action
		<ul style="list-style-type: none"> • green walls to provide insulation or shading and cooling; • new tree planting or altering the management of land (e.g. management of verges to You could also consider issues relating to the protection of natural resources, including air quality, ground and surface water and soils within urban design plans. <p>Further information on GI is include within The Town and Country Planning Association's "Design Guide for Sustainable Communities" and their more recent "Good Practice Guidance for Green Infrastructure and Biodiversity".</p> <p>Biodiversity enhancement This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraph 118 of the National Planning Policy Framework. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment. An example of good practice includes the Exeter Residential Design Guide SPD, which advises a ratio of one nest/roost box per residential unit.</p> <p>Landscape enhancement The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might makes a positive contribution to the character and functions of the</p>		<p><u>Infrastructure and includes tables setting examples of how a net gain in biodiversity can be achieved.</u></p> <p><u>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.</u></p>

Ref	Doc ref	Summary of comments	Officer response	Action
		<p>landscape through sensitive siting and good design and avoid unacceptable impacts.</p> <p>For example, it may be appropriate to seek that, where viable, trees should be of a species capable of growth to exceed building height and managed so to do, and where mature trees are retained on site, provision is made for succession planting so that new trees will be well established by the time mature trees die.</p>		
002	3.6 page 15	<p>1.The key concept of a 'Green Grid' (as presented to officers and Members as part of extensive dialogue) has not been included within the SPD.</p> <p>2.The concept of an arrival space to the east of Timothy's Bridge Road is supported although the area shown within the Draft Framework Masterplan is excessive and of an inappropriate scale in relation to its surrounding built form.</p> <p>3.Concerned that this will not result in a logical or attractive new park, and is likely to limit the potential for important green spaces elsewhere within the Development.</p>	<p>1. The SPD is based on what can be achieved in line with known community aspirations. There are several landowners on Masons Road who do not wish to move and the green grid would therefore prove unrealistic.</p> <p>2. Disagree. The area of open space is not considered excessive and is based on evidence in the Urban Design analysis. It is considered that this would comprise a prime meaningful focal space in the canal quarter and become a destination in its own right.</p> <p>3. There is nothing to presuppose that this area is illogical or would be designed to be unattractive.</p>	<p>3.24 new bullet point to be added</p> <ul style="list-style-type: none"> • <u>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.</u>

Ref	Doc ref	Summary of comments	Officer response	Action
005	3.6 page 15	<p>1. Waterways are significant Green Infrastructure, but they also function as 'Blue infrastructure', the title of this section should be amended to 'Blue/Green Infrastructure'.</p> <p>2. The canal has a variety of roles:</p> <ul style="list-style-type: none"> • An agent of or catalyst for regeneration • A contributor to water supply and transfer, drainage and flood management • A heritage landscape, open space and ecological resource • Offer sustainable modes of transport; and routes for telecommunications • Offer opportunities for leisure, recreation and sporting activities as part of the 'natural health service' acting as 'blue gyms' and supporting physical and healthy outdoor activity <p>3. It should be ensured that any planting is appropriate for the waterside location, is set back from the water to allow for future growth and ensure it does not adversely impact on the stability of the canal infrastructure or safe navigation of the waterway. This should be included within the design principles.</p> <p>4. Development should be required to provide full details on the maintenance / management regimes for any public parks/ open space or landscaped areas.</p>	<p>1. Whilst Natural England's definition of Green Infrastructure does include blue infrastructure, SDC have no objection to including specific reference in the title.</p> <p><i>"Green Infrastructure also encompasses river systems and coastal environments (these are sometimes also referred to as Blue Infrastructure)".</i> (Source: NE176: Natural England's Green Infrastructure Guidance)</p> <p>2. Noted</p> <p>3. The design of planting schemes will be assessed at a detailed design stage but brief guidance may be included in SPD</p> <p>4. This will be assessed as part of the planning application process and controlled as appropriate via the use of planning conditions and S106 agreements.</p>	<p>Amend Green Infrastructure title to read "Green and Blue Infrastructure"</p> <p>Add new CQ22 any planting must be</p> <ol style="list-style-type: none"> <u>1. appropriate for the waterside location</u> <u>2. set back from the water to allow for future growth</u> <u>3. not adversely impact on the stability of the canal infrastructure or safe navigation of the waterway.</u>
032	3.7	<p>The 12 aims are difficult to interpret without a map referencing where these 12 areas are and what direction we are looking (putting 1-12 on Figure 11 might help). Alternatively perhaps 'mini maps' showing the parts of the Canal Quarter that each of the 12 aims relate to would work better?</p>	<p>The Aims section should be used to annotate figure 15. This has now been made clearer.</p> <p>Mini maps may make the SPD more restrictive in its interpretation.</p>	<p>The Aims section has now been used to annotate figure 15.</p>
001	3.8 page 15	<p>1. Queries the value of the proposed "green link through development" which is shown affecting our land interest at Masons Road, on the basis that this</p>	<p>1. The SPD is an aspirational long term plan. The 'green link through development' is part of the Green</p>	<p>None</p>

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		link would appear to offer no material benefit over and above the north-south running green link shown connecting Masons Road to the canal side and the green link that will be maintained along the south side of the canal.	Infrastructure network. The Council refers to the potential of links running east to west.	
007	3.8 page 15	1.The stretch of canal towpath between the Canal Quarter and the canal basin at Bancroft needs improving. The improvements envisaged will not be possible here as existing high rise apartments make the area feel claustrophobic and is a wind tunnel.	1.Noticed It is understood that the CRT and WCC have plans to improve this stretch of canal.	SDC to liaise with CRT and WCC to help facilitate this.
011	Page 15 Green Infrastructure	<p>1.Supports provision of Green Infrastructure (GI) and need for shared understanding between developers and planners of GI.</p> <p>Discusses extensive evidence regarding the benefits of providing GI including:</p> <ol style="list-style-type: none"> 1. reduction in health inequalities 2. mitigation of climate change for eg cooling effects 3. helps to improve health and well being. 4. reduction in air, water and noise pollution; 5. provides spaces for play; 6.increases community cohesion; 7. provides economic benefits; 8. delivers networks for walking, cycling and active transport; 9. delivers distinctive landscape and design; 10. enhances habitats and ecological connectivity; 11.provides space for local food production and farming. 12. improved health across different ages /reduction in stress 13. reduces risks of flooding 14 improved health can lead to a reduction in JSA claims, increased National Insurance payments and a reduction in the costs to the NHS of associated health problems associated with unemployment which could 	1.The support and health benefits of the incorporation of GI is noted	None

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		<p>save the government £1.46 million pounds over one year.</p> <p>Retaining and enhancing existing natural features within a development plus enabling access to and through these features will enable business and residential communities to take an active part in caring for nature. This could actively encourage walking to work along green pathways, taking work breaks outside and being able to see nature from the workplace, adding to organisations response towards their corporate social responsibility.</p>		
002	3.11 page 16 Vitality	<p>1.In accordance with SUA1 of the Core Strategy the reference to the total of approximately 1,010 homes being provided in the Canal Quarter Regeneration Zone, of which approximately 350 homes are to be delivered post 2031 is welcomed as it recognises that there may be potential to deliver a greater quantum of development which will be considered as part of planning application(s) for the site against all relevant planning policies and considerations.</p> <p>2.In accordance with SUA1 of the Core Strategy it should be made clear that the provision of a community facility is only on the basis that it will be provided "if required" and this will depend on a demonstrated need.</p> <p>3.Although the concept of mixed uses is very much supported there are concerns about the quantum of employment and mixed use proposed in the SPD and it should be recognised that some mixed use areas could potentially end up comprising entirely of residential development due to commercial sustainability issues.</p>	<p>1. It is agreed that reference should be made to the total amount of homes which could potentially be provided long term</p> <p>2.Agreed- text can be amended to ensure consistency with Core Strategy and para 1.9 (page 3)</p> <p>3. Noted, although the provision of employment uses was established early on during the Core Strategy process. SDC would require evidence of marketing and lack of demand to justify the loss of employment space. Notwithstanding this an appropriately designed scheme with a mix of uses at the right location at key nodes should create new destinations and general viability.</p>	<p>SPD to be amended to reference total amount of homes which could potentially be provided long term.</p> <p>Amend 3.28 1st bullet point</p> <p>The Canal Quarter masterplan is underpinned by the following vitality design principles:</p> <p>Bullet point 1.</p> <p><u>Distributing approximately 1,000 homes (including up to 25% affordable homes) and 9,000sqm of employment throughout the Canal Quarter</u></p> <p>Bullet point 4. <u>Focusing employment.</u></p>

Ref	Doc ref	Summary of comments	Officer response	Action
				<p><u>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</u> <u>Bullet point 8. Exploring the potential for a range of other uses, initially at the nodes, subject to conformity with the Core Strategy</u></p> <p><u>1.9 multi-purpose community facility (if required)</u> <u>3.28 Policy SUA.1 also provides for a community facility if required.</u></p>

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004	3.11 page 16	<p>1.The SPD should include comment on the provision and enhancement existing car parking provision to serve the new uses, such as multi storey or below ground car parks. If below ground, taller buildings need to be permitted.</p> <p>2.Current requirements frustrate viability of scheme and will stall delivery but similarly to ignore parking provision for commercial uses will lead to future issues for employment in the town.</p>	<p>1. Noted the SPD includes reference to the issue of car parking. Page 22 states at CQ4 that: "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". Detailed design will be dealt with at the planning application stage. Provision of undercroft as opposed to underground parking could be an appropriate design response.</p> <p>2. If viability is an issue this would have to be fully justified as part of a planning application</p>	None
001	3.11 page 16	1.Supports the identification of the land between Masons Road and the canal for future residential redevelopment, and broadly supports the overall land-use proposals	1.Support noted.	None
010	3.12 Figure 10 page 17 Public Realm	1.The proposed proportion of buildings above 2 storeys is far too large for an area so close to the town and canal	<p>1.The location of the site calls for an effective and efficient use of land. Designed well with consideration given to the relationship between height width and depth buildings more than 2 storeys could be successful and not overbearing. It should be noted that currently housing being provided closer to the town centre exceeds two storeys, for example, the former Cattle Market site.</p>	None
005	3.13 page 17	1.Proposals should seek to unlock the potential of the waterway network and relate appropriately to the waterway with active frontages and optimising the	<p>1. Noted</p> <p>2. Criteria may be included in paragraph 3.14 for added emphasis</p>	Add a further bullet point to paragraph 3.32 as follows:

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		<p>benefits such a location can generate for all parts of the community.</p> <p>2.Paragraph 3.13 states that the canal will be celebrated and sets out how this will be achieved. These criteria should be included within the public realm design principles to ensure they are set as a key consideration for future developments.</p> <p>3.Should also address within the design principles design of the public areas, including the canal. For example, lighting, street hierarchy, landscaping, boundary treatment, street furniture, signage etc.</p>	<p>3. It is agreed that various design components should be holistically designed</p>	<p><u>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</u></p>
002	3.14 page 17	<p>1.Supports public realm design principles and the building heights indicated across the site as shown within Figure 10.</p>	<p>1. Support for public realm design principles and the building heights is noted</p>	<p>None</p>
001	Figure 10 page 17	<p>1.Supports the statement that the area is suited to a range of building heights and densities.</p> <p>2.In Figure 10 the text should refer to the locations as "opportunities for landmark buildings", rather than implying that such buildings are required at these locations. This would maintain flexibility at the detailed design stage.</p>	<p>1. Support for range of building heights and densities across the area is noted.</p> <p>2. Agree figure 10 should be amended for clarification purposes as suggested.</p>	<p>Key to Figure 13 to be amended to: <u>"Opportunity for landmark feature or building"</u></p> <p>Paragraph 3.32 page 18 Bullet point 2 <u>Opportunities for the cCreation of landmarks (features or buildings) associated with key nodes and locations....</u></p>
001	Aims page 19	<p>1.Considers terms such as lower and medium density are too imprecise and also because density is not necessarily determinative of character.</p> <p>2.In relation to aim 2 and Masons Road suggest that the wording should be revised to refer to the actual</p>	<p>1. Noted but the SPD does not state that density is the only factor determinative of character. Figure 10 sets out broad building heights.</p> <p>2.Agree more precise wording of Aim 2</p>	<p>Page 19 annotation (2) to be reworded: Lower density housing <u>frontsing</u> Masons Road <u>to respecting</u> and <u>be compatible with</u> the</p>

Ref	Doc ref	Summary of comments	Officer response	Action
		aim of ensuring that new development fronting Masons Road is compatible with and respects the character of the existing residential area to the south of Masons Road	can be revised to add clarity. The 'Aims' are annotations for Figure 11 and this will be corrected in the SPD	<u>existing character</u> of this area and provide ing a an <u>appropriate transition</u> between <u>existing</u> old and new development.
005	Visual Page 18	<p>1.The visual on Page 18 of the draft SPD indicates a low-level crossing of the canal though any crossing should be a fixed structure (not a swing or lift bridge) and will need to be of sufficient height above the water to ensure that safe navigation of the waterway is not adversely affected.</p> <p>2.Details on the design, layout, future ownership, maintenance and technical approval authority for any bridge crossings will necessary.</p> <p>Proposals for bridge crossing should be required to make an assessment of the visual impact of the bridge, taking into consideration any existing features / crossings.</p> <p>Any new bridge crossing will also need to ensure that it does not impact on the stability of the canal or existing infrastructure such as culverts, nor adversely impact on safe navigation of the waterway, access along the towpath, including horse drawn boats or operational activities such as dredging.</p> <p>Any bridge crossings will also require our separate consent as owner of the canal though it should be noted that the Trust will not take on the future ownership or maintenance of the bridges and a robust management plan will be required.</p> <p>In regard to any bridge crossings the applicant / developer will be required to enter into an agreement with the Trust for the bridge crossing to obtain the right to over sail the canal as well as obtain consent from the Secretary of State, where necessary.</p>	<p>1. The visual aims to provide a flavour of what is envisioned for the area but is not intended to be a precise final scheme. It is agreed that the functioning of the canal as a canal is of paramount importance.</p> <p>2. The design and management requirements for the construction of canal bridges are understood.</p> <p>3. It is recognised that further assessment of the proposed bridge locations to ensure a suitable crossing can be achieved is required.</p>	<p>Further assessment of the proposed bridge locations to ensure a suitable crossing can be achieved.</p> <p>Specific reference in SPD to working with CRT to deliver appropriate bridges.</p> <p>3.32</p> <p>New bullet point</p> <ul style="list-style-type: none"> • <u>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.</u>

Ref	Doc ref	Summary of comments	Officer response	Action
		<p>It is likely that for each proposed bridge crossing substantial areas of land will be required on each side of the canal. The crossings of the canal provide key linkages through the canal quarter regeneration zone and their delivery will be critical to achieving the overall connectivity for the area.</p> <p>3.Although a degree of flexibility may be required, the locations of the crossings and land required to facilitate them should be clearly defined on the Masterplan. This will require some further assessment of the proposed bridge locations to ensure a suitable crossing can be achieved and it also needs to be clear within the SPD the stage at which the bridges will be delivered, who will provide them and the mechanism through which they are to be provided.</p>		
012	Figure 11 page 20	<p>1.Concerned about continued proposal for new road pedestrian links to Birmingham Road via Hamlet Way, or Wharf Road/Maybrook Road, which will pass through the protected Steam Facility site.</p> <p>2.The road proposal is objected to as it is a threat to the proposed Heritage Steam Centre</p>	<p>1.The Steam railway facility is not protected as such. Rather the Core Strategy seeks to deliver such a facility. However there is uncertainty at the current time as to whether such a facility will be delivered. SDC is aware that Vintage Trains have sold the site for development and are focussing efforts at Tyseley. The route of potential link road is identified as safeguarded land in the Core Strategy. The feasibility of providing this route is to be investigated by Warwickshire County Council. The detailed alignment is still to be finalised but if the route is progressed it is expected to link into Western Road.</p> <p>2.This is not a firm 'road proposal' as explained above.</p>	Continue to support feasibility work of WCC.
002	Figure 11	1.Generally supportive of the aims for the Canal	1.Support for aims is noted (The 'Aims'	Page 19 under

Ref	Doc ref	Summary of comments	Officer response	Action
	page 20	<p>Quarter and the Framework Masterplan.</p> <p>2.The suggestion in bullet point 7 to reopen the railway underpass would be problematic and currently leads to private land so would not increase permeability.</p> <p>3.The SPD includes plans for a potential vehicular access route alongside the eastern railway boundary. It is believed that this is aspirational.</p>	<p>are annotations for Figure 11 and this will be corrected in the SPD)</p> <p>2.Bullet point 7 should be reworded to refer to increasing permeability to provide a link between both sides of the railway.</p> <p>3. Route of potential link road is identified as safeguarded land in the Core Strategy. The feasibility of providing this route is to be investigated by Warwickshire County Council. As a minimum and until the need for the vehicular route is confirmed this SPD envisages this being a pedestrian and cycle route.</p>	<p>'annotations' Bullet point 7 to be reworded:</p> <p>(7) <u>Providing a link under or over the</u> Opening up the underpass beneath 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.</p>
031	028	<p>1.Supports the SPD and commends SDC for making the Strategy a priority to benefit social and economic welfare of the community.</p> <p>2.Adjoining the boundary is a site owned by Vintage Trains. The Deeley Group are negotiating the purchase of the site.The site is an ideal employment site and there is strong interest from a commercial office user employing some 400 people to relocate and may leave Stratford if a suitable site is not found. A substantial category A quality office building would need to be constructed on this site to meet the requirements of the user. This development would greatly assist the regeneration of the canal quarter and could potentially lead to an early phase of development of an adjoin site within the canal quarter. The office user prefers to retain accommodation in the Town. There are many benefits:</p> <ul style="list-style-type: none"> • Reduces number of car journeys 	<p>1.Support is noted</p> <p>2.The site lies outside the Canal Quarter</p> <p>3.Route of potential link road is identified as safeguarded land in the Core Strategy. The feasibility of providing this route is to be investigated by Warwickshire County Council. Until such a time that the local highway authority has confirmed it is or isn't required , it is prudent to retain the safeguarding of this route which provides the only opportunity within the town of providing additional highway capacity.</p>	<p>Support WCC feasibility work</p>

Ref	Doc ref	Summary of comments	Officer response	Action
		<ul style="list-style-type: none"> • Employees arrive by train • Many employees wish to shop during their lunch hour <p>3.The constraints of the highways safeguarding means that the site will have insufficient capacity to accommodate the major relocation. Would be prepared to cede a 4m width running alongside boundary of healthworks site for pedestrian/cycle route.</p>		
013	Figure 11 page 20	<p>1.Concerned about continued proposal for new road pedestrian links to Birmingham Road via Hamlet Way, or Wharf Road/Maybrook Road, which will pass through the protected Steam Facility site.</p> <p>2.The road proposal is objected to as it is a threat to the proposed Heritage Steam Centre</p>	<p>1. The Steam railway facility is not protected as such. Rather the Core Strategy seeks to deliver such a facility. However there is uncertainty at the current time as to whether such a facility will be delivered. SDC is aware that Vintage Trains have sold the site for development and are focussing efforts at Tyseley. Route of potential link road is identified as safeguarded land in the Core Strategy. The feasibility of providing this route is to be investigated by Warwickshire County Council.</p> <p>2. This is not a firm 'road proposal' as explained above.</p>	Support WCC feasibility work
006	Page 19 Aims	<p>1.The high density residential development should also accommodate facilities that promote healthy life styles ie green gyms, good walking facilities to local shops and other services.</p> <p>2.The proposed community building, providing it is well managed can provide a useful focal point for communities.</p>	<p>1.It is the intention to promote healthy life styles via the green infrastructure network. The SPD is encouraging mixed uses particularly at key nodes this could include retail and other leisure uses.</p> <p>2.Noted.The community building is to be provided <i>if required</i>.</p>	Amend SPD to encourage mix of uses at key nodes. Annotations 6) Mix of uses including employment, and retail (on ground floor) <u>and leisure uses</u> at key nodes; the focus of this new destination being a public park with the

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032	3.16	Mention encouraging increased usage of the canal by boats/tourists?	Agree	<p>community facility set in landscaped gardens.</p> <p>Para 3.28 gives greater reference to leisure uses and visitor canal boat moorings is included in CQ 21 figure 12, para 4.23 and table 1</p> <p>Additional text to para 4.23: 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. <u>New moorings need to be carefully designed and include secure customer service facilities.</u> <u>Residential moorings should be located on the offside of the canal</u></p>

Ref	Doc ref	Summary of comments	Officer response	Action
				(i.e. the opposite side to the towpath).
032	3.18	<p>CQ4 – There is mention of on-street parking to satisfy parking standards but no mention of off-street parking. Also no mention of charging bays for electric vehicles or of cycle parking.</p> <p>CQ10 & CQ12 – mentions buildings above 4 storeys. The Stratford NDP currently states that development “along the canal” should be no more than 4 storeys (1.12)</p> <p>CQ11 – states that landmark buildings can be 1 or 2 storeys higher than adjacent buildings. There appear to be 6 landmark buildings identified on the Masterplan adjacent to the canal. The Stratford NDP currently states that development “along the canal” should be no more than 4 storeys (1.12)</p> <p>CQ14 – It is not wholly clear what “Accent feature” means</p>	<p>Agreed</p> <p>The Examiner’s report into the Stratford upon Avon NDP suggests retention of more flexible wording.</p> <p>This does not necessarily mean buildings it could also be features. This will be clarified in the key.</p> <p>Noted</p>	<p>CQ4 now mentions off street parking 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 <u>and off-street parking</u>.</p>
002	3.18 Key Design Principles page 21	<p>1. Generally supportive of the key design principles listed.</p> <p>2. Under 3.18 additional text should be added to state that development proposals should conform with the following key design principles, ‘unless it can be demonstrated an alternative arrangement results in an enhanced quality of place</p> <p>3. CQ2 should be revised to refer to ‘Include new, and where possible retain existing street trees’</p> <p>4. CQ4- there should be no requirement to accommodate on- street parking unnecessarily where this could prejudice the use and quality of the public realm.</p> <p>5. CQ18 refers to ‘key assets shown on the plan’,</p>	<p>1. Support for key design principles noted.</p> <p>2. Agree additional text should be added for qualification</p> <p>3. Agree CQ2 should refer to retaining trees where possible</p> <p>4. Car parking arrangements should comply with the Development Requirements SPD.</p> <p>5. Agree clarification required in CQ18</p>	<p>Amend CQ2 to Include new, <u>and where possible</u>, retain existing street trees. Maintain and enhance the vegetation along the canal.</p> <p>Amend CQ18 by deleting following wording: -Key assets shown on the plan include but are not limited to:</p> <ul style="list-style-type: none"> • Specimen trees

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		however it is not clear which plan is being referred to and this should be clarified		<u>and groups of trees</u> <ul style="list-style-type: none"> • <u>Bridges</u> • <u>Canal lock</u> • <u>Watercourses</u> <u>and drainage channels</u> <ul style="list-style-type: none"> • <u>Topographic features and distinctive changes of level</u>
030	Design principles	The NPPF includes a number of design principles which could be considered, including the impacts of lighting on landscape and biodiversity (para 125).	Noted	None
001	3.18 Key Design Principles page 21	<p>1.An SPD cannot be used as a means for introducing new Development Management Policies outside of the statutory Local Plan.</p> <p>2. Concerned with the terminology associated with the Key Design Principles for example the reference at paragraph 3.18 that development proposals should "conform" with the design principles listed, and the regular use of the words such as "must" and "should" in the list of 'policies'. The terminology appears to be inconsistent both with the extent to which an SPD can dictate development management principles, and the stated objective of the Framework not to set detailed design requirements. Paragraph 3.18 should be amended to state that the list of 18 principles are matters to which development proposals "should have regard"</p>	<p>1.Agreed SPD does not introduce Development Management Policies outside of the statutory Local Plan (The Core Strategy).Instead the SPD sets out more detailed guidance and advice on the implementation of the Core Strategy policies AS.10, CS.9, AS.1 and SUA1 in particular.</p> <p>2.Agreed that Paragraph 3.18 should be amended to state that the list of 18 principles are matters to which development proposals "should have regard"</p>	<p>Amend Paragraph 3.36 page 21:</p> <p>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 <u>have regard</u> conform to the following key design principles</p>
009	3.18 Key Design Principles page 21	<p>1.The Key Design Principles should also state: 1. Developments must put first priority to walking & cycling movement' as stated in para 110 of the Draft National Planning Policy 2018 and should 'include high quality walking & cycling networks' as stated in para 105 of NPPF 2018.</p> <p>2.Should discourage cars by restricting car parking where possible installing infrastructure to encourage</p>	<p>1.Notwithstanding first that the Draft National Planning Policy 2018 is currently in draft given the central location of the Canal Quarter and the key aim to improve connectivity achievement of the masterplan will enhance walking.</p> <p>2.It is intended that car parking arrangements will comply with</p>	<p>Add new text to CQ3 to prioritise walking: New key and local streets should have footways on both sides unless deemed unnecessary due to low predicted traffic levels.</p>

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		residents to travel by trains, buses, cycles and by foot.	Development Requirements SPD. The intention is to encourage a switch to more sustainable modes of travel by providing appropriate facilities such as cycle parking and routes.	<u>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</u>
004	3.18 Key Design Principles page 21	<p>1.CQ 10 is too prescriptive and generic. There are buildings and plots within the canal quarter that cannot provide this due to the narrowness of the building plot.</p> <p>2.Existing SDC SPD's prescribe residential plots sizes for affordable housing and consideration of the physical form of the site. The use of set backs also ignores the freedom of good design that could provide rooftop accessible outdoor space rather than perimeter space.</p> <p>3.CQ 11 is too generic and prescriptive and does not consider the merits of good design, commercial/ employment opportunities which could deliver higher buildings and greater employment. This design consideration could set limitations on storey heights in relation to the Conservation Area not an arbitrary restriction across the whole Canal Quarter area leaving a number of landmark projects economically unviable.</p> <p>4. CQ12 "Buildings of four storeys and above should have shallow pitched (below 32 degrees) or flat roofs". This part of the design brief stifles innovation and exemplar design such as the form of the Shard or similar in key landmark locations for the area.</p> <p>5.CQ16 Clarification is needed on what type of "commercial" uses the area is seeking to encourage. Is this</p>	<p>1. This wording is based on evidence which supports the SPD namely the Urban Design Analysis carried out in 2017 by Built Form Resource and which has been endorsed by the Council. Individual circumstances will however be taken into account on a case by case basis and these key design principles would provide the basis on which to consider developments at a high level.</p> <p>2. B1 includes a wide spectrum of commercial uses. B1 (a) offices (other than those that fall within A2): B1(b): Research and development of products and processes. B1(c): Light industry appropriate in a residential area.</p> <p>3. This wording is based on evidence which supports the SPD namely the Urban Design Analysis carried out in 2017 by Built Form Resource and which has been endorsed by the Council.</p> <p>4.It is considered good design that a development should be related to its</p>	<p>None</p> <p>Amend CQ 16: Allow for and actively encourage live/work accommodation, employment and B1 <u>uses commercial</u> / 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.</p>

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		commercial leisure or commercial offices or commercial car showrooms?	setting. It is unlikely that a development of 74 storeys (The Shard) appropriate in the City of London would be considered appropriate in a Town the size of Stratford upon Avon 5.It is agreed that the wording in CQ16 should be clarified	
006	3.18 Key Design Principles page 21	1.Suggest consideration is given to incorporating walking and cycling provision as a Key Design Principle for people to circulate within and through the development on foot and by bicycle and that there are suitable pedestrian and cycling connections between the Canal Quarter and key local destinations. The design of cycling infrastructure should in accordance with the County Council's standard details for design	1. Agreed that a further design principle could be added concerning walking and cycling provision	Add additional design principle page 22 CQ 19 <u>Allow for and actively encourage people to circulate within and through the development on foot and by bicycle and encourage 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)</u>
014	3.18 Key Design Principles page 21	1.Supports approach to providing a framework master planning consultation for the Canal Quarter Regeneration Zone. Hopes that the Council works in the same way for all other area/zones identified for regeneration in and around the Town centre, so that land uses and transport links are fully integrated and that the needs	1.Support noted. SDC has prepared another SPD on Development Requirements that include detailed design guidance that will be applied to all areas. www.stratford.gov.uk/devreq-spd	None

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		<p>of the Town's users are accommodated. District Council should apply rigorous design principles to any new developments on the Arden Street/Birmingham road frontages.</p> <p>2. Proposed allocation of most of the land within the zone to residential units is supported but would hope that the highest possible allocation for affordable and or key worker accommodation is provided for.</p>	<p>2. It is envisaged that 25% affordable housing provision will be negotiated.</p>	
011	3.18 Key Design Principles page 21	<p>1. Site creates a great opportunity to promote a healthy, active and sustainable community. Recommend that the development adheres to the national Building for Life 12 principles and that homes are built to Lifetime Homes standards.</p>	<p>1. Agree that development should aim to adhere to Building for Life 12 but Lifetime Homes standards no longer apply and such matters are covered by Building Regulations as a matter of course.</p>	<p>Add CQ20 page 22 <u>New housing development should aim to adhere to Building for Life 12 principles.</u></p>
005	3.18 Key Design Principles page 21	<p>1. The waterways and water spaces need to be viewed as an integral part of a wider network, and not in isolation.</p> <p>2. Recommends a number of guiding design principles including:</p> <p>1. Water being treated as a resource in its own right not just a setting or backdrop for development.</p> <p>2. Waterways should be considered holistically including views from the water outwards, as well as from the land to the water. Also consider opportunities for water-based development, use and enhancement.</p> <p>3. Views of the water should be optimised to generate natural surveillance and encourage and improve access to/from water</p> <p>4. Waterway's towing path should form an integral part of the public realm</p> <p>5. Appropriate boundary treatment should be used</p> <p>6. Existing heritage assets (designated and non-designated) within the proposed canal quarter area must be considered and protected within any proposed development.</p> <p>7. Avoid creating direct views of the developments</p>	<p>1. It is acknowledged that the waterways and water spaces form an integral part of a wider network.</p> <p>2. 2. Guidance is noted and publications should be referred to in the SPD</p>	<p>SPD to refer to: "Code of Practice for Works Affecting the Canal & River Trust" https://canalrivertrust.org.uk/refresh/media/thumbnail/32455-part-1-general-information.pdf</p> <p>Guidance in relation to bridge crossings as part of work on the HS2: https://canalrivertrust.org.uk/media/library/6524.pdf</p>

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		<p>'back of house' from the canals for eg car parks, service areas, such bin stores, delivery areas, sub stations etc</p> <p>8 Buffer views of vehicles from the canal by sensitive design and use of landscaping</p> <p>9 Careful consideration to lighting to avoid unnecessary glare and light pollution and show consideration for bats.</p> <p>10. Any bridge crossing to comply with the "Code of Practice for Works Affecting the Canal & River Trust".</p> <p>11. Guidance in relation to bridge crossings as part of work on the HS2 line which should be referenced in relation to the provision of any proposed bridge crossings over the canal.</p> <p>12. Any development at the canal frontage should not adversely affect the integrity of the waterway structure.</p>		
005	Table 1 page 23	1.Supports delivery of Canal Quarter regeneration through partnership working	1. Support of partnership working noted	None
003	Page 22 Delivery	1.Section 4 on Delivery needs to be strengthened. If the council want the strategy of relocation of some businesses it needs to set out a mechanism that will help the businesses relocate and address the differential in site values that is present. Further work needs to be done to address these differentials and the local planning authority needs to subsidise the provision of new accommodation.	1. SDC is confident that the requirements of Policy SUA1 can be achieved on currently vacant land and through the relocation of businesses who are envisaged to move. The Masterplan is sufficiently flexible to accommodate those businesses that wish to remain. SDC will continue to work with businesses to understand their business needs and aspirations and is seeking provision of low cost business space in the canal quarter to assist with this.	Further work to be done on feasibility of providing low cost accommodation. Add text at paragraph 1.23 Whilst the Council is encouraging businesses who wish to relocate, there is no expectation that all or any existing occupiers will, or need to, relocate to these new sites. The potential for modern, fit for purpose premises that meet the demands and

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				<p>current and future needs of businesses is considered to be a strong driver for change. <u>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.</u></p> <p><u>1.25 The regeneration of the Canal Quarter will take a number of years. To assist with delivery, Stratford-on-Avon District Council SDC will also explore setting up a Business Forum to meet regularly with local businesses and stakeholders in order to keep them informed on the regeneration proposals.</u></p>
001	4.1, 4.2 , 4.22 page 22/24	<p>1.Supports the statement that the needs of existing businesses will be supported, including through continued accommodation within the Canal Quarter.</p> <p>2.Supports the recognition that the area can be developed on a piece-meal basis which represents a pragmatic approach to redevelopment.</p> <p>3.Supports the reference to the Phasing Plan at Figure 12 as being "purely indicative".</p>	1.-3.Support to aspirations of Masterplan are noted	None
004	4.7 page 22	1.There are site specific matters which come into play that The viability and deliverability report (2014)	1. Detailed design will be dealt with at the planning application stage. Provision of	None

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		could not calculate without further detailed work for instance, underground car parking or demolition of buildings with asbestos, bring with them high abnormal costs. A "sufficient" return may not be enough to deliver the best vision for Stratford upon Avon.	undercroft as opposed to underground parking could be an appropriate design response. SDC are confident that sufficient headroom exists to deliver a high quality scheme given high residential sales values coupled with assumptions about high cost of development. Policy requirements reflect the costs a brownfield site.	
002	4.7 page 22	1.Reference should be made in this section to the additional site at Shipston Road proposed as part of the Site Allocations Plan (SUA.5) as is referred to at paragraphs 1.11 and 1.22 of the SPD	1. The Site Allocations Plan (SAP), Revised Scoping and Initial Options is at draft stage of preparation and there is therefore a possibility that SUA 5 may not be included as an Allocation in the final version of the SAP. But for sake of consistency agree further explanation should be provided.	Amend paragraph 4.5 page 23 to state: <u>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).</u> <u>The Council is confident that there sufficient capacity within the Canal Quarter to meet the development requirements without the need for every land parcel to be redeveloped.</u> <u>Furthermore, the masterplan is sufficiently flexible to respond to changing circumstances providing certainty over the long term in respect of the</u>

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				<p><u>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.</u></p>
016	4.5 page 22	<p>1. The original plan to persuade businesses to move is unlikely to be met and that some businesses will resist relocation. This objective therefore needs to be re-thought to decide upon the best way to ensure that businesses will move when and where necessary.</p>	<p>1. It is not the intention of the SPD to force businesses to move but rather support them in their future plans. SDC is confident that the Masterplan is sufficiently flexible to accommodate those existing businesses that don't wish to move.</p>	<p>4.6 <u>There are a number of options for those businesses that wish to relocate, including relocating to:</u> • <u>_____ new fit-for-purpose premises elsewhere on the Canal Quarter</u> • <u>_____ on existing premises elsewhere within the town including, for example, adjacent to the Canal Quarter</u> • <u>_____ new purpose built premises on new employment sites on the edge of Stratford-upon Avon includingRelocation from the CQRZ could be either to the sites</u></p>

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				<p>identified in <u>Core Strategy Proposals SUA.2 (South of Alcester Road), or SUA.4 (Atherstone Airfield), and, if confirmed in the Site Allocations Plan, SUA.5 East of Banbury Road, or to other appropriate sites within, or close to, the town.</u></p> <p><u>4.8 In order to facilitate delivery, there may be instances where businesses need to relocate to new premises on a temporary basis. With respect of 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.</u></p>
016	4.7 page 22	1.The affordable housing level has been set at 25% for the canal quarter. Even at this reduced level it is still open for a developer to claim non viability for particular sites at 25% and to ask for further concessions. This should be resisted but in any event if lower levels of affordable housing (ie below the 25%)	1. Noted. SDC is confident that the policy requirements reflect a realistic assessment of the costs associated with the regeneration of the canal quarter notwithstanding this will be negotiated via the Planning application process and	Officers to further investigate clawback issue

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		are in future agreed for particular parts of the area, then I believe it imperative that 'clawback' arrangements are put in place, so that if the outturn from the site is more profitable than envisaged in the viability reports, then a claim can be made by the district council against that excess profitability	Section 106 planning agreements. The Issue of clawback was discussed at The Cabinet 9.4.18 when it was agreed that Officers would investigate this further. SDC is confident that the policy requirements reflect a realistic assessment of the costs associated with the regeneration of the canal quarter.	
004	4.7 page 22	1. Consideration of historic land abnormalities need to be set alongside complex building abnormalities which add to cost that may go beyond the relaxation of CIL and affordable housing. Thus if the policy provides greater flexibility on building heights there may be scope to mitigate these abnormalities.	1. If viability is an issue this would have to be fully justified as part of a planning application	None
006	4.8 page 22	1. As the Canal Quarter is predominantly brownfield this may limit the space available on the individual sites for Sustainable Drainage Systems (SuDS) to attenuate and treat the flows. Surface water run-off from all previously developed sites should be reduced to the equivalent Greenfield run-off rate wherever possible, and where this is not, there should be significant reductions on existing discharge rates.	1. This is included in policy CS.4 of the Core Strategy.	None
006	4.8 page 22	1. Much of the regeneration zone is on brownfield land and this may limit the space available on the individual sites for Sustainable Drainage Systems (SuDS) to attenuate and treat the flows. Surface water run-off from all previously developed sites should be reduced to the equivalent Greenfield run-off rate wherever possible, and where this is not, there should be significant reductions on existing discharge rates.	1.As comment at 4.3 the importance of this issue is acknowledged as is covered in policy CS4 Water Environment and Flood Risk. There is no need to repeat this policy. SuDS measures are not necessarily space thirsty.	None
006	4.10 page 22	1.Consultation with The Canal and Rivers Trust is required when preparing a Flood Risk Assessment. As Lead Local Flood Authority(LLFA) also suggest that design advice is followed, or pre-app advice service is	1.Noticed. This would be addressed via the planning application process.	None

Ref	Doc ref	Summary of comments	Officer response	Action
		used https://www.warwickshire.gov.uk/floodpreappadvice The LLFA are a statutory consultee on major developments and will be assessing the adequacy of any Flood Risk Assessments.		
017	4.10 page 22	<p>1.The current level 1 SFRA was completed in 2013 and contained the most appropriate information to support the policies contained within the adopted Local Plan, however there has been a number of changes to flood risk guidance since then, including a revision of climate change allowances.</p> <p>2.Although Canal Quarter is currently located in flood zone 1 this information does not include an assessment of the new climate change allowances, and the condition of flood defences, or any channel blockage scenarios.</p> <p>The Shottery Brook is located at the boundary of the large site allocation on the left and is generally in an open channel, however there is a small section to the south of the boundary that is currently culverted.</p> <p>The area surrounding the open channel is raised ground which acts as a flood defence and careful consideration should be made in relation to development proposals and should be assessed within the level 2 SFRA. Small sections of private culvert may be prone to a blockage, and in line with Policy CS4 the level 2 SFRA should assess whether this section of watercourse should be restored to open channel.</p> <p>The proposed redevelopment of the area immediately adjacent to the Shottery Brook is a unique opportunity to enhance and improve the green and blue infrastructure within the area and create an attractive feature within the development.</p> <p>The CS.4 planning policy requirements are embedded within the emerging SPD and full consideration should</p>	<p>1.It is noted that there have been a number of changes to flood risk guidance since then, including a revision of climate change allowances.</p> <p>2-4. The EA have subsequently commented that they would like part of Policy CS.4 Water Environment and Flood Risk repeated in the SPD as follows:</p> <p><i>'All development proposals should be located in Flood Risk Zone 1 (Low Probability Flood Risk).</i></p> <p><i>Development within the Environment Agency's flood risk zones 2 and 3a 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</i></p> <p><i>The floodplain will be maintained and, where opportunities arise, restored in order to maximise natural storage of flood water, reduce flooding problems and increase landscape, ecological and conservation value.</i></p> <p><i>Developers will be encouraged to reduce the reliance on hard engineered solutions</i></p>	<p>Add additional text at paragraph 4.13:</p> <p><u>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</u></p>

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		<p>be given to integrating them within the final masterplan.</p> <p>EA currently constructing a flood storage area upstream of the SPD which will reduce flood risk to the Shottery Brook. If the level 2 SFRA demonstrates that this scheme is providing betterment in term of flood risk at this location, we will request that developers make a financial contribution to the scheme and its maintenance.</p> <p>3.The SPD should contain the following wording. “ This SPD should ensure that development makes a positive contribution to reducing flood risk to the wider catchment, and provides benefits as outlined below: All development proposals should seek to control and discharge 100% of surface water runoff generated on site during the 1 in 100 year plus climate change rainfall event using above ground sustainable drainage systems, such as swales, ponds and other water based ecological features.</p> <p>4. Development proposals should maximise opportunities to use SUDS measures which require no additional land take, such as green roofs, permeable surfaces and water butts.</p> <p>There is a presumption against the underground storage of water.</p> <p>Applicants should ensure that the design of SUDS supports the findings and recommendations of the Warwickshire Surface Water Management Plan, the Warwickshire Sustainable Urban Drainage Manual and the District Council’s Strategic Flood Risk Assessment. Development should ensure the linkage of SUDS to green infrastructure to provide environmental enhancement and amenity, social and recreational value, as well as balancing storm flows and improving water quality. The design of SUDS should maximise the opportunity to create amenity, enhance</p>	<p><i>through their site by contributing to upstream flood storage, giving consideration to a whole catchment approach.</i></p> <p><i>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.</i></p> <p><i>Culverts should be permitted for access purposes only and conform to the Environment Agency’s culverting policy. Culverts must be removed unless it can be demonstrated that it is impractical to do so.</i></p> <p><i>Development proposals adjacent to canals should be supported by a SFRA Level 2 report to assess the residual risk of breach or overtopping.</i></p> <p><i>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.</i></p> <p><i>All development proposed adjacent to a river corridor should be designed to take advantage of its proximity to the river through layout and orientation of buildings and spaces. Where a development site</i></p>	<p><u>environment and water quality.</u></p> <p>1.42 Racecourse and Shottery Brook Mapping Modelling Report September 2016.) Additional wording to be provided in paragraph 4.16</p> <p><u>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.</u></p> <p><u>Development should ensure the linkage of SUDS to green infrastructure to provide environmental enhancement and opportunity to create amenity, enhance</u></p>

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		<p>biodiversity and contribute to a network of green and blue open spaces.”</p>	<p><i>contains areas identified as flood plain, the development layout design should ensure that no surface water attenuation features are located in Flood Zone 3.</i></p> <p><i>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.</i></p> <p>The EA have also stated that <i>'We have recently undertaken a revised flood risk study along the Racecourse Brook which could be used to update the information you hold 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.'</i></p>	<p><u>biodiversity and contribute to a network of green and blue open spaces.</u></p>

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032	4.10	<p>"Affordable Housing Core Strategy Proposal SUA.1 envisages the development of approximately 650 homes by 2031, of which 25% will be affordable. There is, therefore, scope to provide in excess of 160 new affordable homes and, in so doing, make a valuable contribution towards addressing the housing issues facing the town. The affordable housing could be provided by Registered Providers (housing associations) directly, or by Registered Providers partnering with other developers. Given the fragmented structure of land ownerships across the Regeneration Zone it is conceivable that different delivery mechanisms could be used for individual land parcels. However, irrespective of the detail of the delivery mechanisms used, in order to ensure a successful development it is essential that:</p> <ul style="list-style-type: none"> • 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 	<p>Agreed greater reference should be made to affordable housing</p>	<p><u>New 3.7:</u> <u>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:</u></p> <ul style="list-style-type: none"> • Liaison takes place at an early stage with potential partner Registered Providers

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		<p>schemes on other parts of the site.</p> <p>There is scope to develop both general needs accommodation and supported housing. Provision of the latter may be of particular significance, given the role of Stratford-upon-Avon as the largest settlement in the District and is therefore a more sustainable location for households with specialised support needs. The 25% affordable housing requirement represents the proportion of affordable housing assessed as viable without public subsidy. However, there may be scope to provide a higher proportion in the event that public subsidy becomes available. Final decisions on this matter will need to be taken in the light of prevailing priorities and funding opportunities."</p>		<p>(housing associations), Homes England and the District Council.</p> <ul style="list-style-type: none"> • <u>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.</u> <p><u>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.</u></p>
005	4.10 page 22	<p>1. There is potential for surface water drainage to the canal and the SPD could be updated accordingly to ensure that applicants/ developers are aware of this potential and consider it at the earliest stage of development. 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</p>	<p>1. The potential for discharge to the canal is noted which may provide a useful solution if SuDS prove insufficient.</p>	<p>1. Investigate whether there is a need to discharge to canal via discussion with EA, developers etc. Add text to Water and sewerage section to state " <u>The potential to</u></p>

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		are granted they will usually be subject to completion of a commercial agreement.		<u>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.</u>
032	4.14	There is mention of District heating but little mention of renewable energy.	Agreed insufficient reference given to environmental sustainability measures, new reference to be inserted at CQ 25	<u>CQ25 Development proposals will deliver specific environmental sustainability measures, in accordance with the Core Strategy and Development Requirements SPD (as appropriate):</u> <ul style="list-style-type: none"> •<u>maximising opportunities for sustainable technologies</u> •<u>the incorporation of low carbon technologies</u> •<u>exploring the potential for the canal to be utilised for heating and</u>

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				<u>cooling in connection with the district heating network</u> <ul style="list-style-type: none"> •<u>examining the viability of the opportunity for a district heating network</u> •<u>exploring the opportunity to address space for SUDS in the linear park</u> •<u>installation of electric charging points</u>
005	4.14 page 22	<p>1.The Masterplan includes a site for a combined heat and power centre and Paragraph 4.14 highlights the potential of the Canal Quarter to provide a viable opportunity for a district heating network identifying it as a key aspiration for the SPD area.</p> <p>There is an opportunity to incorporate a 'Sustainability' section within the SPD to raise its profile within the document and maximise opportunities for sustainable technologies. The need to incorporate low carbon technologies should be included as a design principle to ensure it is included as a key element of development proposals.</p> <p>The canal can offer sustainable benefits including the potential for the canal to be utilised for the heating & cooling in connection with the district heat network</p>	<p>1. A Sustainability section could be included to bring together all of these issues. However the issue of sustainability currently permeates other subject areas within the entirety of the SPD.</p>	<p>Add CQ25</p> <p><u>Development proposals will deliver specific environmental sustainability measures, in accordance with the Core Strategy and Development Requirements SPD (as appropriate):</u></p> <ol style="list-style-type: none"> <u>1.maximising opportunities for sustainable technologies</u> <u>2.the incorporation of low carbon technologies</u> <u>3.exploring the potential for the canal to be utilised for heating and cooling in connection with the district heating network</u> <u>4.examining the viability of the</u>

Ref	Doc ref	Summary of comments	Officer response	Action
				<p>opportunity for a district heating network</p> <p><u>5.Exploring the opportunity to address space for SUDS in the linear park</u></p>
004	4.11 page 22	<p>1. There is no mention regarding superfast broadband in Stratford upon Avon town centre. Broadband connectivity in the area continues to require improvement to keep businesses in Stratford upon Avon town centre.</p>	<p>1. CS.26 Information and Communication Technologies covers this issue however a new subsection will be added covering broadband.</p>	<p>New subsection added Telecommunications</p> <p><u>4.22 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.</u></p>

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003	4.16 page 23	<p>1. This is an important section but the content falls short of how the Council will seek to agree greater connectivity. There is apparent absence of any leadership role implied by the draft text about how the key linkages identified under Section 3.2 can be achieved. A reliance on a Partnership Working between all parties and a comparatively passive role by the Council will not be sufficient to unlock some of the detail of creating new routes and making efficient connections.</p> <p>This section in particular needs to be strengthened and the role of the local authorities made clearer in leading the delivery of key routes. If necessary it should be made clear that the council will invoke its powers to help create the necessary linkages.</p>	<p>1. Paragraph 4.1 states “Regeneration will be delivered through partnership working between the Council, landowners, developers and the businesses that are currently operating from the Canal Quarter”. It is therefore not understood where the impression of the statement “A reliance on a Partnership Working between all parties and a comparatively passive role by the Council” has arisen</p>	<p>Change reference to Council at paragraph 4.1 to Stratford District Council</p>
002	4.16 table 1 page 23	<p>1.Paragraph 4.16 refers to key infrastructure requirements being set out in Figure 12, however Figure 12 shows indicative phasing for development coming forward on the site and it is suggested that this paragraph refers instead to Table 1: Infrastructure Components.</p>	<p>1.The SPD will be corrected to reflect this</p>	<p>Amend Paragraph 4.27 page 25 : The key infrastructure components relating to the Canal Quarter are set out in <u>Table 1 Figure 12</u>.</p>
013	4.16 table 1 page 23	<p>1.Fully supports the proposals by Vintage Trains to operate more regular and frequent steam trains to and from Stratford-upon-Avon. To deliver this, it is essential that improved facilities for watering and for turning steam locomotives, on the proposed turntable, are in place, for more intensive steam services to be introduced. This can only be achieved through the protection of the existing site, including the former rail corridor bridge, over the Stratford-on- Avon Canal, to facilitate access onto the Network Rail line.</p> <p>Vintage Trains has recently launched a share issue to enable the company to become a train operating</p>	<p>1. The County Council is undertaking an assessment into whether an all-purpose link between Western Road and Hamlet Way would be an effective means of relieving some of the congestion experienced at the southern end of Birmingham Road due to the series of junctions. It would also provide an alternative route which avoids the operationally deficient Western Road/Birmingham Road junction. A route remains safeguarded or such a purpose in</p>	<p>None</p>

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		<p>company. Vintage Trains has an aspiration to extend steam services south of Stratford-upon-Avon over a reopened Stratford-upon-Avon - Honeybourne line, to connect with the Gloucestershire and Worcestershire Steam Railway (GWSR), which has an aspiration to extend north of their present terminus at Broadway to Honeybourne, on the North Cotswold Line (Worcester - Oxford - London Paddington), where Network Rail has made passive provision for a third platform to serve the steam trains. The re-opening of the railway south from Stratford-upon-Avon to Honeybourne, it would enable Vintage Trains to operate a circular steam service from Birmingham Snow Hill to Stratford-upon-Avon, Honeybourne, Evesham, Worcester, Droitwich Spa, Kidderminster, Stourbridge junction and back to Snow Hill. These steam services would be a major tourist attraction for the area.</p>	<p>accordance with Policy CS.25 in the Core Strategy and as shown on the District Council's Policy Map. SDC is aware that Vintage Trains have sold the site for development and are focussing efforts at Tyseley. It is understood a facility and turntable are no longer needed with trains turning at Bearley Triangle.</p>	
032	4.18	<p>Needs to also mention that A1-A5 development has a CIL levy of £120 per sqm (as 'Out of Centre retail' in the CIL Charging Schedule).</p>	<p>Agreed that this should be added</p>	<p>4.29 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. <u>A1-A5 development has</u></p>

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				a CIL levy of £120 per sqm. Affordable housing will continue to be secured through S106, and is not liable for a CIL contribution.
004	4.18 page 23	<p>1.Consideration on Community Infrastructure Levy needs to consider economic viability where abnormalities lead to stalling of regeneration.</p> <p>2.The brief is based upon 4 storeys only and does not consider the additional costs that may be incurred for exemplar designed buildings which may be some way above the Authorities assumed build costs for place planning.</p>	<p>1.The viability evidence that determined the level of CIL was tested as part of the Examination and found to be robust. If viability is an issue this would have to be fully justified and independently assessed as part of a planning application.</p> <p>2.Wording in the SPD does provide for 4 storey height to be exceeded in certain situations and subject specified design treatment(see CQ 10,11 and 12 page 22) Exemplar designed buildings would need to raised at pre application stage of planning process.</p>	None
032	3.9	<p>Suggest that the Vitality of the Canal Quarter could be enhanced by encouraging canal trips between the River Avon/Bancroft Basin and Canal Quarter. There are already businesses running trips along the river from the Basin and boat hire from Canal Quarter area. The Winding Hole (turning area) near Premier Inn allows boats to turn around back to Basin/River.</p> <p>The sections would be better referenced on Figure 10, as that is larger and occurs when the sections first appear. Should they give an indication of building heights and the status of the dotted line on the top floors?</p>	<p>Agree references could be included to greater canal connectivity with Town Centre and trips along the canal.</p> <p>Reference and explanation of building heights is contained in section on public realm and CQ10, 11 and 12 explain this.</p>	<p>Para 3.11 includes references to skippered restaurant boats</p> <p><u>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</u></p>

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				<u>community/charity vessels, or small day hire craft.</u>
005	4.19 page 23 Delivering Infrastructure	<p>1.Welcome vision to transform the Canal quarter into a destination which will be created through the provision of a mix of employment, retail and leisure uses.The canal should be a key catalyst for creating vitality in the Canal Quarter but the design principles do not include any specific references to canal based / associated activities.</p> <p>2.Need to recognise presence of land holding on Western Road and the operations at this site which include: a hire fleet; long term moorings; and a maintenance wet dock. The site also includes toilet waste facilities and water which are available to all users and this is the only such facility in this section of a busy and popular canal, well used by hire craft bringing tourists to the area.</p> <p>It is therefore an essential site for waterway users and it needs to be ensured that such facilities remain available and are enhanced by the overall regeneration proposals.</p> <p>The need to maintain boating facilities within the canal area regeneration zone (either in the existing location or an agreed alternative) should be clearly referenced in the SPD and on the Masterplan.</p> <p>The design principles should also be expanded to include the provision of a 'canalside community'. The regeneration of the area presents a good opportunity to improve provision of residential and visitor moorings with services along the canal such as electricity, water and Wi-Fi being provided.</p>	<p>1.Agreed the need to maintain boating facilities within the canal area regeneration zone (either in the existing location or an agreed alternative) should be clearly referenced in the SPD and on the Masterplan.</p> <p>2. Agreed the design principles should also be expanded to include 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.</p> <p>3.Visual representations of some of these ideas are already included in the SPD. Explanatory text could be provided in the Vitality section of the SPD.</p>	<p>Boating facilities to be referenced in the SPD.</p> <p><u>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</u></p> <p>Under 'Development Parameters' 3.11 page 13 further bullet points to be added as follows:</p> <ul style="list-style-type: none"> • <u>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</u>

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		<p>3.The potential for interest/activity generating business boats — e.g. floating cafes, floating small boutique hotels, skippered restaurant boats, skippered community/charity vessels, or small day hire craft and the infrastructure to support these uses (such as 3-phase electric, water taps, and access to land-based storage/reception areas) should also be included.</p> <p>Opportunities for 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 should also be included to further promote a vibrant canal community.</p>		<p><u>boats, skippered community/charity vessels, or small day hire craft.</u></p> <ul style="list-style-type: none"> • <u>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 should be explored</u> <p>Add at 4.24 <u>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).</u></p>
012	4.20 page 23	1. Important that the site identified in the Core Strategy 2016 for the Steam Railway Facility, is protected for its intended rail purpose and not compromised by conflicting uses such as a new road/pedestrian route as proposed.	1. The County Council is undertaking an assessment into whether an all-purpose link between Western Road and Hamlet Way would be an effective means of relieving some of the congestion experienced at the southern end of	Continue to support WCC feasibility Study

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			<p>Birmingham Road due to the series of junctions. It would also provide an alternative route which avoids the operationally deficient Western Road/Birmingham Road junction. A route remains safeguarded or such a purpose in accordance with Policy CS.25 in the Core Strategy and as shown on the District Council's Policy Map. SDC is aware that Vintage Trains have sold the site for development and are focussing efforts at Tyseley. It is understood a facility and turntable are no longer needed with trains turning at Bearley Triangle.</p>	
013	4.20 page 23	<p>1.It is extremely important that the site, identified in the Stratford-on-Avon District Council Core Strategy 2016, is protected for its intended rail purpose and not compromised by conflicting uses, such as a new road/pedestrian route, as proposed. This will not be the case if a new roads/pedestrian link, using the disused rail bridge, over the Stratford-upon-Avon Canal, is built through the site. The facility will be required to support increased heritage steam rail services to and from Stratford-upon-Avon, which will require improved facilities for watering and turning steam locomotives, on the proposed turntable, once more intensive steam services are introduced, as proposed by the Birmingham Rail Museum/Vintage Trains. Not only does this require protecting the steam facility site, but also the disused rail corridor, across the former railway bridge over the canal, to access a connection with the operational Network Rail Line. The turntable was sold by the British Rail Property Residuary, with a restriction that its future use, was rail related and not for new road or pedestrian links.</p>	<p>1.Route of potential link road is identified as safeguarded land in the Core Strategy. Site for the Steam Railway Facility is not itself identified in CS although the facility is. The feasibility of providing this route is to be investigated by Warwickshire County Council. Route shown in SPD is indicative. SDC is aware that Vintage Trains have sold the site for development and are focussing efforts at Tyseley. It is understood a facility and turntable are no longer needed with trains turning at Bearley Triangle 2.Agree that reference to steam trains blocking platforms can be deleted but reference to Steam Railway Facility to be removed as outside the Canal Quarter Regeneration Zone.</p>	<p>Feasibility of providing route of potential link road is to be investigated by Warwickshire County Council Delete reference to steam Railway Facility. Steam trains regularly run (under the auspices of the Shakespeare Express) to Stratford-upon-Avon bringing numerous tourists to the town. Currently, such trains must be kept in the station platform blocking use for timetabled trains.</p>

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		2.The comment "Currently steam trains must be kept in the station platform blocking use for timetabled trains," is totally inaccurate and completely misleading.		
011	Table 1 page 23	<p>1.Support the proposed components to strengthen the cycle and pedestrian links as this will ensure places are well connected and could encourage people to actively travel.</p> <p>Recommend that, where possible, measured miles and distance/ time markers are incorporated into the design of the development as this may further encourage people to walk and cycle more.</p>	1. Measured miles and distance/ time markers could be incorporated into the design of development.	<p>Add text to CQ3</p> <p>New key and local streets should have footways on both sides unless deemed unnecessary due to low predicted traffic levels.</p> <p><u>Walking and cycling will be made a high priority in new development and it is expected that high quality networks will be incorporated.</u></p> <p><u>Measured miles and distance/ time markers will be encouraged to be incorporated into the design of development</u></p>
018	Table 1 page 23	<p>1.Unclear how the pedestrian and cycle links through the area will be secured, and this is absent in the infrastructure components within table 1 of the SPD.</p> <p>2.None of the actual bridges are identified specifically as short, medium or long term deliverables and there is no connection to any of the development parcels. The linkages through and to adjacent areas are a fundamental requirement of the proposal. There is no certainty from the SPD when any of the five bridges can therefore be delivered, or whether the short terms phases will generate sufficient contributions via CIL to deliver any of the connections.</p> <p>3.Delivering strategic infrastructure matters on a</p>	<p>1.-4. It is envisaged pedestrian and cycle links through the area will be secured via adoption of the SPD and adherence to it through the development management process. Infrastructure components such as primary and secondary pedestrian and cycle canal bridges are included in table 1.</p> <p>5. A Community facility is to be provided <i>if required</i> depending on and this will depend evidence such as demonstrated need</p> <p>6. The steam railway site is on third party</p>	<p>Paragraphs 1.9 and 3.2</p> <p>•Approximately 650 homes by 2031, of which <u>up to 25%</u> will be provide as a mix of affordable <u>homes</u></p> <p>3.10</p> <p><u>Policy SUA.1 also provides for a community facility if required.</u></p>

Ref	Doc ref	Summary of comments	Officer response	Action
		<p>piecemeal basis such as District Heating Networks (para 4.1.4); and utility connections is a high risk strategy. There could be the risk that the District Heating Network is simply not delivered, because of the absence of up front funding, or simply not enough funding once the end of the project is reached.</p> <p>4. Parcels could be at risk of not coming forwards if a utility connection cannot be secured, if other sites have already gone ahead earlier and have been developed and effectively ransom other parcels. This has the potential to affect the quantum of development that the site can deliver. Other elements that may be difficult to deliver through the piecemeal approach, include the community facility and steam railway facility.</p> <p>5. The community facility is listed as being a medium term deliverable, but will there be sufficient monies collected to fund it in the medium term, and will the necessary 'piece of the jigsaw' be forthcoming for the facility to be built on? Securing infrastructure is integral to the SPD delivering the Policy in the Core Strategy successfully.</p> <p>6. The steam railway is outside of the site. Is this on third party land and what agreements are in place to deliver it?</p> <p>7. Concern that the Council is already aware of the viability challenges that affect the Canal Quarter. The PBA Viability and Deliverability Report (April 2014 ED 4.2.2) advised that the Canal Quarter development could cost just over £6m in infrastructure items, and that to assist in delivery of infrastructure, then a 20% affordable housing contribution might be more appropriate (para 7.5.2 of the PBA Report). However</p>	<p>land and is outside the Canal Quarter. No agreements are in place to deliver it. Planning permission has expired 08/01113/FUL. SDC is aware that Vintage Trains have sold the site for development and are focussing efforts at Tyseley. It is understood a facility and turntable are no longer needed with trains turning at Bearley Triangle.</p> <p>7.-8. The affordable housing will be referred to consistently as up to 25% as set out in SUA1 of the Core Strategy</p> <p>9.-12. Agreed. Whilst the SPD acknowledges the difficulties regarding phasing as far as possible it should identify which infrastructure components can and should be delivered from the outset. Utilisation of public land may assist this. The scheme at Warwick House has now been built and provides 82 homes. This is ahead of the trajectory. Warwick House is occupied with the figures of 41 homes delivered as expected. Although a flatted scheme demand for these units has been high reflecting the strong market in Stratford-upon-Avon town.</p> <p>The delivery of 60 dph is an indicative annualised average. The delivery of 60 dph would not necessarily require two outlets as this rate of delivery has been exceeded by several outlets elsewhere in the District including Stratford-upon-Avon town. Although with predominantly flatted (as oppose to houses) demand is strong</p>	

Ref	Doc ref	Summary of comments	Officer response	Action
		<p>the Local Plan policy SUA1 and SPD both seek 25%.</p> <p>8.The absence in the SPD clearly advocating how and when, and by result of which area of the site, infrastructure will be delivered, leads to questions on the delivery of that necessary infrastructure, given that an additional 5% affordable housing on each parcel will now sought above what PBA said was more viable. PBA did advise (para 7.5.3) that development could be via be delivered with 25% affordable housing, but, this was marginal and with little scope to accommodate unforeseen costs. This is compounded in our view given the piecemeal approach which can render some parts of the site as unviable, and without the ability for other sites to absorb those unforeseen costs, because the site isn't being delivered as one. Are the delivery rates achievable?</p> <p>9.The Canal Quarter site was discussed at the Core Strategy Examination in 2014-16 and St Modwen highlighted then that the housing trajectories (that included the Canal Quarter) had been adjusted year on year. An example of this is within the table below. Warwick House (within the Canal Quarter) benefits from detailed planning permission and will deliver 82 units within an apartment arrangement. Since planning permission was granted in 2015, pre commencement planning conditions have been dealt with by a series of applications, the latest of which being approved in September 2017. The annual monitoring year for 2017/18 is almost over (April) and another year will slip without any delivery on this part of the site. This is the only part with planning permission. The remainder of the site (540 dwellings) will also require a series of planning applications to be made, approved, and conditions dealt with and the necessary regulatory</p>	<p>and there has been a dearth of apartments built in the town For first time buyers they provide a more affordable 'first step on the housing ladder'</p>	

Ref	Doc ref	Summary of comments	Officer response	Action
		<p>approval put in place before development can commence.</p> <p>10. Without clear apportionment to sites, and to the phasing of the infrastructure, it is not clear how these delivery rates will be achieved because there can be no certainty as to each of the sites being able to come forward at the timing required to deliver an average of 60 dwellings per annum. This would require two outlets on the site at any one time, based on the typical levels of delivery from an outlet within Stratford. Given that the scheme is flatted in nature too, there is a concern that too much of the same type of product within the same location at once could flood the market and not generate the high rates of sales necessary to sustain two outlets, and certainly not over the 9 years through to 2031 (from 2022/23)</p> <p>11. Given the Council's decision to approach this site in a piecemeal fashion, that there is additional risk that the site will not be able to deliver at rates above- that are competing with other sites in the District, and on site that they do not face the challenges that the Canal Quarter does in terms of land ownerships, unknown appointments of infrastructure (timing); utilities, ground contamination, working with statutory consultees (British Waterways).</p> <p>12. All of these factors add time, and are reflective of why the previous trajectories for this site have slipped. There is no evidence to counter this position by the Council. In direct comparison, St Modwen have delivered over the last 4-5 years, their Meon Vale site, as the fastest delivering site in the District in its 2nd and 3rd year of opening. However this was also a site in single ownership, where the developer knew the</p>		

Ref	Doc ref	Summary of comments	Officer response	Action
		<p>site's technical constraints, and where infrastructure was part of the single outline planning permission.</p> <p>St Modwen therefore can advise with confidence, that the above trajectory (that shows the SPD delivery rates) will not be achievable within the rates and years attributed. This could have implications for the Core Strategy and a shortfall five year housing land supply, which is a position that the District has only recently moved away from.</p>		
002	4.22 page 24	<p>1.Supports the reference to the phasing shown being purely indicative and the confirmation that this will not be used to restrict development coming forward.</p> <p>2.The reference at paragraph 4.22 should be to Figure 12.</p> <p>3.To ensure flexibility paragraph 4.25 should also be updated to state 'However, in reality, the rate of delivery and number of homes will follow delivery of individual land parcels, reflecting their development capacity. <u>Houses tend to be completed block-by-block.</u></p>	<p>1.Support noted that phasing is indicative</p> <p>2.The SPD will be corrected to reflect this</p> <p>3. The SPD will be corrected to reflect this</p>	<p>2. Amend paragraph 4.30: Figure 13 16_shows the indicative phasing plan 3.</p> <p>Amend Paragraph 4.33: However, in reality, the rate of delivery will follow delivery of individual land parcels, reflecting their development capacity. Houses Homes tend to be completed one-by-one whereas flats tend to be completed block-by-block</p>
001	4.23 page 24	<p>1.Supports the recognition that each land parcel should be capable of being developed as a self-contained scheme, within the context of the overall Masterplan</p>	<p>1. Support is noted</p>	<p>None</p>
004	4.24 page 24	<p>1.It is noted that the subject property is phased in the long term. Client is prepared to bring site forward in the short term, subject to Stratford District Council expediting the delivery of a suitable alternative</p>	<p>1.Willingness of client to bring site forward is noted subject to relocation of car showrooms.</p> <p>2.Core Strategy states 9,000 square</p>	<p>Amend 'Aims'(annotations) page 22</p>

Ref	Doc ref	Summary of comments	Officer response	Action
		<p>sites/premises for car showroom uses from Western Road to support the delivery of the site.</p> <p>2.No targets are set for commercial (whether Business (B1), Leisure or Retail).</p> <p>3.The plan is also silent upon elderly housing in an area which has an above population of elderly. Considerations needs to be made for C2 care and extra care and whether these numbers are included within C3 housing trajectory numbers</p>	<p>metres of B1. Accordingly Page 3, 13 and 17 of SPD states 9,000 sq m of B1. However a flexible approach is envisaged with a range of commercial uses including retail and leisure, particularly at the key nodes to create a new destination for the town and vibrance and vitality of uses.</p> <p>3.The masterplan is not prescriptive in terms of house types and to maintain flexibility states that:</p> <p>"The masterplan will transform the Canal Quarter from an area people simply either work or pass through, to a destination in its own right with a vibrant mix of homes, businesses, retail outlets and public spaces" Furthermore the vision states that: "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". C2 uses could come forward as part of the mix of uses in addition to C3 requirements, although SDC notes the current redevelopment of the nearby Cattle Market site and queries whether demand for C2 units on the canal quarter exists.</p>	<p>(6) Mix of uses including employment, and retail (on ground floor) <u>and leisure uses</u> at key nodes; the focus of this new destination being a public park with the community facility set in landscaped gardens.</p>
007	Figure 12 page 24	<p>1.As DCS site sold off agrees that first phase of project should commence here.</p> <p>2. The delivery of development in the Western Road area is likely to be difficult to achieve due to different leases and freeholds.</p> <p>3.How will development be funded and who will fund it?</p>	<p>1. Support for agreement that phase 1 should be at former DCS site is noted</p> <p>2. That the delivery of development in the Western Road area is likely to be difficult to achieve due to different leases and freeholds is acknowledged by it being included in the longer term phasing of development.</p>	None

Ref	Doc ref	Summary of comments	Officer response	Action
			3. Different forms of development will be funded by different bodies. Development is, in the main, funded by developers.	
003	4.26 page 25	1. Monitoring and Review section needs to be strengthened and a set of targets incorporated. Monitoring will only be successful if a range of appropriate targets are set out and kept under review	1. It is acknowledged that monitoring and review is important. SDC will devise a set of appropriate indicators to be monitored as part of the AMR such as number of homes provided including sizes and mix; employment land supply including B1 uses; delivery rates of affordable housing and business activity.	Amend paragraph 4.34 The Council will monitor the delivery of the Canal Quarter <u>using indicators such as :</u> <ul style="list-style-type: none"> • <u>Number of homes provided including sizes and mix;</u> • <u>Employment land supply including B1 uses;</u> • <u>Delivery rates of affordable housing and,</u> • <u>Business activity.</u>
019	General Comments	1.Raises concerns regarding the impact of developments North of Bishopton Lane (SUA 3) and developments South of Alcester Road (SUA 2) on the traffic volume that will inevitably pass through the village of Wilmcote. The Wilmcote Neighbourhood Plan expresses these concerns in Policy WP12 and WP13. In particular the Neighbourhood Plan mentions the creation of safety zones at certain locations, one being the school. 2.The Parish Council will be submitting an application for a contribution from the Community Infrastructure Levy to deal with the traffic issues that we are currently experiencing and that inevitably will get worse as a result of the developments mentioned above. 3.With these two developments, plans should include all the following:	1.Comments are noted but these sites are outside scope of this SPD. The Strategic Transport Assessments that accompanied the Core Strategy assessed the cumulative impact of all these developments. 2. It is noted that the Parish Council will be submitting an application for a contribution from the Community Infrastructure Levy to deal with the traffic issues. As Wilmcote has a made NDP, appropriate CIL monies will be forthcoming for any development in the area. 3. Comments are noted but these sites are outside scope of this SPD	None

Ref	Doc ref	Summary of comments	Officer response	Action
		<p>a) designated highway routes to direct traffic away from passing through Wilmcote Village, and</p> <p>b) restrictions on the size/weight of vehicles allowed to enter Wilmcote Village, and</p> <p>c) speed restrictions, 20mph, within Wilmcote Village.</p>		
020	General Comment	<p>1. Any increase in online mooring provision should be restricted to visitors only. On Line residential moorings are not appropriate for the Canal Quarter in view of the problems associated with this type of moorings.</p> <p>2. On line residential moorings create towpath clutter together with companies for 'land based' residents of canal side house/flats concerning noise, pollution and other problems. Amongst others Oxford City Council can provide the appropriate evidence.</p>	<p>1. Comments are noted however these appear to be at odds with the views of the Canal & River Trust.</p> <p>2. Comments are noted however these appear to be at odds with the views of the Canal & River Trust. The provision of moorings need to be carefully designed. It is accepted that residential moorings should be located on the offside of the canal (i.e. the opposite side to the town). SDC will liaise with CRT to ensure appropriate of visitor moorings.</p>	<p>Add to Paragraph 4.23</p> <p>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. <u>New moorings need to be carefully designed. Residential moorings should be located on the offside of the canal (i.e. the opposite side to the town)</u></p>
012	General Comment	<p>1. Council's Citizens Panel review Nov 2016, ranked the Canal Quarter Regeneration, last but one, with 1 score below 2, and therefore not a Council priority</p>	<p>1. Noted, however the Canal Quarter Regeneration is a priority for SDC.</p>	None
022	General Comment	<p>1. The overall concept of regenerating the Canal Quarter is to be applauded. Our waterways are a</p>	<p>1. Support for concept of regeneration is noted</p>	<p>1.25</p> <p><u>The regeneration of the</u></p>

Ref	Doc ref	Summary of comments	Officer response	Action
		<p>valuable asset where people love to congregate, so any opportunity to replace obsolete industrial premises should be welcome. Therefore, it makes perfect sense to have a framework in place to guide the planning applications & decisions.</p> <p>2. May be if it had existed in the past we would have had something better than a drive through McDonalds on a prime site in "World-class Stratford"!</p> <p>3. Objects to the way in which SDC presents the Canal Quarter Regeneration as if it were a plan, which is being executed - because it is certainly not!</p> <p>4. Whilst the site vacated by DCS is commercially attractive to developers, the rest of the "plan" is unfunded and there is no motivation for businesses to relocate.</p> <p>5. None of the major companies on Western Road are willing to move to the sites they have been offered. The move would cost them £millions (after spending a lot of money developing their showrooms in recent years) and there is no money to fund the relocation.</p> <p>6. Objects to the fact that SUA.2 (South of Alcester Road) was forced into the Core Strategy on the basis that it would be the site for the businesses relocating from the Canal Quarter. The reality is that SDC will approve SUA.2 and then the main businesses will NOT relocate - so the net effect will just be an extension of the Built Up Area boundary and we will entice new employers to an area with insignificant unemployment - so more houses will be needed and the roads /schools/ public services will be even more pressurised!</p> <p>7. Council has failed to develop a plan to preserve the character of the town and the quality of life of its residents (as required under the definition of Sustainable Development), leading to piecemeal developments and an explosion in the size of Stratford.</p>	<p>2. Support for SPD noted</p> <p>3. The SPD is a Plan and part has already been developed at the former Warwick House where 82 dwellings have been built.</p> <p>4. It is correct that DCS are relocating. Discussions are however also proceeding in other parts of the area for redevelopment. SDC will explore setting up a Business Forum to meet regularly in conjunction with other stakeholders</p> <p>5. It is acknowledged that at the present time businesses on Western Road do not wish to relocate. This is why redevelopment of this area is shown in the indicative phasing plan as long term.</p> <p>6. It was not envisaged that all of SUA2 would be taken up by businesses relocating from the canal quarter</p> <p>7. Comments are noted, although the Core Strategy is now in place to deliver sustainable development across the District to 2031.</p>	<p><u>Canal Quarter will take a number of years. To assist with delivery, Stratford-on-Avon District Council SDC will also explore setting up a Business Forum to meet regularly with local businesses and stakeholders in order to keep them informed on the regeneration proposals.</u></p>

Ref	Doc ref	Summary of comments	Officer response	Action
025	General Comment	Local councils and other public authorities, as well as organisations exercising public functions, have obligations under the Public Sector Equality Duty (PSED) in the Equality Act 2010 to consider the effect of their policies and decisions on people sharing particular protected characteristics.	1.SDC's obligations under the Public Sector Equality Duty (PSED) in the Equality Act 2010 are acknowledged. An Equalities Impact Assessment Analysis has been carried out to screen the SPD for equalities relevance to eliminate discrimination, promote equality and foster good relations.	None
006	General Comment	1.The County Council welcomes this SPD that identifies the range of opportunities and quality of new developments. The County Council welcomes and supports this vision and the purpose of this SPD as a guide for new and any redevelopment of the area. The framework will provide the various landowners a clear vision of the outcome including the clarity of design of the public realm spaces.	1.Support for vision and purpose of SPD by WCC is noted	None
001	General Comment	1. The Listers Group (LG) has significant controlling interests in the 5.8ha area of allocation. It currently has 400 people employed within its operations within Stratford upon Avon within its showrooms and administrative offices and is therefore a significant employer within the town. 2. LG does not object to the principle of regeneration in the Canal Quarter, subject to the need for the company to protect its operational interests. 3.The company may have a requirement in the future to increase its administrative functions based at Mason Road that would necessitate the development of the part of the site with high quality offices.	1. Controlling interest of 5.8 ha by LG and employment of 400 people is noted. 2. SDC notes that LG needs to protect its operational interests 3. Noted.	3. Discussions to be held with LG regarding development of the part of the site on Masons Road with high quality offices

Ref	Doc ref	Summary of comments	Officer response	Action
027	General Comment	<p>Sewage Strategy</p> <p>1. STWL have sufficient confidence that developments will be built and necessary improvements to provide the capacity will be completed. Will ensure that assets have no adverse effect on the environment and that appropriate levels of treatment at each sewage treatment works are provided.</p> <p>Surface Water and Sewer Flooding</p> <p>2.Expects surface water to be managed in line with the Government's Water Strategy, Future Water. To encourage developers to consider sustainable drainage, Severn Trent currently offer a 100% discount on the sewerage infrastructure charge if there is no surface water connection and a 75% discount if there is a surface water connection via a sustainable drainage system. More details can be found on ST website: https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-and-guidance/infrastructure-charges</p> <p>Water Quality</p> <p>3. Any proposals should take into account the principles of the Water Framework Directive and River Basin Management Plan for the Severn River basin unit as prepared by the Environment Agency.</p> <p>Water Supply</p> <p>4.When specific detail of planned development location and sizes are available a site specific assessment of the capacity of ST water supply network could be made.</p> <p>Water Efficiency</p> <p>5. Part G of Building Regulations specify that new homes must consume no more than 125 litres of water per person per day. Recommend consideration given to taking an approach of installing specifically designed water efficient fittings in all areas of the property</p>	<p>1. The sewage strategy is noted</p> <p>2. Policy on surface water and sewer flooding in line with policy CS.4 of the Core Strategy and discount noted</p> <p>3. Water quality is addressed in CS.4 Water Environment and Flood Risk policy in Core Strategy</p> <p>4. Water Supply Noted that capacity problems within the urban areas of ST network are not anticipated and that any issues can be addressed through reinforcing the network</p> <p>5. Water efficiency Noted that this addressed via building regulations and that a discount is offered. Core Strategy Policy CS.4 states that "All residential development should incorporate water efficiency measures to achieve the enhanced technical standard for water usage under the building regulations." This is evidenced by the Water Cycle Study carried out in 2015.</p>	<p>4.21</p> <p><u>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. Capacity problems are not envisaged within the urban areas of the network and any issues can be addressed through reinforcing the network.</u></p> <p>Relocate to 4.15 the following text: 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</p>

Ref	Doc ref	Summary of comments	Officer response	Action
		<p>rather than focus on overall consumption of the property. This should help to achieve a lower overall consumption than the maximum volume specified in the Building Regulations. Recommends various water saving measures</p> <p>To further encourage developers to act sustainably Severn Trent currently offers a 100% discount on the clean water infrastructure charge if properties are built so consumption per person is 110 litres per person per day or less. More details can be found on website. https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-and-guidance/infrastructure-charges/</p> <p>Encourages SDC to impose the expectation on developers that properties are built to the optional requirement in Building Regulations of 110 litres of water per person per day.</p>		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.
005	General Comment	1.The draft SPD recognises the importance of the canal network and seeks to unlock its potential through the regeneration of the area. The role the canal can play in supporting sustainable communities is also acknowledged and the overarching vision feels positive as the document calls for developments to be of high quality and engaged with the canal.	1. Support noted for regeneration of area with high quality development related to the canal.	None
010	General Comment	1.This scheme shows considerable potential to enhance an unattractive part of the town. SDC and STT as major participants should take this opportunity to leave a good quality legacy to the town. There is potential to be much more creative with a mixed use space- for example look at the 'Maker towns/Community Concepts' in parts of London , USA and Germany.	1. Supports regeneration of area with good quality development. 2. Supports creative approaches to mixed use space	none
028	General	1. Totally support the District Council with the Canal	1.Support for masterplan is noted	None

Ref	Doc ref	Summary of comments	Officer response	Action
	Comment	<p>Quarter Regeneration Framework Master Plan and will continue to be committed in bringing forward new developments within the Zone.</p> <p>2.Supports allocation of an additional site to the east of Shipston Road, Stratford-upon-Avon, adjacent to Waitrose, which will have good infrastructure and will be suitable for many occupiers in the Canal Quarter Regeneration Zone. This will provide the employment land which is so clearly needed in and very near the town boundary.</p> <p>Currently working on a major residential scheme in the Canal Quarter/Zone (together with partners) which we believe will again help your objective of bringing people in to Town Centres to live so removing the need of having to use your car every time you leave your home. We believe this new residential market is very large indeed for Stratford by providing good quality accommodation.</p>	<p>2. Support for allocation on Shipston Road also noted (proposed SUA5 in Site Allocations Plan)</p>	
015	General Comment	<p>1.Building several hundred badly designed house on the justification that the canal will make it attractive is misguided.</p> <p>2.Moving businesses from Western Road to two more industrial estates on the edge of town on greenfield sites will just create two more 'eyesores'.</p> <p>3.SDC seem to want to develop on all greenfield sites such as those next to Waitrose and there will soon be ribbon development on such sites between the 2 islands.</p> <p>4.More housing just creates more chaos on the roads.</p>	<p>1. The intention is that all of the housing will be well designed and some of the housing developed will benefit from the canalside location.</p> <p>2. Moving businesses from Western Road to SUA2 and 3 was approved as part of the Core Strategy which was subject to rigorous Examination by an independent Inspector and the Core Strategy was adopted in July 2016.</p> <p>3. SDC do not wish to develop all greenfield sites but do need to find suitable land to meet the future needs of the area. The canal quarter is an example of the regeneration of a brownfield site. The rationale for this approach is the outdated premises on the canal quarter</p>	None

Ref	Doc ref	Summary of comments	Officer response	Action
			<p>and the need to provide premises that meet the current and future needs of businesses.</p> <p>4. The Strategic Transport Assessments which supported the Core Strategy assessed the cumulative impact of all the development sites and recommended mitigation measures.</p>	
029	General comments	<p>1. In principle Network Rail is supportive of the proposed plans and improved connectivity and is prepared to work with the Council and developers over any scheme to create links across the railway via footbridge etc; subject to railway and regulatory approvals.</p> <p>2. In relation to new road proposals affecting Network Rail's property we are prepared to discuss these further but Network Rail will need to ensure that their existing maintenance access is retained for operational railway maintenance activities and any road scheme does not prejudice Network Rail's operations.</p> <p>3. Network Rail is prepared to work with other landowners and to include any surplus railway land within development proposals should this be necessary to achieve the aims of the master plan or enhance development on adjoining third party land.</p>	<p>1. Support for improved connectivity in terms of creating links across the railway in the SPD is noted. Further investigation by SDC and Network Rail has confirmed that the tunnel under the railway is unsuitable as a public right of way. Providing north south links from the canal is crucial to improving connectivity and the masterplan seeks to establish a new pedestrian cycle link to Hamlet Way. It is also proposed to supplement this with an additional crossing over the railway in the long term linking Timothy's Bridge Road with Hamlet Way and then onto Birmingham Road subject to detailed feasibility and availability of funding.</p> <p>2. It is understood that Network Rail will need to maintain existing maintenance access and any scheme must not prejudice Network Rail operations.</p> <p>3. Willingness to work with other landowners is noted.</p>	<p>Amend 'Aims' (annotations) page 22 (7) Opening up the underpass beneath 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.</p> <p>3.15 add new text: <u>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 an unique opportunity</u></p>

Ref	Doc ref	Summary of comments	Officer response	Action
				<p>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.</p>

STRATFORD-UPON-AVON TOWN COUNCIL

TOWN COUNCIL MEETING

30 January, 2018

Open Minutes pages 1 - 9

Confidential page 10

Appendix 'A' page 11

Present: The Mayor (Councillor Alcock) in the Chair

Councillors:

Applin	J Fradgley
C Bates	Jackson
T Bates	Jefferson
Bicknell	Lowe
Bott	Rolfe
Brain	Short
Fojtik	Wall
I Fradgley	

Clerks: Town Clerk and Deputy Town Clerk

Press: Absent

Public: Two members of the public were present for part of the open Session

Before the Mayor declared the meeting open, the Council observed a minutes silence in memory of Past Mayor, Joan McFarlane and Past Mayoress, Doreen Lees

103) Apologies

Apologies for absence was received from Councillor Dowling and accepted for the reason given.

Councillor Lloyd was absent from the meeting.

104) Declarations of Interest

Councillors C Bates, T Bates and Jackson declared a non-pecuniary interest in item 11 minuted as 113.

Mayor Alcock together with Councillors Brain, C Bates, T Bates, I Fradgley, J Fradgley, Jackson and Rolfe declared a non-pecuniary interest in item 13.8 minuted as 122. Councillor I Fradgley chose to take no part in proceedings and left the chamber prior to debate.

105) To receive written requests for dispensation for disclosable pecuniary interests

There were no requests.

106) To grant any requests for dispensation

There were no requests.

107) Public Participation

No one wished to speak during Public Participation.

108) Draft Open Minutes of the Town Council Meeting held on 28 November, 2017

RESOLVED: That the Draft Open Minutes of the Town Council Meeting held on 28 November, 2017 be approved as a correct record.

109) Minutes of Planning Consultative Committee Meeting held on 5 December, 19 December, 2017 and Draft Open Minutes of Planning Consultative Committee Meeting held on 23 January, 2018

RESOLVED: That the Minutes of the Planning Consultative Committee Meetings held on 5 and 19 December, 2017 and the Draft Minutes of the Planning Consultative Committee Meeting on 23 January, 2018 be approved and adopted.

- 110) Open Minutes of the General Purposes Committee Meeting held on 12 December, 2017 and Draft Open Minutes of the Extraordinary General Purposes Committee Meeting held on 16 January, 2018

RESOLVED: That the Open Minutes of the General Purposes Committee Meeting held on 12 December, 2017 and the Draft Open Minutes of the General Purposes Committee held on 16 January, 2018 be approved and adopted.

- 111) Draft Open & Confidential Minutes of Finance & Scrutiny Committee Meeting held on 16 January, 2018

RESOLVED: That the Draft Open & Confidential Minutes of the Finance & Scrutiny Committee Meeting held on 16 January, 2018 be approved and adopted.

- 112) Open Notes of the Governance & Policies Panel Meeting held on 16 January, 2018

RESOLVED: That the Open Notes of the Governance & Policies Panel Meeting held on 16 January, 2018 be approved and adopted.

- 113) Consultation Presentation on the Canal Quarter

The Mayor welcomed John Careford and Rosemary Williams, policy planners from Stratford-on-Avon District Council.

Their comprehensive explanatory address was augmented by a powerpoint presentation on the proposed Canal Quarter which forms part of the Core Strategy. It was AGREED that the powerpoint presentation and the urban design analysis should be circulated electronically with the minutes.

The presentation was followed by a question and answer session where a number of concerns and observations were raised by members, which were noted by the officers.

The policy planners were thanked for updating the Town Council, and then withdrew.

114) Election of Mayor Elect and Deputy Mayor Elect

It was Proposed, Seconded and unanimously

RESOLVED: That Councillor John Philip Bicknell be appointed Mayor Elect.

The Senior Councillor, Juliet Short, confirmed that in accordance with tradition, she had contacted members of the Council to see whether they wished to be nominated for the position of Deputy Mayor Elect.

Two candidates were forthcoming; Councillors Kate Rolfe and Chris Wall. The nominees were each asked to make a short presentation on their candidacy.

During the short statement by Councillor Wall, he advised that he was withdrawing his nomination resulting in Councillor Rolfe standing unopposed.

RESOLVED: To appoint Councillor Kate Rolfe as the Deputy Mayor Elect for the municipal year 2018/2019.

115) Calendar of Meetings

The Calendar of Meetings for 2018/2019 was approved and adopted and is attached as **Appendix 'A'**.

116) Terms of Reference – The Town Hall Income, Facilities & Wellbeing Task Group

The proposed Terms of Reference for the newly amalgamated Task Group were approved and adopted.

117) 'New Look' Birthday Celebrations

The report and the Town Clerk's brief verbal update were noted.

Members who are prepared to assist with marshalling the Literary Carnival Pageant were asked to contact the Civic Marshal for further details and to register their interest.

118) Licence of Copyright

i) It was Proposed, Seconded and

RESOLVED: To approve permission for granting the execution of the Licence by means of the Council's Common Seal.

ii) The report on the distribution of the Shakespeare mask by Mask-arade was noted.

119) Appointment of Members to Sub-Groups – Skill Set

i) The proposal to refrain from instantly appointing members to sub-groups was considered sound, and it was AGREED that the call for members to serve on sub-groups would be open for five working days from the day of notification.

ii) It was AGREED that a proposed schedule of sub-group meetings be drawn up and considered at the April meeting of Council.

120) Social Media – Policies

It was proposed and unanimously

RESOLVED: To re-adopt and adhere to the Town Council's Social Media Policy which should be read concurrently with the SDC Policy adopted at the 29 November, 2017 meeting of Council.

121) Neighbourhood Plan – Update

The report was noted.

122) Consultation – Prospective Multi Academy Trust (MAT)

Concern was expressed that the consultation was somewhat disingenuous as the likelihood of imposing MAT was almost a foregone conclusion. Additionally, it was considered that the Council had been provided with insufficient factual information to make a considered response at this time.

However, such is the importance of this issue that members considered it essential that Council make representation.

Council's Town Trust representatives, Councillors C & T Bates and Jackson, declared an interest in response to Councillor C Bates' advice that the Town Council had been instrumental in reducing the legal stipend to King Edward VI school from 46% to 36%. The 10% residue, to be spent on education, continues to be shared amongst the town's non-fee paying schools, including those in the prospective MAT.

The Town Clerk was requested to ascertain whether the current arrangement of augmentation by Town Trust monies would still be legally binding if the schools became part of the MAT.

It was AGREED that members should give the matter serious consideration and provide the Town Clerk with their personal, substantiated views, in writing, by week commencing 26 February, in order for the Clerk to officially respond to the consultation on behalf of the Council by the 9 March deadline.

123) 2018/2019 Income & Expenditure Budget and Precept

It was Proposed, Seconded and unanimously

RESOLVED: To agree the proposed 2018/2019 revenue budget and precept requirement of £496,472 and set the precept on a 'Band D' property at

£38.32 which represents a zero percent increase.

The Mayor led tribute to the Finance & Scrutiny Committee members for their work in continuing to successfully achieve a zero increase to the precept.

124) Workshop – Standing Orders

It was AGREED that the workshop at the Town Hall would take place on 20 March, 2018 at 5:30pm. This precedes the Town Council Meeting later the same evening.

The evaluation of Standing Orders would focus on regulations relating to Town Council Meetings only, and members were asked to review their copy of Standing Orders in advance of the workshop and come prepared to highlight any regulation that may appear speculative or confusing.

125) Appointment of Town Council Representative to Municipal Charities

Councillor C Bates requested, that due to the personal nature of the information he wished to impart, that the matter be considered in Confidential Session. Being put to the vote, it was AGREED.

The Mayor proposed and it was AGREED that due to the confidential nature of the business to be transacted that item 13.11 minuted as 125 and 129 be moved to Confidential Session.

126) Ward Reports

126.1 Councillor J Fradgley

Advised that the GP Committee had agreed to support the Great British Spring Clean. Rubbish Friends is actively involved and more information, and signing up, is available on the Rubbish Friends Facebook page.

Members can also identify problem areas within their ward which they would like Rubbish Friends to tackle.

They will be working with WCC and the Canal Trust, who will be focussing on cleaning the graffiti from bridges. A 'clean list' will be compiled, which will identify graffiti that proves impossible to remove without WCC intervention.

126.2 Councillor Lowe

Councillor Lowe advised that he had, with immediate effect, resigned from WALC and NALC, primarily as a result of Council choosing not to renew its membership of WALC/NALC for the ensuing year.

126.3 Councillor Short

In preparation for the NDP Referendum Campaign, Mike Flowers, the Campaign Manager, had tasked Councillor Short with ensuring that members consider and feedback any specific wards issues that need to be taken into account when compiling the brief for the campaign, which will be ward specific i.e. *not concentrating primarily on Alveston issues when canvassing in Shottery.*

Councillor Short urged at least one member from each ward to attend the Ward Watch Meeting on 21 February. However, that date had yet to be confirmed by Ward Watch at their meeting on 31 January, and may require rescheduling as it will clash with Stratford-on-Avon District Council's training for Town Councils on CIL, which is apparently being held on the same day.

126.4 Councillor Fojtik

Reported on the progress of the Ken Kennet Centre. He advised that they are currently waiting for Stratford-on-Avon District Council to appoint a contractor and hoped that the Centre would be up and running by April, 2018.

Councillor Fojtik also advised that he now serves on a Crime Panel which is organised by the police. The town has been subject to 18 hate crimes, primarily racial incidents. He confirmed that he would give further updates at subsequent Town Council Meetings.

126.5 Councillor I Fradgley

Advised that all members of the Town Council were invited to attend the Town Transport Meeting at the Town Hall on 14

February, 2018 at 10:00am when the revised Transport Strategy will be presented.

126.6 Councillor Rolfe

Advised that the imminent installation of traffic lights at the Alveston Manor roundabout has been postponed until September, 2018. There are contributory factors such as major BT work on the south side of the Clopton Bridge and flood defence work which has to happen before the installation of the lights.

Councillor Rolfe also advised that she is involved in discussions regarding what can be done to mitigate the dangerous junction on the B462 road at Clifford Mill and Freshfields Nursery.

127) Written Reports by Representatives to Outside Bodies

There were no written reports.

128) Town Clerk's Verbal Report for information only

The Town Clerk urged members to complete and return their new Declarations of Interest forms which are required as a result of adopting the new Code of Conduct. The forms need to be submitted en-masse to the Monitoring Officer before the deadline of 9 February, 2018.