

**Site Allocations Plan for Stratford-on-Avon District
to accompany the Core Strategy 2011-2031**

Site Allocations Plan

Regulation 19 Proposed Submission Consultation

July 2019

Local Plan prepared under the Town and Country Planning (Local
Planning) (England) Regulations 2012

If you have any queries regarding this document please contact the Planning Policy Team. If you find the text in this document difficult to read, we may be able to supply it in a format better suited to your needs.

Telephone: 01789 260473 / 260320

Email: planning.policy@stratford-dc.gov.uk

Write to: Planning Policy , Stratford-on-Avon District Council, Elizabeth House, Church Street, Stratford-upon-Avon, CV37 6HX

About this Consultation

Stratford-on-Avon District Council is holding a public consultation on the Proposed Submission version of its Site Allocations Plan. The Site Allocations Plan is one of a number of planning policy documents that, when finished (adopted), will be used by the Council to help make decisions on planning applications across Stratford-on-Avon District. It will also enable communities to know where new development may happen in the future.

The Council is consulting in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. It is a statutory procedure which enables any individual or organisation to make formal representations (comments) on the content and soundness (appropriateness) of the plan. All the representations submitted will be considered by an independent Inspector appointed by the Government to examine the Plan.

How to Comment

The period for submitting comments (or representations) is from **Thursday 8 August 2019 to 5.00pm on Friday 20 September 2019**.

You are currently viewing the **Interactive Version** of the Document.

This document works best if you download it to your computer rather than viewing it on your web-browser. This is the best way to make sure you keep your place in this document when clicking links.

The interactive document works through links that take you to online comment forms for each topic, which are submitted to us directly when you click the "Submit" button.

These "interactive links" are highlighted in dark blue (as with the "About this Consultation" link at the top of this page).

Please note that the document also contains ordinary hyperlinks (also in blue) that take you to other documents or pages that contain background information that may be useful.

Interactive links will usually be found in **Headings or Sub-Headings**, though some links are also in the form of the name of a **proposed policy** (e.g. Policy SAP.1) or a **site reference** that will start with the abbreviated form of a Parish name, followed by a number (e.g. ALC.A).

If your computer has a separate viewer for PDF files (such as Acrobat Reader), it would be advisable to download the document and open it in that program - this prevents the risk of an accidental click losing your place in the document by unexpectedly taking you to another webpage.

Many people find this way of commenting useful, but if you do not want to comment in this way, you can download the non-interactive version of the document from our [webpage](#) (the first item in the list of Consultation Documents). You could then download a comment form (see the "How to Comment" section of our webpage) and send this to us, either by email at policy.consultation@stratford-dc.gov.uk or by post to Stratford-on-Avon District Council, Elizabeth House, Church Street, Stratford-upon-Avon, CV37 6HX.

Availability of Documents

Copies of the consultation documents are available to view on the District Council's website at www.stratford.gov.uk/siteallocations, at the District Council Offices at Elizabeth House, Stratford-upon-Avon between 8.45am and 5.15pm Mondays to Wednesdays and between 8.45am and 5.00pm on Thursdays and Fridays.

Copies of the consultation documents can be purchased from the Planning Policy Team.

Paper copies of the comment (or representations) form can be provided on request. A Word.doc version of the form can be emailed to you on request.

What is the Site Allocations Plan?

The Site Allocations Plan sits alongside the Core Strategy and emerging Gypsy and Traveller Plan, and once adopted will form part of the Development Plan for Stratford-on-Avon District. These documents, along with Neighbourhood Plans prepared by parish councils, set out the principles and policies against which planning applications are judged. The context for the Site Allocations Plan is set by the Core Strategy which was adopted in July 2016. The Site Allocations Plan is split into the following sections:

- Reserve Housing Sites (Section 2)
- Self-build and Custom-build Housing Sites (Section 3)
- Built-Up Area Boundaries (Section 4)
- Employment Enabling Sites (Section 5)
- A46 Safeguarding (Section 6)
- Other Specific Proposals (Section 7)
- Policies Map (Section 8)

Please note: this consultation is not an opportunity to comment on the development strategy, housing requirement or the categorisation of settlements as these are matters already established in the adopted Core Strategy. The Site Allocations Plan is a ‘second tier’ plan containing policies that supplement the approach set out in the Core Strategy in terms of shaping the future of Stratford-on-Avon District to 2031.

How is the Site Allocations Plan being prepared?

Preparing the Site Allocations Plan is not a one-off event and there are a number of stages to its preparation. The current anticipated timetable for preparing the Plan is set out below¹. This Regulation 19² proposed submission version of the Site Allocations Plan follows two previous consultations undertaken under Regulation 18; namely, the Revised Scoping and Initial Options Consultation in January 2018 and a Further Focused Consultation in February 2019.

Preparing the Plan

The stages of preparation are as follows:

Scoping Consultation	(Reg.18)	August 2014
Revised Scoping & Initial Options Consultation	(Reg.18)	January 2018
Further Focused Consultation	(Reg.18)	February 2019
Proposed Submission Consultation	(Reg.19)	August 2019
Submission to Secretary of State for examination	(Reg.22)	December 2019
Examination	(Reg.24)	Spring 2020
Adoption	(Reg.26)	Summer 2020

The Council has not consulted on ‘preferred options’ and has moved straight from scoping and initial options to the proposed submission stage. This is because the Site Allocations Plan is a second-tier plan and does not set strategy or requirements (these have been established by the Core Strategy) but provides further detail to the approach set out in the adopted Core Strategy. However, the Council did consult on the key piece of technical evidence that has underpinned the

¹ A Regulation 18 scoping document was initially consulted on in Autumn 2014. However, in light of the content of the adopted Core Strategy, this document was effectively superseded by the 2018 Revised Scoping and Initials Options consultation document.

² Town and Country Planning (Local Planning) (England) Regulations 2012

identification of housing sites in this consultation; namely the Strategic Housing Land Availability Assessment or SHLAA.

This consultation is seeking representations on the 'soundness' of the Plan, including its conformity to national planning policy, and whether its proposals are appropriate and effective³.

How has the Council decided on its proposals?

As well as being subject to community and stakeholder engagement the eventual content of the Plan will be informed by an analysis of the available technical evidence and subject to a Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) which have been published as part of the consultation process.

Specific aspects of this consultation document have been informed by technical material and evidence. Links to this can be found in individual sections throughout the rest of the document as appropriate. The Plan itself will be supported by comprehensive evidence, including a Strategic Housing Land Availability Assessment (SHLAA) and a Strategic Flood Risk Assessment (SFRA).



The SA/SEA is required by law and assesses the significant impacts of a number of reasonable alternatives to ensure that the plan's policies and proposals are sustainable and any mitigation can be applied as appropriate.

The SA/SEA along with the accompanying technical evidence is available @ www.stratford.gov.uk/siteallocations.

What happens next?

The Council will assess the representations submitted and identify any proposed amendments to the Plan which it considers appropriate. The Plan, with any proposed amendments, together with the SA/SAE and technical material, will then be submitted to the Government for scrutiny. An independent Planning Inspector will hold an 'examination in public' into legal matters and the appropriateness (soundness) of the contents of the Plan. The Inspector may invite anyone who has commented on the plan to participate in the examination hearings to assist in his/her understanding of the issues that need to be considered.

If the Inspector concludes that the plan is fit for purpose, the Council will then formally adopt the Site Allocations Plan and use it to help determine planning applications across the District.

³ More information about soundness can be found in paragraph 35 of the National Planning Policy Framework (NPPF) at <https://www.gov.uk/guidance/national-planning-policy-framework/3-plan-making#para35>.

Contents

1.	Introduction	7
1.1	Context	7
1.2	Relationship to Neighbourhood Plans	7
1.3	Cross Boundary Issues	7
1.4	Vision and Strategic Objectives	8
1.5	Key Diagram	11
2.	Reserve Housing Sites	13
2.1	Identifying Reserve Housing Sites (Policy SAP.1)	13
2.2	Releasing Reserve Housing Sites (Policy SAP.2)	18
3.	Self-build and Custom-build Housing Sites	22
3.1	Meeting Self-build and Custom-build Housing Needs (Policy SAP.3)	22
3.2	Self-build and Custom-build Housing Sites (Policies SAP.4 and SAP.5)	24
4.	Built-Up Area Boundaries	26
4.1	Built-Up Area Boundaries (Policy SAP.6)	26
5.	Employment Enabling Sites	29
5.1	Employment Enabling Sites (Policy SAP.7)	29
6.	A46 Safeguarding	31
6.1	A46 Safeguarding (Policy SAP.8)	31
7.	Specific Site Proposals	33
7.1	South of Alcester Road, Stratford-upon-Avon (Proposal SUA.2)	33
7.2	Atherstone Airfield (Proposal SUA.4)	36
7.3	East of Shipston Road, Stratford-upon-Avon (Proposal SUA.5)	38
7.4	Stratford-upon-Avon Gateway (Proposal SUA.6)	40
7.5	Rother Street/Grove Road, Stratford-upon-Avon (Proposal SUA.7)	42
7.6	Land at Stratford-upon-Avon College, Alcester Road, Stratford-upon-Avon (Proposal SUA.8)	43
7.7	Studley Centre (Proposal STUD.1)	44
7.8	High Street, Studley (Proposal STUD.2)	45
7.9	Napton Brickworks (Proposal RURAL.1)	46
7.10	University of Warwick Wellesbourne Campus (Proposal RURAL.2)	48
7.11	Quinton Rail Technology Centre, Long Marston (Proposal RURAL.3)	50
8.	Policies Map	53
Part A:	Reserve Housing Sites	54
Part B:	Self-build and Custom-build Housing Sites	82
Part C:	Built-up Area Boundaries	92
Part D:	A46 Safeguarding	131
Part E:	Specific Site Proposals	135
	Annex 1: Schedule of proposed Reserve Housing Sites	147
	Appendix 1: Methodology for defining Built-up Area Boundaries	149
	Appendix 2: Status of Built-up Area Boundaries by settlement	150

1. Introduction

1.1 Context

- 1.1.1 The Site Allocations Plan sits alongside the adopted Core Strategy (July 2016) and emerging Gypsy and Traveller Local Plan and, once adopted, will form part of the statutory Development Plan for Stratford-on-Avon District. These documents, along with Neighbourhood Plans prepared by parish councils, set out the principles and policies against which planning applications are judged.
- 1.1.2 Whilst the Site Allocations Plan is a Development Plan Document in its own right, it is a 'second tier plan' and, as such, its context is set by the adopted Core Strategy. It sets out a number of additional specific policies and proposals, providing further detail to the planning framework established by the Core Strategy for the period up to 2031.
- 1.1.3 Importantly, the Site Allocations Plan does not re-visit any strategic planning aspects for Stratford-on-Avon District (e.g. vision, objectives, development strategy or housing requirement) which have already been set by the Core Strategy. The Core Strategy Key Diagram, Vision and Strategic Objectives have been reproduced below as they provide context to the policies and proposals within the Site Allocations Plan itself.



Find out more about the Core Strategy @: www.stratford.gov.uk/corestrategy.

1.2 Relationship to Neighbourhood Plans

- 1.2.1 Neighbourhood Plans are prepared by town and parish councils on behalf of local communities. To date, such plans have been approved ('made') for Bidford-on-Avon, Ettington & Fulready, Harbury & Deppers Bridge, Kineton, Long Compton, Salford Priors, Shipston-on-Stour, Snitterfield, Stratford-upon-Avon, Welford-on-Avon, Wellesbourne & Walton, Wilmcote, and Wootton Wawen.
- 1.2.2 Because Neighbourhood Plans form part of the statutory Development Plan for their area, where such a Plan has been 'made' (adopted), the Plan will not deal with issues which have already been addressed, such as the identification of reserve housing sites or the definition of a Built-Up Area Boundary.



Find out more at www.stratford.gov.uk/neighbourhoodplans

1.3 Cross Boundary Issues

- 1.3.1 The Core Strategy deals with the main strategic cross-boundary issues, thus providing the contextual policy framework for the Site Allocations Plan. However, there are some important aspects of the Site Allocations Plan that have cross boundary implications, namely, the identification of reserve housing sites and the proposals at the Quinton Rail Technology Centre near Long Marston and the University of Warwick's Wellesbourne Campus.
- 1.3.2 In respect of reserve housing sites, two of the four reasons for identifying them relate to Stratford-on-Avon District accommodating additional needs that have arisen from

elsewhere beyond the District boundary; whilst the third relates to employment growth on a site of regional significance which may generate a need for additional housing.

- 1.3.3 In respect of the Quinton Rail Technology Centre and Wellesbourne Campus, again these sites are of regional importance and as such, the proposals could have implications, albeit indirect, beyond Stratford-on-Avon District.
- 1.3.4 Council officers meet regularly with counterparts from other Councils and with various stakeholders in both the Coventry & Warwickshire and Greater Birmingham & Solihull Housing Market Areas to discuss cross boundary issues. Those discussions have been ongoing and helped shape the content of the Site Allocations Plan to ensure that strategic matters have been proactively and effectively dealt with.

1.4 Vision and Strategic Objectives

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

Vision

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

To meet future development needs, at least 14,600 additional homes will have been provided across the District. New homes will have been sensitively developed in ways that protect and enhance the setting, character and identity of each settlement, and effectively meet the needs of the District's existing and future population. At least an additional 35 hectares of employment land will have been provided to meet the District's requirements, together with 19 hectares to meet the needs of Redditch. Vacant or underutilised brownfield sites will have been brought back into suitable use while preserving their important features.

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

This will have been supplemented with development on brownfield sites in sustainable locations plus an expanded community at Lighthorne Heath and a new settlement at Long Marston Airfield, each providing its residents and the residents of surrounding villages with a range of additional services, facilities and opportunities.

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

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

***Stratford-upon-Avon** will have enhanced its role as a town of international standing that satisfies the expectations of residents, businesses and visitors. More tourists will visit the town and stay longer, in part achieved through an expansion of its cultural offer. The town's role as the main shopping and services centre in the District will have been strengthened. Significant progress will have been made on the regeneration of an extensive area of mostly outworn and underused land adjacent to the canal. New and existing companies will have located on high*

quality employment land on the periphery of the town, with excellent access to the strategic road network. A new link to the strategic network from the south of the River Avon will have been provided via a western/south western relief road. Traffic in the town centre will be managed more effectively to reduce its impact on the environment.

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

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

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

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

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

Southam will continue to prosper as a centre and focal point for shops, services and jobs for a sizeable rural catchment. Development will have taken place to the north, east and south of the town to provide about 900 homes, a range of new sports facilities and other community infrastructure, and about 3 hectares of additional employment land. The built environment and setting of Southam will have been enhanced, including by restraining development in the Stowe Valley to the west of the town.

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

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

Lighthorne Heath will have been expanded providing about 2,300 additional homes by 2031. The local community will support a wide range of new facilities and services, including education, health and leisure. It will benefit from extensive areas of open space and natural features. Jaguar Land Rover's operations at Gaydon will have expanded and diversified to ensure the company's pre-eminent contribution to the national, regional and local economy. Highway improvements will have been implemented, including to Junction 12 of the M40, and high quality express bus services will link the new settlement with nearby town centres and railway stations.

Long Marston Airfield will have been developed to provide about 2,100 homes by 2031, along with a range of new facilities and services including education, health and leisure. It will benefit from extensive areas of open space and sustainable transport links to Stratford-upon-Avon.

1.4.2 The following Strategic Objectives are also set out in the adopted Core Strategy. They represent the key delivery outcomes that the Core Strategy, and subsequently the Site Allocations Plan, should achieve by 2031. It is critical to their success that an appropriate balance is secured between providing development that meets the needs of the District and protecting the character and qualities of Stratford-on-Avon through the realisation of these objectives. Similarly to the Core Strategy vision, the strategic objectives were developed from an analysis of the evidence base and based on feedback from community and stakeholders during the preparation of that Plan.

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

Strategic Objectives

By 2031...

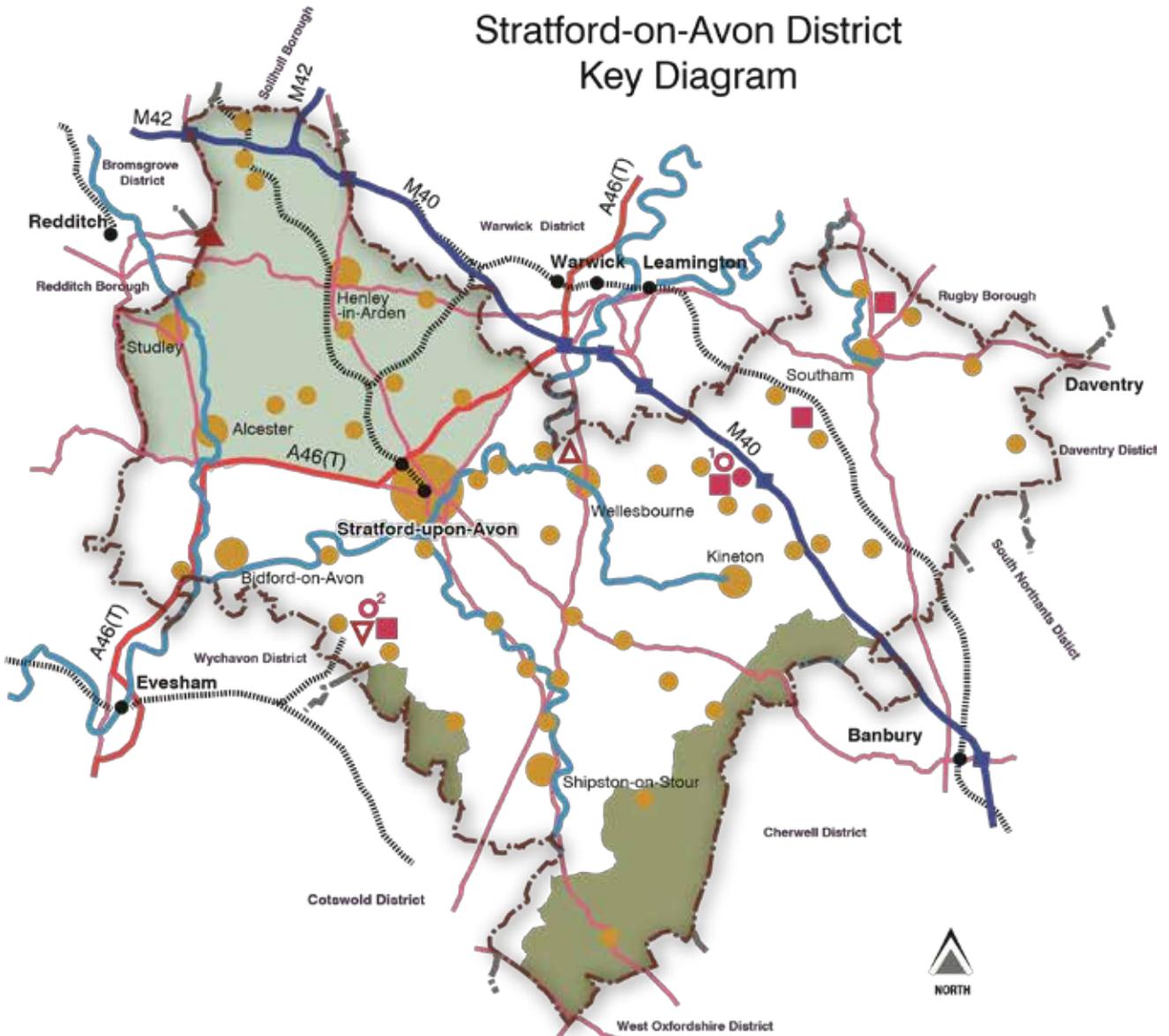
- (1) *The rural character of the District will have been maintained and enhanced. The Green Belt and countryside of the District will have been protected from inappropriate development.*
- (2) *The historic character of the District will have been maintained and enhanced. Sites of historic importance will have been protected from harmful development.*
- (3) *The character and local distinctiveness of the District will have been reinforced by ensuring new development is of high quality design, taking into account the intrinsic and special value of its landscapes and townscapes.*
- (4) *To help mitigate and adapt to climate change, all residential development will have incorporated enhanced water efficiency measures as set out in the Building Regulations. All non-residential development will as a minimum have achieved the water and energy efficiency BREEAM 'Good' standard.*
- (5) *The District will have reduced its greenhouse gas emissions, so as to contribute to the national target for reduction, through a range of measures such as the location and design of development, provision of renewable and low carbon energy schemes, and promoting opportunities for low carbon travel.*
- (6) *The flood plain will have been maintained and, where opportunities arise, restored. The risk of flooding will be managed effectively by taking a whole catchment approach to implement sustainable flood management schemes. Water bodies will have reached a good status or potential in accordance with the Water Framework Directive.*
- (7) *Working with Natural England and Warwickshire County Council, biodiversity will have increased across the District. Sites of environmental, nature conservation and geological importance will have been protected from harmful development.*
- (8) *Community facilities and open space will have been improved across the District. Through collaborative working between District, Town and Parish Councils and key partners in education, public safety, health and other services, opportunities to improve the health and wellbeing of the District's communities will have been realised as a result of the development process.*
- (9) *All eligible development will make contributions to infrastructure and community facilities through CIL, planning obligations or a combination of the two. All critical projects listed in the Infrastructure Delivery Plan will be delivered in order to ensure that new development is supported and accompanied by the necessary infrastructure.*

- (10) *The value of tourism to the District will have increased substantially, initially by 25% during the period 2011-2015, through the District Council working with its private sector partners, including Shakespeare's England. Stratford-upon-Avon will have re-established its position in the top 20 UK towns and cities for international visitors.*
- (11) *To support the role and function of the District's town and main rural centres, retail and commercial uses in them will have been retained and strengthened. Specifically, additional comparison goods retail floorspace will have been provided in Stratford-upon-Avon town centre on appropriate sites.*
- (12) *Previously developed sites in sustainable locations will have been re-used for purposes that are of an appropriate type and scale, while retaining their important natural, historic and other features.*
- (13) *A sustainable balance between employment growth and housing provision will be maintained as a result of the implementation of at least 35 hectares of additional land for general business uses, thereby helping to meet the needs of new and existing businesses wishing to locate or expand in the District.*
- (14) *Transport services will have been improved and congestion reduced across the District. Working with Warwickshire County Council, the District Council will seek to ensure that new development contributes towards achieving the aims and goals set out in the Local Transport Plan for an inclusive and accessible transport system.*
- (15) *At least an additional 14,600 homes (an average of 730 per annum) will have been built across the District on brownfield and greenfield sites, reflecting the dispersed settlement pattern of the District. Where justified by the available evidence, the District Council will have worked with neighbouring councils to help meet any unmet housing needs arising outside the District. In addition, the needs of gypsies and travellers will have been met through the provision of 41 additional pitches by 2019 and an additional 30 pitches thereafter, a total of 71 pitches by 2031.*
- (16) *A mix of sizes, types and tenures of housing will have been built by a range of developers, housing associations and other providers. To improve the affordability of housing across the District, 35% of dwellings on eligible sites will have been provided as affordable homes.*

1.5 Key Diagram

- 1.5.1 The overall strategy for managing development in the District during the plan period is illustrated on the Key Diagram in the Core Strategy. This has been revised to incorporate specific aspects of the Site Allocations Plan.

Stratford-on-Avon District Key Diagram



- | | | | |
|---|--|---|--|
|  | West Midlands Green Belt |  | Employment Development to meet the needs of Redditch |
|  | Cotswolds Area of Outstanding Natural Beauty |  | Large Rural Brownfield Site |
|  | Main Town |  | Motorway (with junction) / Trunk Road |
|  | Main Rural Centre |  | Other A Road |
|  | Local Service Village |  | Railway (with main station) |
|  | New Settlement
1. Gaydon / Lighthorne Heath
2. Long Marston Airfield |  | Main River |
|  | Jaguar Land Rover expansion | NOT TO SCALE | |
|  | University of Warwick
Wellesbourne Campus | This plan has been produced in accordance with the provisions of the Planning and Compulsory Purchase Act 2004.
USE OF THIS IMAGE IS LIMITED TO VIEWING ON-LINE AND PRINTING ONE COPY. | |
|  | Quinton Rail Technology Centre
Long Marston | This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright.
Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
Stratford-on-Avon District Council, Licence No.100024287 2000's
SDC/1388/JUL19 | |

2. Reserve Housing Sites

Strategic Objectives

- (12) *Previously developed sites in sustainable locations will have been re-used for purposes that are of an appropriate type and scale, while retaining their important natural, historic and other features.*
- (15) *At least an additional 14,600 homes (an average of 730 per annum) will have been built across the District on brownfield and greenfield sites, reflecting the dispersed settlement pattern of the District. Where justified by the available evidence, the District Council will have worked with neighbouring councils to help meet any unmet housing needs arising outside the District. In addition, the needs of gypsies and travellers will have been met through the provision of 41 additional pitches by 2019 and an additional 30 pitches thereafter, a total of 71 pitches by 2031.*
- (16) *A mix of sizes, types and tenures of housing will have been built by a range of developers, housing associations and other providers. To improve the affordability of housing across the District, 35% of dwellings on eligible sites will have been provided as affordable homes.*

2.1 Identifying Reserve Housing Sites

Policy SAP.1

Identifying Reserve Housing Sites

Approximately 3,000 homes have been identified on the reserve housing sites listed in Annex 1. These sites will be released if the Council's monitoring shows that there is, or is likely to be, an undersupply of housing or that the Council accepts that additional housing is required to be accommodated within the District by 2031. In accordance with Policy CS.16 Housing Development in the Core Strategy, the four purposes for identifying reserve housing sites are as follows:

- (a) To rectify any identified shortfall in housing delivery in order to maintain a 5 year supply of housing land in Stratford-on-Avon District;
- (b) To contribute to meeting any identified additional need for housing in relation to a net growth in jobs at Jaguar Land Rover arising from development of the employment allocation at Gaydon/Lighthorne Heath;
- (c) To contribute to meeting within the District any identified shortfall in housing across the Coventry and Warwickshire HMA as demonstrated through the agreed outcomes of ongoing joint working between the Coventry and Warwickshire local planning authorities;
- (d) To contribute to meeting any housing needs arising outside the Coventry and Warwickshire HMA that it is accepted through co-operation between the relevant councils as needing to be met within the HMA and most appropriately being met within the District.

Continued on following page

Reserve housing sites will be released in accordance with the mechanisms set out in Policy SAP.2.

In order to expedite the delivery of homes, it is expected that reserve sites will come forward accompanied by full applications for planning permission. This is to provide certainty to both the Council in respect of delivery and the community in respect of the nature of the development proposed. The Council may also consider imposing a shorter period for commencement, again to expedite delivery.

In the unlikely event that a reserve housing site which had been released for development was not progressing, the Council may consider withdrawing the release order or act to revoke the grant of any planning consent.

Explanation

- 2.1.1 The Core Strategy meets the housing needs for the District for the plan period 2011-2031. However, there is always a risk that some sites do not get built with the resulting effect that needs are not met, or that additional housing needs arise that should be met within the District during the plan period.
- 2.1.2 As part of the Council's ongoing proactive approach to place-shaping, the Site Allocations Plan identifies reserve housing sites that the Council will release for development by 2031 if its monitoring shows that they are required.
- 2.1.3 The commitment to identify reserve housing sites is set out in Policy CS.16D of the Stratford-on-Avon Core Strategy (adopted July 2016). The policy requires the Council to identify reserve sites capable of accommodating 20% of the housing requirement to 2031, i.e. 2,920 homes.
- 2.1.4 The inclusion of such a policy was stipulated by the Inspector who examined the Core Strategy in order for it be 'sound' and capable of adoption. This provision is to deal with the period of time before the Core Strategy is reviewed. It will be for the replacement Plan to provide for a new housing requirement for the period it covers based on the various sources and scale of need that are identified at that time.
- 2.1.5 The benefits of identifying and releasing reserve sites is to enable the Council, as the Local Planning Authority, to retain control of and continue to manage development in the District. Indeed, the NPPF requires plans to include flexibility to adapt to changing circumstances.
- 2.1.6 If such eventualities were to occur, it could lead to an undersupply of housing and accusations that the Core Strategy is out of date and no longer valid. Not only could this lead to additional speculative sites coming forward for development but also that such decisions are made by the planning appeals system as opposed to the Council's Planning Committee.
- 2.1.7 Reserve housing sites can help prevent this from happening. Reserve sites would only be brought forward for development within the plan period if the Council's monitoring were to show a shortfall in housing supply that could not be met elsewhere, or other specific circumstances arose that required the provision of more housing.
- 2.1.8 Reserve sites also provide certainty to communities as to where alternative or additional development will take place rather than having to react to speculative applications or appeals.
- 2.1.9 Policy CS.15 of the Core Strategy sets out the distribution of development across the District, promoting a pattern of balanced dispersal in settlements which are considered to be sustainable locations for development. It is appropriate for the location and nature of reserve sites to be consistent with the distribution of housing development established in Policy CS.15. This approach was supported by the Inspector who examined the Core

Strategy. In his Final Report he advised that when identifying reserve sites, the following principles should be taken into account:

- By their nature, reserve sites would comprise those that are not allocated in the Core Strategy.
- It is appropriate to discount the possibility of identifying housing currently scheduled beyond the Plan period in such locations as a reserve.
- Against the backdrop of concerns about the level of dispersal to LSVs, this aspect of the strategy might need to be revisited when selecting reserve sites in the SAP.
- Given raised thresholds, dispersal of reserves sites to LSVs might not maximise the delivery of affordable housing.
- Identifying a broad range of sites that are consistent with the strategy would allow them to be released according to the different needs that might arise.
- It would be perverse to direct more housing to a site that was not delivering.
- The Core Strategy has identified a variety of sustainable locations and it is improbable that it would be necessary to fundamentally revisit the significant amount of work that has already been undertaken.
- Given the imperative to identify reserve sites, it would seem unlikely that the SAP must be informed by a Green Belt review.

2.1.10 On the basis of the last point above, it is appropriate and reasonable for reserve sites not to be identified within the Green Belt given that sufficient provision can be made on sites elsewhere in the District. This is consistent with the provisions of the latest version of the NPPF.

2.1.11 The reserve housing sites have been identified in accordance with the distribution of development established in Policy CS.15 in the Core Strategy, acknowledging the different characteristics, roles and sustainability of each category of settlement.

2.1.12 Policy CS.16.D in the adopted Core Strategy establishes four purposes for reserve housing sites. They are intended to provide scope for additional sites to be granted permission for housing should this be justified by one or more of these purposes taking effect.



Find out more about the Core Strategy and Policies CS.15 and CS.16 @ www.stratford.gov.uk/corestrategy

2.1.13 In seeking to deliver the Core Strategy housing requirement, it has become apparent that a number of sites are taking longer to start to deliver homes than expected. Particular issues have arisen in translating sites with outline consent to reserved matters capable of being approved in accordance with the adopted Core Strategy.

2.1.14 As such, given that reserve sites need to be released to meet an identified need, the Council considers it appropriate and reasonable to require that reserve sites come forward as full planning applications. This is consistent with the NPPF definition of deliverability. To further ensure the expedient delivery of homes, the Council may also impose a shorter commencement date from the standard 3 year period from the date of approval.

2.1.15 The proposed reserve sites are set out in [Annex 1](#) in this Plan.

2.1.16 These sites have been identified following a rigorous assessment of land parcels in the Strategic Housing Land Availability Assessment (SHLAA) and taking into account various technical evidence, including in relation to infrastructure capacity. All the sites that have been identified are deemed to be available, suitable (subject to appropriate mitigation measures being taken), and achievable (subject to the necessary technical works being carried out).

- 2.1.17 It should be noted that a number of other sites are identified in the SHLAA as being potential reserve sites. However, they have not been identified as such for at least one of the following reasons:
- Within the Green Belt – the Core Strategy does not provide for the release of land from the Green Belt for residential purposes and a detailed Green Belt review has not been undertaken to inform and justify doing so.
 - Identified in a made Neighbourhood Plan – various sites are already allocated or identified as reserve sites in such Plans.
 - Allocated for Self build/Custom build housing development in this Plan
- 2.1.18 In addition, there is an overriding constraint to further housing development in the north-eastern part of the District which is in the catchment of Southam College secondary school (see Map 1). Due to the substantial amount of housing development that has already taken place in this area during the plan period or has planning permission and still to be implemented, the school is operating at capacity and cannot accommodate more pupils.
- 2.1.19 As things stand, there is no known means of increasing the capacity of the school in the short to medium term. Warwickshire County Council has advised that because the existing site cannot be expanded it will be necessary either to replace the school on a new site or to provide a second school to serve the area. Either of these options will take many years to come to fruition, given the process of identifying a site, securing the funds and procuring its construction. It has been assumed that further housing development within the existing school's catchment would not be possible for at least ten years. On that basis, it would be inappropriate to identify reserve sites in that area as they are meant to be deliverable.

2.2 Releasing Reserve Housing Sites

Policy SAP.2

Releasing Reserve Housing Sites

In order to manage the release of reserve housing sites identified under Policy SAP.1, the Council will apply the principles set out in parts A to F below regarding the amount and location of dwellings to be provided for each purpose. In determining which site or sites to release, in addition to the principles set out below, the Council may also give consideration to the settlement pattern identified in Core Strategy Policy CS.15.

It is not intended that any reserve site will be released for development unless and until there is substantive evidence to demonstrate the need to do so based on their intended purposes.

A site that is to be considered for release in order to meet parts B to F of this policy must be supported by evidence to show how the development of the site is justified to meet that purpose.

A. To Rectify an Identified Shortfall in Housing Delivery

Where the Council's monitoring anticipates or confirms a shortfall in 5 year housing land supply, reserve housing sites across the District will be considered for release in order to maintain the five year housing land supply.

To be considered under this purpose, the site shall be capable of implementation within five years of being approved and be of a size that reflects the scale of deficiency in the housing supply.

B. To Respond to the Growth in Jobs by Jaguar Land Rover on land at Gaydon/Lighthorne Heath

- a maximum of 600 dwellings
- on reserve sites within reasonable distance of the development

C. To Meet a Shortfall in Housing Arising from the Coventry Housing Market Area

- a maximum of 600 dwellings
- on reserve sites in that part of the District which lies within the Coventry HMA

D. To Meet a Shortfall in Housing from Within Warwickshire

- a maximum of 600 dwellings
- on reserve sites throughout the District which lies within the Coventry and Warwickshire HMA

E. To meet a Shortfall in Housing in the Birmingham Housing Market Area

- a maximum of 600 dwellings
- on reserve sites in that part of the District which lies within the Birmingham HMA

F. To Meet a Shortfall in Housing Arising from Other Areas

- a maximum of 600 dwellings
- on reserve sites that are well-related to the origins of the need identified

Explanation

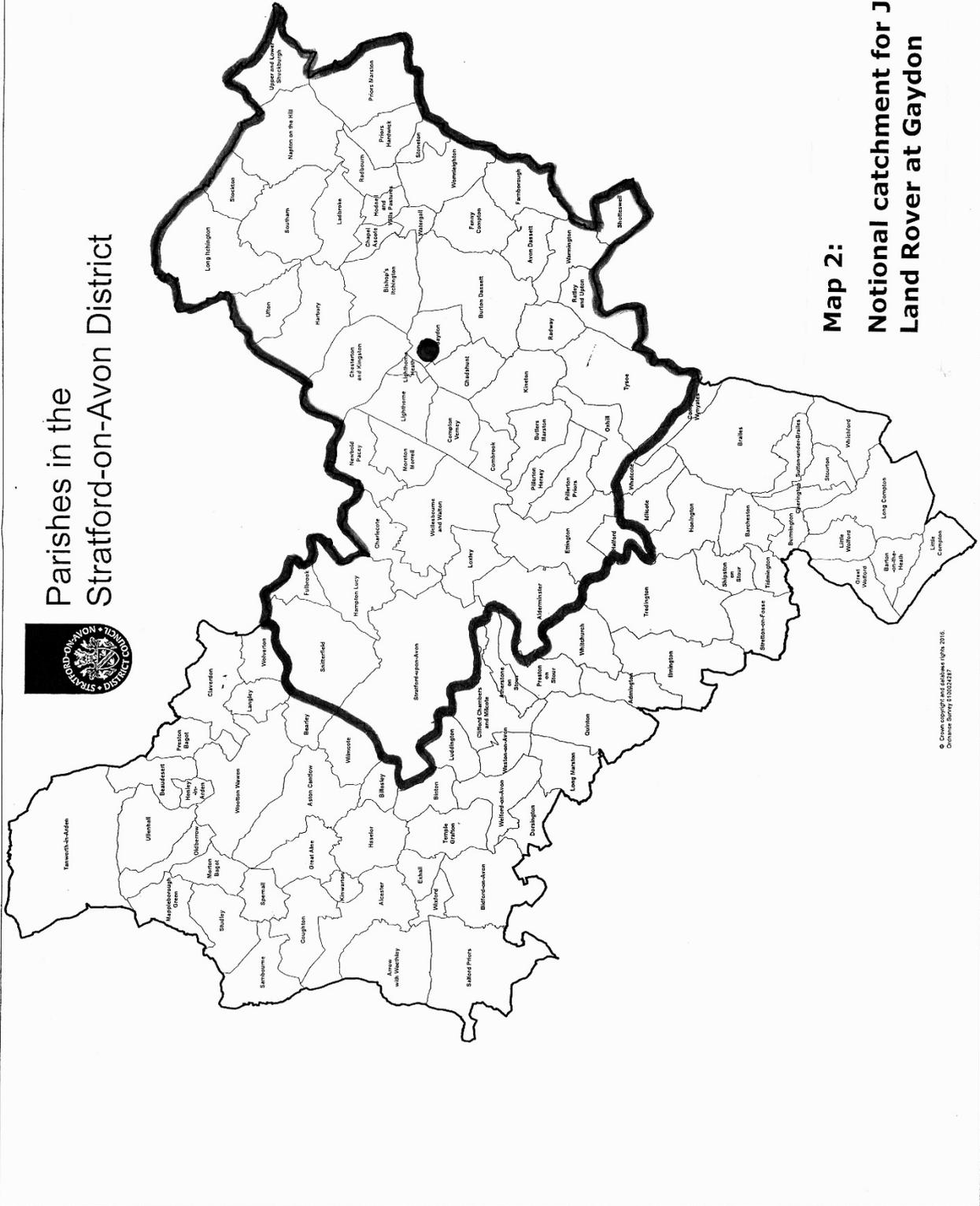
- 2.2.1 Having identified a body of reserve sites in the Site Allocations Plan it is necessary for an appropriate, robust mechanism to be in place to consider whether sites need to be released and, if so, which ones and under what circumstances.

- 2.2.2 Each of the purposes of reserve sites has a locational attribute which needs to be taken into account when considering the appropriate location of a site
- 2.2.3 To rectify any identified shortfall in housing delivery in order to maintain a five year supply of housing land in the District.
- can be met by sites anywhere in the District.
- 2.2.4 To contribute to additional need for housing due to growth in jobs at Jaguar Land Rover arising from development of the employment allocation at Gaydon/Lighthorne Heath.
- sites should have a reasonable relationship to this location to help to minimise the need to travel. The extent of this area is indicated on Map 2.
- 2.2.5 To contribute to meeting within the District any identified shortfall in housing across the Coventry and Warwickshire Housing Market Area. There are two components to this:
- the Coventry HMA is defined (see Map 3) so sites should be located in this area in order to be reasonably related to Coventry.
 - any requirement generated from within Warwickshire can be met by sites anywhere in the District.
- 2.2.6 To contribute to meeting any housing needs arising outside the Coventry and Warwickshire HMA that it has been agreed should be provided in Stratford District. There are two components to this:
- the main contributor is the Birmingham HMA and sites should be located in this defined area (see Map 3) in order to be reasonably related to the Birmingham conurbation. The Strategic Growth Study for Greater Birmingham and the Black Country is likely to have implications for the need to consider releasing reserve sites that are situated within the Birmingham HMA.
 - any requirement originating from elsewhere should be met on sites that are well-related to the source identified.
- 2.2.7 It should be noted that all of the purposes of reserve sites, apart from maintaining a five year housing land supply, represent an increase in the District's housing requirement identified in the Core Strategy for the period up to 2031.
- 2.2.8 In order to be equitable it is necessary to ensure that reserve sites are available to meet each of these purposes if required. Consequently, the number of dwellings that can be provided on these sites, up to a total of 3,000, has been distributed equally to them.

Implementation and Monitoring

See under Policy CS.16 in the Core Strategy

Parishes in the Stratford-on-Avon District



Map 2:
**Notional catchment for Jaguar
Land Rover at Gaydon**

© Crown copyright and database rights 2016.
Ordnance Survey 100024277

3. Self-build and Custom-build Housing Sites

Strategic Objective

- (16) *A mix of sizes, types and tenures of housing will have been built by a range of developers, housing associations and other providers. To improve the affordability of housing across the District, 35% of dwellings on eligible sites will have been provided as affordable homes.*

3.1 Meeting Self-build and Custom-build Housing Needs

Policy SAP.3

Meeting Self-build and Custom-build Housing Needs

The provision of self-build and custom-build homes will be facilitated in the following ways:

- As an integral part of the housing mix in the new settlements at Gaydon/Lighthorne Heath and Long Marston Airfield.
- On reserve housing sites comprising 100 or more dwellings that are released for development, of which at least 5% of the plots should be made available for this purpose.
- On sites allocated for this specific purpose in accordance with Policy SAP.4.
- On unallocated sites in accordance with Policy SAP.5.

All sites promoted in accordance with the above will be required to satisfy the following criteria:

- (a) A legal access to a public highway (or equivalent) for vehicles, pedestrians and cyclists to serve each individual plot.
- (b) Connections to all services, i.e. electricity, water, drainage, internet, at the boundary of each plot.
- (c) Provision of suitable arrangements for surface water outfall.

On sites providing self-build and custom build housing alongside other housing, schemes should also meet the following criteria:

- (d) Provision of plots in small clusters and not as individual plots throughout a site so as to prevent an inharmonious street scene.
- (e) Submission of a phasing plan to ensure CIL is not triggered for the self-build dwellings due to commencement of construction elsewhere on the site.

While the initial permission is likely to be outline, individual plots would come forward for reserved matters approval to allow each one to be separate chargeable development for the purposes of the Community Infrastructure Levy.

Self-build and custom-build housing sites have been identified to help meet specific identified housing needs. Applications for schemes that provide for general market housing on self-build and custom-build sites will not be supported.

Explanation

- 3.1.1 The Government believes that self-build (where individuals or groups directly organise the design and construction of new homes for themselves to occupy) and custom build (where individuals or groups work with a specialist developer to deliver new homes that meet their specific aspirations) can play an important role in delivering high-quality housing that meets the needs of all sections of the community. This has been encapsulated in the Self-Build and Custom Housebuilding Act 2015.
- 3.1.2 The Self-Build and Custom Housebuilding (Register) Regulations 2016 oblige all district councils in England to keep a register of individuals (and associations of individuals) who are seeking to acquire serviced plots of land in their area for this purpose.
- 3.1.3 Local authorities are required to give planning permission for enough suitable serviced plots to meet the demand for self-build and custom housebuilding in their area.
- 3.1.4 Because the Core Strategy was at an advanced stage before this Government initiative took effect, it does not contain a policy on self-build. The Site Allocations Plan provides an opportunity to establish such a policy. The proposed approach is on the basis that such schemes can be considered to be a form of housing to meet a local need, subject to mechanisms being applied in relation to initial occupancy.
- 3.1.5 There are various ways in which the District Council can offer opportunities for self-build housing schemes. Plots are expected to be provided on both new settlements being developed in the District, at Gaydon/Lighthorne Heath and Long Marston Airfield. Planning permission may also be granted for schemes that come forward through planning applications, subject to the site being in an appropriate location and suitable for development. It is appropriate to restrict this form of development to Stratford-upon-Avon, Main Rural Centres and Local Service Villages. This is because self-build schemes will invariably not be restricted solely to meeting the needs of the immediate community, so it would normally not be appropriate to treat them as rural exception schemes.
- 3.1.6 In addition, it is reasonable to expect reserve sites to provide a small number of self-build plots should they be released for development, although it is acknowledged that this would only be practical on larger sites.
- 3.1.7 This Plan also allocates a number of suitable sites to be developed solely for self-build and/or custom-build dwellings. Each of these has been promoted for this specific type of housing scheme by the landowner.
- 3.1.8 The District Council also encourages communities producing Neighbourhood Plans to consider making provision for self-build and custom-build dwellings in suitable locations in their areas.
- 3.1.9 In accordance with national policy, self-build housing schemes are exempt from the Community Infrastructure Levy. The Government believes this will help to make such schemes more viable by reducing the financial outlay involved when building or commissioning a dwelling. In bringing forward self-build plots it is necessary to ensure that each one is a separate chargeable development. This is to prevent, where applicable, the CIL charge being triggered for all the plots on the wider development as soon as development commences on the first dwelling, thus enabling each individual self-builder to apply for exemption from paying CIL.



You can apply to be on Stratford-on-Avon District Council's Self-build and Custom-build Register @ www.stratford.gov.uk/selfbuild

3.2 Self-build and Custom-build Housing Sites

Policy SAP.4

Self-build and Custom-build Housing Allocations

The following sites have been allocated for the specific purpose of contributing to meeting the self-build and custom housebuilding needs of Stratford-on-Avon District:

- [North of Allimore Lane, Alcester for approximately 15 plots \(Proposal SCB.1\)](#)
- [East of Shipston Road, Alderminster for approximately 15 plots \(Proposal SCB.2\)](#)
- [South of Church Street, Hampton Lucy for approximately 10 plots \(Proposal SCB.3\)](#)
- [West of Bush Heath Lane, Harbury for approximately 10 plots \(Proposal SCB.4\)](#)
- [North of Collingham Lane, Long Itchington for approximately 10 plots \(Proposal SCB.5\)](#)
- [North of Dog Lane, Napton-on-the-Hill for approximately 5 plots \(Proposal SCB.6\)](#)
- [West of Coventry Road, Southam for approximately 10 plots \(Proposal SCB.7\)](#)
- [West of Jubilee Fields⁴, Stockton for approximately 15 plots \(Proposal SCB.8\)](#)
- [North of Millers Close, Welford-on-Avon for approximately 10 plots \(Proposal SCB.9\)](#)

The boundaries of the sites are shown in Part B in Section 8 Policies Map.

All schemes will be subject to a legal agreement requiring all plots to be offered in the first instance to individuals or households that have a local connection through living and/or working in Stratford-on-Avon District or by having close family living in the District.

A marketing strategy will need to be agreed which specifies the minimum length of time for advertising plots, the appropriate means of doing so, and based on an independent valuation.

To ensure a high quality development and provide certainty to the local community, the applicant, working with Stratford-on-Avon District Council and the relevant parish council, will be expected to prepare a Design Code or Plot Passports for the site. These will be approved by the District Council and form part of the planning permission for the site.

Policy SAP.5

Unallocated Self-build and Custom-build Housing Sites

Proposals for self-build and/or custom-build housing will be supported in the following locations subject to the following criteria:

- (a) As individual and small groups of plots within the Built-Up Area Boundaries of Stratford-upon-Avon, Main Rural Centres and Local Service Villages.
- (b) On suitable sites adjacent to the Built-Up Area Boundaries of Stratford-upon-Avon, Main Rural Centres and Local Service Villages (except where the site is within the Green Belt), solely for this specific purpose.

All schemes promoted under (b) will be expected to satisfy the following criteria:

- There is evidence to show a sufficient level of interest to take up each dwelling plot proposed on the site.
- A legal agreement requiring all plots to be offered in the first instance to individuals or households that have a local connection through living and/or working in Stratford-on-Avon District or by having close family living in the District.

Continued on following page

⁴ NB: previously referred to as Glebe Close

- An agreed marketing strategy which specifies the minimum length of time for advertising plots, the appropriate means of doing so, and based on an independent valuation.
- A Design Code or Plot Passport and other technical information to guide the nature of the dwellings and other aspects of development that are appropriate to the site.

Explanation

- 3.2.1 It should be noted that Core Strategy Policy CS.18 (see Development Management Consideration 3), establishes that the provision of affordable housing does not apply to self-build housing schemes. Furthermore, Policy CS.19 on the mix and type of dwellings is not applied because schemes of this nature reflect the requirements of prospective owners and occupiers of each dwelling.
- 3.2.2 For sites promoted solely for self-build and custom-build schemes it will be necessary for a Design Code or Plot Passports to be submitted and approved at outline stage. These will provide the basis for establishing an appropriate form of development on a specific site. This should cover such matters as building form, density, footprint of dwellings, building lines, materials, boundary treatment, landscaping and waste facilities. A Design Code or Plot Passport is not required for a single plot or for schemes comprising more than one plot which are submitted as full planning applications.
- 3.2.3 Except in relation to schemes on sites that comply with Core Strategy Policy CS.15.A-E regarding the location of housing development, a marketing strategy will be required to ensure that plots are thoroughly promoted for a prescribed length of time, through standard and specialist channels, and based on a mechanism which establishes an accurate valuation.
- 3.2.4 It will be necessary for a condition to be placed on any planning permission for a self-build and custom housebuilding scheme on a site that is not otherwise allocated for housing development in order to restrict it to that specific form of use.
- 3.2.5 The self-build and custom-build allocations are identified within Part B: Self-build and Custom-build Housing Sites in Section 8 Policies Map.

Implementation and Monitoring

Responsible agencies	Landowners and house-builders
Delivery mechanisms	Through the determination of planning applications
Funding	Private funding
Timescale	Throughout the plan period
Risk	If the policy is not applied the provisions of the Self-Build & Custom Housebuilding Act 2015 may not be met in an appropriate manner
Monitoring indicators	<ul style="list-style-type: none"> · Number of self-build/custom-build homes built compared with the number of entries on the District Council's Self-Build & Custom Housebuilding Register

4. Built-up Area Boundaries

Strategic Objective

All Strategic Objectives in the Core Strategy are relevant to this policy.

4.1 Identifying Built-up Area Boundaries

Policy SAP.6

Built-up Area Boundaries

Proposals for new development within the Built-up Area Boundaries (BUABs), as shown on the maps in Part C in Section 8 Policies Map, will be supported in principle subject to compliance with Policy CS.15 Distribution of Development within the Core Strategy.

New development proposed outside these built-up area boundaries will only be supported in principle subject to compliance with the provisions of Policy AS.10 Countryside and Villages within the Core Strategy.

In addition to the provisions of these policies, self-build and custom housebuilding schemes adjacent to the BUABs of Stratford-upon-Avon, Main Rural Centres and Local Service Villages are supported in principle, subject to compliance with the provisions of Policy SAP.5 in this Plan.

Explanation

- 4.1.1 The Council believes that it is appropriate to draw settlement boundaries as an effective means of managing development. It is also the Council's view that settlement boundaries are not incompatible with the NPPF where they are included in an up-to-date plan since the plan defines sustainable development in the context of Stratford-on-Avon District. Policy CS.16 in the adopted Core Strategy has established the principle of using Built-Up Area Boundaries (BUABs) as a mechanism for managing the location of development.
- 4.1.2 The wording of the policy, which was supported by the Inspector who examined the Core Strategy, confirms that the BUABs for Stratford-upon-Avon and the Main Rural Centres as defined on the Policies Map are the appropriate basis for assessing whether any revisions are justified. In his Main Modifications (MM88) to the submitted Core Strategy, he agreed that BUABs should include allocations identified in the Plan but that any unallocated land on the edges of these settlements should not be included. This is reflected in paragraph 8.1.4 in the Core Strategy.
- 4.1.3 Furthermore, it is appropriate to define BUABs for Local Service Villages to coincide with the physical confines of these settlements as the two are clearly meant to be interchangeable in accordance with Part D in Policy CS.16.
- 4.1.4 The purpose of a BUAB is to distinguish between land inside the settlement where new development is acceptable 'in principle', from land outside the settlement where, subject to certain exemptions, development is generally not acceptable. Settlement boundaries therefore help prevent encroachment into the countryside. This is particularly important in the Green Belt.
- 4.1.5 Stratford-upon-Avon and the eight Main Rural Centres (MRCs) have existing BUABs identified on the Policies Map that was published alongside the Core Strategy. The MRCs of Bidford-on-Avon, Kineton, Shipston-on-Stour and Wellesbourne have settlement

boundaries defined in 'made' Neighbourhood Plans which supersede the Core Strategy Policies Map.

- 4.1.6 The BUABs for Alcester, Henley-in-Arden, Southam and Studley are identified in Part C in Section 8 of this Plan. Only the BUAB for Southam has been revised as those for the other three settlements are contiguous with Green Belt boundaries which have not been reviewed in the Site Allocations Plan.
- 4.1.7 The intention was that BUABs for all the Local Service Villages (LSVs) listed in the explanation to Policy CS.15 in the Core Strategy would be defined through the Site Allocations Plan. However, since this Plan was adopted, Ladbroke has been deleted from this category of settlement.
- 4.1.8 Furthermore, BUABs for some of the LSVs have now been identified in Neighbourhood Plans which are 'made' or in an advanced stage of preparation, i.e. submitted for examination, and are not included in the SAP. These are:
- Alveston (through the Stratford-upon-Avon NDP)
 - Brailes
 - Claverdon
 - Ettington
 - Harbury
 - Long Compton
 - Snitterfield
 - Tiddington (through the Stratford-upon-Avon NDP)
 - Welford-on-Avon
 - Wootton Wawen
- 4.1.9 Boundaries have been drawn around the existing extent of the built-up area of each of the remaining 34 LSVs, including land allocated for development or with planning permission. Owing to the rural nature of the District, some settlements comprise distinct parts and in such circumstances, separate boundaries around each part have been identified which together form the settlement as a whole. This approach will help protect important gaps within these settlements.
- 4.1.10 Eleven of these LSVs are in the Green Belt. The drawing of settlement boundaries for those settlements will not change Green Belt policy which will still apply and they will continue to be 'washed over' by the Green Belt designation.
- 4.1.11 Whilst much of the distinction between the built-up area and the open countryside is clear cut, subjective judgement has been necessary in certain cases. To assist in this process, the Council has applied, subject to specific local circumstances, a set of criteria to ensure a consistent approach. This is set out in Appendix 1. The criteria have been derived from those used for previous Local Plans, amended in light of further consideration following the Regulation 18 Revised Scoping and Initial Options consultation held in January/February 2018.
- 4.1.12 The definition of BUABs does not incorporate Reserve Sites or Self-build/Custom-build allocations that are identified in the Site Allocations Plan. This is because their release will be dependent on specific circumstances arising which will only become evident in the future. Should any of these sites be released, the BUAB for that settlement will be amended to include the development through a future revision of the Policies Map.
- 4.1.13 A table of all the settlements for which a BUAB is applicable indicating their current position in the Plan process is attached at Appendix 2.

4.1.14 The maps in Part C in Section 8 identify the BUABs for all the settlements not currently covered by a 'made' or well-advanced Neighbourhood Plan as follows. These will be shown on a revised Policies Map once the Plan is adopted.

<u>Alcester</u>	<u>Mappleborough Green</u>
<u>Alderminster</u>	<u>Moreton Morrell</u>
<u>Aston Cantlow</u>	<u>Napton-on-the-Hill</u>
<u>Bearley</u>	<u>Newbold-on-Stour</u>
<u>Bishop's Itchington</u>	<u>Northend</u>
<u>Clifford Chambers</u>	<u>Oxhill</u>
<u>Earlswood</u>	<u>Pillerton Priors</u>
<u>Fenny Compton</u>	<u>Priors Marston</u>
<u>Gaydon</u>	<u>Quinton</u>
<u>Great Alne</u>	<u>Salford Priors</u>
<u>Halford</u>	<u>Southam</u>
<u>Hampton Lucy</u>	<u>Stockton</u>
<u>Henley-in-Arden</u>	<u>Studley</u>
<u>Ilmington</u>	<u>Tanworth-in-Arden</u>
<u>Lighthorne</u>	<u>Temple Herdewycke</u>
<u>Lighthorne Heath</u>	<u>Tredington</u>
<u>Long Itchington</u>	<u>Tysoe</u>
<u>Long Marston</u>	<u>Wilmcote</u>
<u>Loxley</u>	<u>Wood End</u>

4.1.15 It is acknowledged that during the process of progressing the Plan to adoption, a number of NDPs which have not yet reached an 'advanced stage' will change status as they progress through the various statutory steps set out in the Neighbourhood Planning Regulations. Once 'made', the settlement boundary identified in a Neighbourhood Plan will prevail over the BUAB defined by the District Council.

Implementation and Monitoring

See under Policy CS.15 in the Core Strategy

5. Employment Enabling Sites

Strategic Objective

(13) A sustainable balance between employment growth and housing provision will be maintained as a result of the implementation of at least 35 hectares of additional land for general business uses, thereby helping to meet the needs of new and existing businesses wishing to locate or expand in the District.

5.1 Employment Enabling Sites

Policy SAP.7

Employment Enabling Sites

Proposals for employment development within the District that are not specifically provided for in Policies CS.22 and AS.10 in the Core Strategy will be considered on their merits. Where such sites are located outside the built-up area of a settlement they should be on the edge of, or in close proximity to, the settlement. Applicants will be expected to demonstrate that there are no alternative suitable and available sites within the built-up area of the settlement/in the locality for the proposed form of development and uses.

All such proposals will need to be thoroughly justified by the applicant, taking into account the economic and social benefits that would accrue from the proposed development and the impact it would have on the character of the local area and the local community.

The proposed development will be assessed against the following specific factors:

- (a) The evidence of need for opportunities for business uses and jobs to be provided, either of a general or specific nature, taking into account the Council's Local Industrial and Economic Development Strategy.
- (b) Whether the location is appropriate for the intended use/occupier of the site, taking into account:
 - physical and functional relationship of the site to the settlement;
 - impact on the amenity of occupiers of neighbouring or nearby properties;
 - impact on landscape character;
 - relationship to, and impact of traffic on, the local highway network and on the amenity of the local area;
 - scope to access the site conveniently and safely by foot and cycle;
 - the availability of existing public transport services; and
 - the provisions of relevant Development Plan policies.

This form of development would only be acceptable in the Green Belt if it met an employment need identified by the local community, in accordance with Policy CS.10 in the Core Strategy.

Development falling within Use Classes B1, B2 and B8 is appropriate in principle, although other business activities will be assessed on a case-by-case basis.

Schemes will only be supported where at least 10% of the gross internal floorspace is provided at a maximum of 80% of local market rents. This affordable rent will apply in perpetuity.

In granting permission, the Council will remove Permitted Development Rights which would otherwise allow conversion of the development to non-business uses. The granting of permission for business uses under the provisions of this policy, irrespective of whether the permission is implemented, will in no way establish a principle in support of other forms of development on the site.

Explanation

- 5.1.1 It is apparent that there is a shortage of available and affordable 'sub-prime' business floorspace in Stratford-on-Avon District; e.g. 'second-hand' premises and premises of less than 20,000sqft. This has been confirmed by technical evidence undertaken across the Coventry and Warwickshire sub-region. The cause of this market failure appears to be two-fold: firstly, allocated employment sites coming forward for more profitable employment uses (e.g. logistics) and Government policy driving the conversion of brownfield employment sites to housing.



Find out more about the Coventry and Warwickshire Employment Land and Market Signals Study @ www.stratford.gov.uk/siteallocationsplan

- 5.1.2 The Council's Local Industrial and Economic Development Strategy seeks to deliver jobs and economic growth across the District, both through indigenous business growth and retention, and through new inward investment from the UK and abroad. In relative terms, the local economy is strong with high rates of GVA per head and low rates of unemployment. However, the District has low job self-containment (with only 47% of its residents actually working within it) and, despite the high level of NVQ4+ qualifications in the District, a mismatch/imbalance between supply and demand of skills.



Find out more about the Stratford-on-Avon Local Industrial and Economic Development Strategy @ www.stratford.gov.uk/enterprise

- 5.1.3 There is a relationship between the provision of new homes and jobs and the Core Strategy allocates a sufficient quantum of new employment land to meet the expected number of jobs generated from its housing requirement for the plan period to 2031. The Core Strategy also provides for expansion of existing employment sites, conversion of buildings to employment and opportunities for farm-based activities in accordance with Core Strategy Policy AS.10. In addition, it permits opportunities for inward investment that are not specifically catered for to be considered, taking into account economic and social benefits.
- 5.1.4 However, the Core Strategy will deliver additional homes over and above the requirement of 14,600. As such, this policy is seeking to retain the balance by encouraging general employment development in addition to the provision of the Core Strategy. Permitting windfall employment sites could also encourage development directly by employment providers as opposed to site promoters who tend to sell to the highest bidder.
- 5.1.5 By implementing this policy, the Council will also use the opportunities that these sites bring to deliver much needed affordable employment space. Such affordable space will be provided in perpetuity. As with affordable housing, this will be secured through relevant planning obligation and could be delivered through transfer of land and/or premises to public sector bodies such as the parish council, District Council or County Council.

Implementation and Monitoring

See under Policy CS.22 in the Core Strategy

6. A46 Safeguarding

Strategic Objective

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

6.1 A46 Safeguarding

Policy SAP.8

A46 Safeguarding

In order to facilitate improvements to the A46 within Stratford-on-Avon District, it is proposed to safeguard land at the following three locations, until such time that funding is available to implement the necessary improvements:

- [Junction of A46 and A422 Alcester Road \(Wildmoor\)](#)
- [Junction of A46 and A3400 Birmingham Road \(Bishopton\)](#)
- [Junction of A46 and A439 Warwick Road \(Marraway\)](#)

The purpose of the safeguarding is to introduce a presumption against development that would prejudice the implementation of A46 highway improvement schemes. The proposed extent of the safeguarding is shown in Part D in Section 8 Policies Map.

Explanation

- 6.1.1 The A46 is part of the UK Strategic Road Network, connecting the M5 at Tewkesbury with the M6 at Coventry, and linking the towns of Evesham, Alcester, Stratford-upon-Avon and Warwick. The road is a mix of single and dual carriageway sections with various junction types including grade separated, roundabouts, slip roads and 'T' junctions. These inconsistent standards result in a road that has poor resilience, suffers from congestion and has a record of poor road safety. The road can also act as a barrier, dividing communities with large volumes of traffic and creating an unattractive environment for those towns and villages long its route.
- 6.1.2 Stratford-on-Avon District Council is one of a number of local authorities and organisations that have formed the A46 Partnership which is committed to driving forward improvements to the A46. The A46 is also a key project for Midlands Connect, the regional transport partnership, who has announced a 20 year improvement plan for the road.
- 6.1.3 The A46 Study references possible interventions around Stratford-upon-Avon. However, there is a risk that by the time that funding becomes available, other development pressures have resulted in the land needed to implement improvements no longer being available, thereby preventing the improvements from happening. Whilst detailed junction designs still need to be worked-up, safeguarding the land likely to be required will ensure these much-needed improvements can happen in due course.
- 6.1.4 Core Strategy Employment Proposal SUA.2 and the West of Shottery scheme of 800 homes are contiguous to the safeguarded land at Wildmoor. These extant schemes, required to deliver the ambitions of the adopted Core Strategy, will take precedence over the A46 safeguarding in the event of any policy conflict. The same is also true for any highway works required to deliver permissions related to any sites within the Core Strategy housing trajectory.

6.1.5 The extent of the safeguarded areas is identified within Part D: A46 Safeguarding, in Section 8 Policies Map.

Implementation and Monitoring

See under Policy CS.26 in the Core Strategy



Find out more about the A46 Partnership @ www.gloucestershire.gov.uk/council-and-democracy/joint-ventures/a46-partnership

Find out more about the A46 Study @ www.midlandsconnect.uk/key-projects/the-a46/

7. Specific Site Proposals

Strategic Objectives

All Strategic Objectives are relevant to these site specific proposals.

7.1 South of Alcester Road, Stratford-upon-Avon

<u>Proposal SUA.2: South of Alcester Road, Stratford-upon-Avon</u>	
Where it is to be delivered	South of Alcester Road Approx. 23 25 hectares (gross)
What is to be delivered	<p>Employment uses comprising:</p> <ol style="list-style-type: none"> 1. <u>Employment uses within Classes B1 (Business), B2 (General Industrial and B8 (Storage and Distribution)</u> 2. Class B1(a) office and Class B1(b) research and development uses, although scope for B1(c) light industry will be considered 2. Relocation of businesses from the Canal Quarter Regeneration Zone 3. <u>Car Dealerships on a maximum of 7 hectares</u> 4. <u>Bulky goods retail store on a maximum of 2 hectares, subject to a sequential assessment and retail impact assessment</u> <p>During the plan period up to 10 hectares will be released, plus additional land to correspond with the area taken up by businesses relocating from the Regeneration Zone.</p> <p>Housing – approx. 65 dwellings on land to the east of the Western Relief Road</p>
When it is to be delivered	Phases 2 - 4 (2016/17 - 2030/31)
How it is to be delivered	Private sector
Specific requirements	<ul style="list-style-type: none"> · provide a vehicle access to the employment development directly off the A46 Wildmoor Roundabout or proposed Western Relief Road · improve Wildmoor Roundabout as required by Highways England · provide for improvements to A46 adjacent to the site as required by Highways England · provide extensive landscaping on the southern and western boundaries of the employment development · provide appropriate treatment and management of mature hedgerows along road frontages · protect and enhance ecological features · provide a frequent bus service into the development · submission and approval of a Travel Plan

	<p><u>An appropriate marketing strategy to attract Class B1(a) offices and B1(b) research and development uses to the site.</u></p> <p><u>An appropriate marketing strategy to attract businesses in the Canal Quarter to relocate to the site.</u></p> <p><u>That part of the site identified for Canal Quarter relocation should not be occupied by any other business for a period of two years from the commencement of development. If a unit is vacated within that period it should be remarketed to attract another Canal Quarter business.</u></p> <p>If a plot that has been developed on that part of the site allocated for the relocation of businesses from the Canal Quarter Regeneration Zone becomes available it should be marketed for a period of three months in order that another business in the Regeneration Zone has the opportunity to take it up. This provision will be applied for a period of two years from when that plot was originally implemented.</p>
--	---

[NB. underlined text is inserted; struck-through text is deleted]

Explanation

7.1.1 The Core Strategy allocates this site for employment development, comprising Class B1 uses and the relocation of business from the Canal Quarter in Stratford-upon-Avon (Proposal SUA.1), together with an area for housing development. However, since the Core Strategy was adopted, circumstances have changed in various respects and the Site Allocations Plan provides an opportunity to update and amend the provisions of Proposal SUA.2. This is in line with responding flexibly to changing circumstances as required by the NPPF.



Find out more about Proposals SUA.1 and SUA.2 of the Core Strategy @ www.stratford.gov.uk/corestrategy.

7.1.2 The following matters are relevant in this respect:

- The housing component has now been implemented so it can be deleted from the allocation.
- Liaison with the County Highway Authority has now shown that an access off Wildmoor roundabout or the proposed Western Relief Road are not acceptable. As a result an alternative access off the A46 is now being pursued with Highways England. It would be appropriate to reflect this arrangement in the amended allocation.
- Latest evidence has shown there is limited demand in the Stratford-upon-Avon area for Class B1(a) office. On that basis, it is appropriate to provide greater flexibility regarding the nature of employment uses that would be acceptable on this site to include manufacturing (Class B2) and logistics (Class B8). However, it remains important to seek to attract office-based companies to the town and this site remains a key opportunity for doing so due to its location and image.
- There is known to be strong interest from a number of car dealerships to locate on the site. Facilitating this may also prompt certain car dealerships on the Canal Quarter to relocate to this site which would help to deliver the Regeneration Zone.
- Discussions with businesses on the Canal Quarter have revealed that there is limited interest in relocating to this site, and far less than the 13 hectares envisaged for this purpose in the original Core Strategy allocation.

- The District Council wishes to provide an opportunity for a comparison/bulky goods (e.g. DIY) retail store to relocate within the town.
- 7.1.3 The up-front infrastructure needed to open up this site for development is known to be significant. This includes the new access, diversion of a high pressure water main which crosses the site, and substantial earthworks to achieve a more level site. On that basis, greater flexibility on the range of business uses that can occupy the site and the timescales for implementation are appropriate to help deliver wider objectives relating to growth in the local economy and the creation of new jobs.
- 7.1.4 An assessment of other land parcels on the edge of Stratford-upon-Avon has been carried out to show that Proposal SUA.2 is the most appropriate location for car dealerships and a retail store in terms of its availability and suitability. However, justification for the latter use on this site needs to be supported by a sequential assessment and Retail Impact Assessment in accordance with national planning policy and Policy CS.23 in the Core Strategy.
- 7.1.5 The revised boundary for the site allocation is identified within Part E: Site Specific Proposals, in Section 8 Policies Map.

7.2 Atherstone Airfield, near Stratford-upon-Avon

<u>Proposal SUA.4: Atherstone Airfield</u>	
Where it is to be delivered	Atherstone Airfield, east of Shipston Road, Atherstone-on-Stour Approx. 40 19 hectares gross (5 10 hectares net) plus a 'reserve' of approx. 9 hectares gross (5 hectares net) should it be required, to assist in the delivery of the Canal Quarter Regeneration Zone (see Proposal SUA.1) <u>and the needs of businesses elsewhere in the District.</u>
What is to be delivered	Employment uses comprising: 1. The relocation of businesses from the Canal Quarter Regeneration Zone falling within Use Classes B1c, B2 or B8; 2. The relocation of businesses from elsewhere in the District falling within Use Classes B1c, B2 or B8, <u>including those already operating on other parts of Atherstone Airfield (Alscot Estate);</u> 3. The relocation of businesses from outside the District <u>falling within Use Classes B1c, B2 or B8</u> but only insofar as this would help to facilitate 1. and 2. above. and not in respect of the 'reserve' unless an exceptional justification is advanced as part of a planning application.
When it is to be delivered	Phases 2 - 4 (2016/17 - 2030/31) subject to the reserve only being released at a point where it is demonstrated that there is insufficient land, either quantitatively or qualitatively, at either SUA.2 or the first phase of this allocation to meet the needs of businesses relocating from the Canal Quarter Regeneration Zone or businesses based elsewhere in the District, or an exceptional justification is proven as part of a planning application.
How it is to be delivered	Private sector
Specific requirements	<ul style="list-style-type: none"> · improve the access off Shipston Road if required in order to achieve a satisfactory access · mitigate impact on the local road network where identified in a detailed transport assessment which should accompany a planning application · provide structural landscaping around the boundaries of the site to consolidate and complement that which already exists

[NB. underlined text is inserted; struck-through text is deleted]

Explanation

- 7.2.1 The Core Strategy allocates this site for employment development specifically for the relocation of businesses from the Canal Quarter in Stratford-upon-Avon (Proposal SUA.1), and also for businesses to relocate from elsewhere in the District to help facilitate implementation of the site. However, since the Core Strategy was adopted it has become apparent that there is very little interest from businesses in the Canal Quarter to relocate to this site.



Find out more about Proposals SUA.1 and SUA.4 of the Core Strategy @ www.stratford.gov.uk/corestrategy.

- 7.2.2 Nevertheless, this location provides an opportunity for employment development to assist the local economy by providing greater scope for businesses in the District as a whole to relocate for operational reasons or in order to expand. It is also apparent that most industrial estates in the District are very well occupied with few vacant units. Some flexibility for businesses from outside the District to move to this site might also be appropriate in order to facilitate implementation for its principal purposes. This is in line with responding flexibly to changing circumstances as required by the NPPF.
- 7.2.3 The Inspector who examined the Core Strategy found the site to be well-located in relation to Stratford-upon-Avon. It has direct access onto the A road network, and a frequent bus service runs along Shipston Road. The wider Alscot Estate is an established business location with readily available infrastructure.
- 7.2.4 The boundary for the site allocation is confirmed within Part E: Specific Site Proposals, in Section 8 Policies Map.

7.3 East of Shipston Road, Stratford-upon-Avon

<u>Proposal SUA.5: East of Shipston Road, Stratford-upon-Avon</u>	
Where it is to be delivered	East of Shipston Road Approx. 3 hectares
What is to be delivered	The relocation of specific businesses from Wharf Road within the Canal Quarter Regeneration Zone.
When it is to be delivered	Phase 2 – 3 (2016/17 – 2025/26)
How it is to be delivered	Private sector
Specific requirements	<ul style="list-style-type: none"> · provide a satisfactory access off Shipston Road · provide extensive structural landscaping around the boundaries of the site · locate buildings and activities on the site to avoid unacceptable impact on neighbouring existing and proposed residential uses · a Legal Agreement to ensure that the occupation of the site is restricted to specific named companies relocating from the Canal Quarter Regeneration Zone.

Explanation

7.3.1 To assist in the redevelopment of the Stratford-upon-Avon Canal Quarter Regeneration Zone, land east of Shipston Road has been identified on which to relocate specific occupiers from the Wharf Road area.



Find out more about the Canal Quarter Regeneration Zone in Proposal SUA.1 of the Core Strategy @ www.stratford.gov.uk/corestrategy and the accompanying Canal Quarter Masterplan Supplementary Planning Document @ www.stratford.gov.uk/cq-spd.

7.3.2 This allocation is in addition to Proposals SUA.2 Land at Alcester Road and SUA.4 Atherstone Airfield, both of which are identified in the Core Strategy and Site Allocations Plan to accommodate businesses relocating from the Canal Quarter. However, the District Council has been advised that one of the main companies affected by the Canal Quarter redevelopment would not consider, for operational reasons, moving to either of these sites.

7.3.3 This site is not allocated in the Core Strategy and is in open countryside. On that basis, without a specific allocation in the Site Allocations Plan, the development of the site for a business use for this specific purpose would be contrary to the District Council's planning policies. The allocation of the site at this time is justified solely to assist in delivering the objectives of the Canal Quarter Regeneration Zone and for no other purpose. Consequently it is essential that a legal agreement is entered into to ensure this outcome.

7.3.4 In allocating this site within the Site Allocations Plan, the Council is responding flexibly to changing circumstances as required by the NPPF to help ensure delivery of a key component of the Core Strategy; a strategic mixed-use site for some 650 homes and 9,000sqm of employment land.

- 7.3.5 In terms of the site itself, it is reasonably well-related to the physical form of the town given its proximity to the supermarket and two schemes for older persons' accommodation.
- 7.3.6 Access can be provided directly off the A3400 and from there to the wider road network in the area. It will be necessary to ensure that no undue harm would be caused by the intended use of the site to the amenity of existing dwellings immediately to the south of the site and to residents of the adjacent development to the north. Extensive landscaping will need to be provided around the site, particularly along its eastern boundary in order to minimise the impact of development on the wider landscape and from views across it.
- 7.3.7 An assessment of other land parcels on the edge of Stratford-upon-Avon has been carried out to show that this site is the most appropriate location for the proposed use in terms of its availability and suitability.
- 7.3.8 The boundary for the site allocation is identified within Part E: Specific Site Proposals, in Section 8 Policies Map.

7.4 Stratford-upon-Avon Gateway

<u>Proposal SUA.6: Stratford-upon-Avon Gateway</u>	
Where it is to be delivered	Area incorporating Henley Street, Windsor Street, Arden Street and Greenhill Street Approx. 5.3 hectares
What is to be delivered	<ul style="list-style-type: none"> • Retention of existing activities as appropriate and the redevelopment of specific parts of the site for a range of appropriate uses that could include: visitor attractions and accommodation • retail and other class A commercial uses • offices and other business uses • leisure, community and educational facilities • residential
When it is to be delivered	Phase 2 – 4 (2016/17 – 2030/31)
How it is to be delivered	Private & public sector
Specific requirements	<ul style="list-style-type: none"> • provide a new landmark 'gateway' building at the junction of Arden Street, Clopton Road and Birmingham Road • ensure high quality buildings and public realm including enhancements to green and blue infrastructure (as appropriate) • incorporate new permeable and legible pedestrian route from the junction of Arden Street, Clopton Road and Birmingham Road to Windsor Street • improve the junction of Arden Street, Clopton Road and Birmingham Road in terms of highway and pedestrian flows and the quality of the public realm • improve legibility to key destinations e.g. railway station and canal • enhance the appearance of Greenhill Street • protect and enhance the character and appearance of the Conservation Area • provide for a broad mix of uses will be supported including: retail (Class A), offices (Class B1), hotels and residential (C1 and C3), community, educational and cultural (Class D1) and leisure (Class D2) • replace/improve public car parking facilities • replace/improve coach/bus station / drop-off facility • replace/improve health facilities (as appropriate) • take account of and fully integrate with the proposals for the adjacent Canal Quarter Regeneration Zone • ensure that any specific proposals enhance and do not dilute the vitality of the town centre • Site Concept Statements and/or Vision and Framework Masterplan SPD (as appropriate)

Explanation

- 7.4.1 Stratford-upon-Avon is the world-famous birthplace of William Shakespeare and home to the Royal Shakespeare Company (RSC) and the Shakespeare Birthplace Trust (SBT) that manages a number of sites associated with the life of The Bard. Shakespeare's Birthplace is located on Henley Street, the main tourist street in the town. The Council, in partnership with the SBT, has recently been successful in bidding for funds from the Coventry and Warwickshire Local Enterprise Partnership in respect of creating a world-class setting at Shakespeare's Birthplace.
- 7.4.2 In December 2018 the Council adopted its Local Industrial and Economic Development Strategy (one of the first across the West Midlands) that sets out how the Council will work with partners to increase economic prosperity across the District. The Strategy includes an action plan setting out specific priorities to achieve this aim. The Strategy acknowledges the important role that tourism plays to the local economy.



Find out more about the Stratford-on-Avon Local Industrial and Economic Development Strategy @ www.stratford.gov.uk/enterprise

- 7.4.3 Henley Street runs from the centre of the town northwest towards Birmingham Road at the junction with Windsor Street. To the west of Windsor Street are a Council-owned multi-storey carpark and a coach drop-off facility. The land between Windsor Street and Arden Street is largely commercial. On the west side of Arden Street is a surface carpark and Stratford Healthcare and Trinity Court Surgery with Stratford Hospital beyond. The junction of Guild Street, Clopton Road and Birmingham Road forms the boundary of the town centre and is a key gateway to the town. However, the quality of the public realm here is relatively nondescript and offers an extremely poor first impression to a town of international renown. Similarly, Greenhill Street is a key gateway, particularly for those visitors arriving by train, and suffers from a weak character and some vacant units and incongruous buildings in key locations.
- 7.4.4 Delivery of the Gateway Quarter may also act as a catalyst for improvement to adjacent areas. In such cases, schemes will be considered on their own merits taking into consideration their relationship and impact on the potential for the Gateway Quarter.
- 7.4.5 Given the nature of the area and the myriad of landownerships, a comprehensive masterplan may not be the most effective means of facilitating change. Instead, the Council may prepare design concept statements for individual key sites setting out the principles that should be followed. The role that this area has in welcoming visitors to the town means that achieving a high quality public realm is as important as achieving high quality buildings. As such all proposals will be expected to take account of Historic England's Streets for All guidance.
- 7.4.6 The Site Allocations Plan provides a formal planning basis to kick-start the rejuvenation of this part of the town centre. A co-ordinated approach to the land between Arden Street and Henley Street would not only improve the public realm but also provide a greater mix of uses to establish a new Quarter for Stratford-upon-Avon.
- 7.4.7 The policy context for enhancing the town centre is set out in the adopted Core Strategy (namely policies CS.23 and AS.1) and the made Neighbourhood Plan (namely Policy TC8), prepared by Stratford-upon-Avon Town Council.
- 7.4.8 The boundary for the site allocation is identified within Part E: Specific Site Proposals, in Section 8 Policies Map.



Find out more about Core Strategy Policies CS.23 and AS.1 @ www.stratford.gov.uk/corestrategy

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

7.5 Rother Street/Grove Road, Stratford-upon-Avon

<u>Proposal SUA.7: Rother Street/Grove Road, Stratford-upon-Avon</u>	
Where it is to be delivered	Land bounded by Rother Street and Grove Road Approx. 2.4 hectares
What is to be delivered	Retention of existing activities as appropriate and the redevelopment of specific parts of the site for a range of appropriate uses that could include: <ul style="list-style-type: none"> · visitor attractions and accommodation · retail and other Class A commercial uses · offices and other business floorspace · community facilities · residential
When it is to be delivered	Phase 2 – 4 (2016/17 – 2030/31)
How it is to be delivered	Stratford Town Trust, Police Authority, County and District Councils, private sector
Specific requirements	<ul style="list-style-type: none"> · protect and enhance the character and appearance of the Conservation Area · retain listed buildings and those of local historic significance · undertake an archaeological assessment for sites when they come forward to be developed · consider the scope to redevelop all or part of the public car park, in conjunction with Stratford-upon-Avon Town Council · retain existing residential properties in the area unless fully justified

Explanation

- 7.5.1 The area to the west of Rother Street, previously known as the Rother Quarter, is on the edge of the town centre and provides scope for a wide range of uses that would be suitable for this key location and enhance the role of the town. It is stressed that there is no expectation that any existing uses in the area should be redeveloped. However, it is thought appropriate to explore the opportunity to accommodate other uses. An example of this is the new hotel that has recently opened.
- 7.5.2 The proposal provides an opportunity to improve the environmental quality of Greenhill Street. This road is an important route between the railway station and the town centre and has declined in appearance in recent years. The policy context is also set by Core Strategy Policy AS.1.
- 7.5.3 The boundary for the site allocation is identified within Part E: Specific Site Proposals, in Section 8 Policies Map.

7.6 Land at Stratford-upon-Avon College

<u>Proposal SUA.8: Land at Stratford-upon-Avon College, Alcester Road, Stratford-upon-Avon</u>	
Where it is to be delivered	South of Alcester Road/west of Willows Drive North Approx. 0.5 hectares
What is to be delivered	Extension to Stratford-upon-Avon High School
When it is to be delivered	Phase 2 -3 (2016/17 – 2025/26)
How it is to be delivered	Public sector
Specific requirements	<ul style="list-style-type: none"> • assess impact on the highway network • ensure sufficient on-site car parking is provided for use by the College and the High School • take into account the electricity sub-station on the site

Explanation

- 7.6.1 Warwickshire County Council has advised of a capacity issue in secondary education at Stratford-upon-Avon. Stratford-upon-Avon College has also advised the Council that it has some land within its ownership that will be surplus to its future operational requirements at its campus on Alcester Road.
- 7.6.2 The land currently used for car parking for the College is located adjacent to Stratford-upon-Avon High School. To help address the identified capacity issue, the Council has allocated the land in order to safeguard it for educational purposes.
- 7.6.3 The boundary for the site allocation is identified within Part E: Specific Site Proposals, in Section 8 Policies Map.

7.7 Studley Centre, Studley

<u>Proposal STUD.1: Studley Centre</u>	
Where it is to be delivered	South of High Street Approx. 0.3 hectares
What is to be delivered	Enterprise Centre comprising small business units
When it is to be delivered	Phase 2 – 4 (2016/17 – 2030/31)
How it is to be delivered	Private & public sector
Specific requirements	<ul style="list-style-type: none"> · ensure adjacent properties and occupiers are not unduly affected · provide sufficient on-site parking for business uses · enhance the overall appearance of the site, including hard and soft landscaping

Explanation

- 7.7.1 Studley is one of the eight Main Rural Centres identified in the Core Strategy. The centre of Studley contains a variety of uses but is fragmented into two ‘retail high street’ areas, the first lining the heavily trafficked Alcester Road which dissects the village. The eastern side of this highway has a number of shops and other services whereas the western side is more loosely occupied by high street uses and suffers somewhat from the presence of a large vacant brownfield site formerly occupied by a supermarket and lying vacant since 2003. The second area, the historic High Street runs northeast to southwest, and joins the Alcester Road at a traffic roundabout. This area contains a variety of retail outlets and services with several outdated and now redundant community buildings lying to the south. These include the Youth Centre owned by Warwickshire County Council and the Health Centre, recently acquired by the District Council.
- 7.7.2 In addition, Studley supports a wide range of small businesses, with a number in the Birmingham Road / Studley Point area. However, it does not have ‘easy-in, easy-out’ facilities for new start-up businesses and entrepreneurs as found in Stratford-upon-Avon and Alcester. As a result, business start-ups tend to have to move into Redditch to access affordable and well-supported business incubation workspace. There are also a number of challenges facing Studley which the Council, working in partnership with the Parish Council, are looking to address. To this end it submitted an Expression of Interest to the Government’s Future High Street Fund in March 2019. Part of this bid included the land south of High Street in the ownership of Stratford-on-Avon District Council and Warwickshire County Council.
- 7.7.3 The Council previously consulted on including the former youth club site within the Site Allocations Plan. In light of the further work on the Future High Streets Fund, it is now considered appropriate to extend the allocation to the adjacent buildings (also in public ownership) in order to help facilitate a more comprehensive scheme; in essence to create a new civic centre for Studley (Proposal STUD.1). Proposals could also include an Enterprise Centre providing specialist workspace for local entrepreneurs working or starting in the digital and creative sector.
- 7.7.4 The boundary for the site allocation is identified within Part E: Specific Site Proposals, in Section 8 Policies Map.

7.8 High Street, Studley

<u>Proposal STUD.2: High Street, Studley</u>	
Where it is to be delivered	East of High Street Approx. 0.3 hectares
What is to be delivered	Residential and commercial uses
When it is to be delivered	Phase 2 – 4 (2016/17 – 2030/31)
How it is to be delivered	Private & public sector
Specific requirements	<ul style="list-style-type: none"> • create an attractive frontage to High Street • incorporate commercial units at ground floor level on High Street frontage • ensure setting of the adjacent listed public house is protected and enhanced

Explanation

- 7.8.1 This site is an important location in the heart of the village, acting as a ‘gateway’ to Studley. The site, adjacent to the Co-operative Store, has been derelict for over 10 years despite a number of proposals being brought forward, none have materialised. As part of the wider regeneration of Studley village centre, including Proposal STUD.1 (as outlined above) the Council proposes to support the redevelopment of this vacant site to attract businesses and jobs, provide affordable homes and improve the environment of the village centre.
- 7.8.2 Specific requirements seek to create an attractive frontage to High Street, incorporate commercial units at ground floor level on High Street frontage and ensure the setting of the adjacent listed public house is protected and enhanced.
- 7.8.3 The boundary for the site allocation is identified within Part E: Specific Site Proposals, in Section 8 Policies Map.

7.8 Napton Brickworks, near Napton-on-the-Hill

<u>Proposal RURAL.1: Napton Brickworks</u>	
Where it is to be delivered	South of Daventry Road, Napton-on-the-Hill Parish Approx. 10 hectares gross, of which approx. 3 hectares net for residential development
What is to be delivered	<ul style="list-style-type: none"> • Housing – up to 80 dwellings • Public open space • Nature reserve or similar managed ecological area • Mooring points and facilities for canal users (optional)
When it is to be delivered	Phase 2 - 3 (2016/17 – 2025/26)
How it is to be delivered	Private sector, Canal and River Trust
Specific requirements	<ul style="list-style-type: none"> • restrict housing development to previously developed parts of the site • produce a comprehensive management plan to be implemented for the whole site • undertake comprehensive archaeological, ecological and geological assessments of the site • secure appropriate treatment of any contamination • retain existing hedgerows and trees along site boundaries wherever possible • ensure the former quarry slopes remain stable to avoid slippage • ensure drainage into the canal is regulated and managed • ensure development does not have an adverse impact on the integrity of the canal • design and layout of the development must be well-related to the canal • undertake a landscape assessment • mitigate the noise impacts of adjacent business uses through the layout and design of development • provide a high quality walking and cycling route along Brickyard Lane to/from Napton-on-the-Hill

Explanation

- 7.9.1 This site is located off Daventry Road about 1km (0.5 miles) to the west of the village of Napton-on-the-Hill and about 4km (2.5 miles) to the east of Southam. The Brickworks and associated quarry closed in the 1970s and the buildings and structures on the site have since been cleared. However, extensive areas of concrete hardstanding and remnants of buildings remain on the site. On that basis, it is a previously developed (brownfield) site.
- 7.9.2 The total site area is about 10 hectares, although the footprint of the former brickworks itself is about 6 hectares. The entire site is designated as a Local Wildlife Site.
- 7.9.3 The site has a complex planning history. Planning permission was granted in 1995 to redevelop it as a business park but only the access off Daventry Road was implemented. Subsequently, the site was allocated in the previous District Local Plan Review for a mix of Class B1 employment, residential units tied specifically to businesses on the site, holiday accommodation and canal-based recreation. A scheme comprising 56 live/work units and

Class B1 business buildings was granted outline planning permission in January 2015 but it has now lapsed.

- 4.8.4 The owners of the site have advised the District Council that this permission could not be implemented because it was unviable given the costs involved in site clearance, stabilisation and remediation.
- 4.8.5 Policy AS.11 in the Core Strategy provides the basis for considering schemes for housing development on large rural brownfield sites in the countryside within the District. It is evident this site satisfies sufficiently the criteria in this policy.



Find out more about Policy AS.11 of the Core Strategy @ www.stratford.gov.uk/corestrategy

- 7.9.6 Development of this brownfield site would bring a range of benefits, including removal of an eyesore in the landscape, treatment of contamination, cessation of anti-social activities, management and enhancement of existing habitats, and improvements to the canal environment.
- 7.9.7 A range of factors will require detailed consideration when considering a scheme to develop the site, including the relationship of the site to the village of Napton-on-the-Hill, its accessibility by various means of travel, and the landscape and visual impact of development.
- 7.9.8 The boundary for the site allocation is identified within Part E: Specific Site Proposals, in Section 8 Policies Map.

7.10 University of Warwick Campus, near Wellesbourne

<u>Proposal RURAL.2: University of Warwick Campus, near Wellesbourne</u>	
Where it is to be delivered	West of Warwick Road, north of Wellesbourne [Charlecote Parish] Approx. 110 hectares (gross)
What is to be delivered	Innovation Campus for research and education purposes, with associated staff and student accommodation
When it is to be delivered	Phases 3 – 4 (2021/22 – 2030/31)
How it is to be delivered	University of Warwick, private sector
Specific requirements	<ul style="list-style-type: none"> • mitigate impact on Charlecote Conservation Area • mitigate impact on the setting of Charlecote House and Registered Park • avoid impact on the Scheduled Monument within the site • avoid development on Flood Zone which crosses the site • provide extensive landscaping and areas of open space • retain hedgerows and mature trees within and along boundaries of the site • retain or reposition existing sports pitches on the site • undertake a comprehensive Transport Assessment to establish the nature of highway improvements required • undertake a landscape assessment • take into account the operational requirements of Wellesbourne Airfield • retain the footpath which passes through the site

Explanation

7.10.1 This site is situated to the north of Wellesbourne, in Charlecote Parish. The site is identified in the Core Strategy (Policy AS.9) as providing a significant opportunity for research and development and educational purposes.

7.10.2 The site has a long history of research relating to agriculture, becoming Horticultural Research International (HRI) in 1990. In 2004, the University of Warwick became associated with the site and in 2010 the School of Life Sciences was formed following the merger of Warwick HRI and the Department of Biological Sciences. In addition to the School of Life Sciences, the campus is home to some automotive research activity from Warwick Manufacturing Group (WMG). A small number of businesses also have a presence on the campus. The campus currently has about 400 people working there.

7.10.3 The University is developing a long-term strategy for the campus; in addition to strengthening existing academic activity at the location, it wishes to develop parts of the site as a new Innovation Campus covering sectors such as agriculture, medicine, advanced manufacturing and digital technologies, in order to build on its international renown for knowledge, research and training.

7.10.4 Such a campus would respond directly to the West Midlands region's drive towards improved economic regeneration and resilience. The location and image of the site is ideal for the incubation of ideas into practice, the exchange of intellectual investment with

industry-leading companies, and the nurturing of skills and jobs to support the local and regional economy.

- 7.10.5 It is possible that the expanded use of the site could lead to interest in providing some residential accommodation for staff employed on the site and students based at the site. The purpose, scale and nature of such provision will need to be fully justified.
- 7.10.6 Whilst located in rural surroundings, the site benefits from excellent connectivity, lying within a 5-mile (8km) range of Stratford-upon-Avon, M40 Junction 15, and Warwick Parkway and Leamington railway stations. However, any large-scale development and increase in activity on the site is likely to have an impact on the highway network, including M40 Junction 15 and the A429 junctions at Barford.
- 7.10.7 It should be noted that much of the site comprises Grade 2 agricultural land. Consequently, as indicated in the NPPF (see footnote on page 49), the loss of a significant amount of best and most versatile agricultural land to development and associated uses will need to be fully justified.
- 7.10.8 Consideration will be given to designating the site as an Enterprise Zone. These are part of the Government's industrial strategy to support businesses and enable economic growth.
- 7.10.9 The boundary for the site allocation is identified within Part E: Specific Site Proposals, in Section 8 Policies Map. However, the scale and extent of additional development on the site will require thorough assessment due to the range of sensitive issues that need to be considered.

7.11 Quinton Rail Technology Centre, near Long Marston

<u>Proposal RURAL.3: Quinton Rail Technology Centre</u>	
Where it is to be delivered	Part of the former Long Marston Depot, south of Station Road, Long Marston Approx. 49 hectares (gross)
What is to be delivered	Rail-based innovation and technology centre
When it is to be delivered	Phase 2 – 4 (2016/17 – 2030/31)
How it is to be delivered	University of Birmingham, private & public sector
Specific requirements	<ul style="list-style-type: none"> · ensure proposals will not impede the area of safeguarding shown on the Core Strategy Policies map for possible reinstatement of the Stratford-Honeybourne line · retain operational rail connection to the national rail network · avoid development on Flood Zone which crosses the site and mitigate flood risk and surface water drainage as appropriate · incorporate comprehensive management of ecological features on the site · retain existing trees on the site wherever possible · undertake a landscape assessment · undertake a comprehensive Transport Assessment for any large-scale increases in employment proposed on the site

Explanation

7.11.1 The Quinton Rail Technology Centre (QRTC) is located 7 miles (11.3km) to the south-west of Stratford-upon-Avon, on part of the former Long Marston Storage Depot; a Large Rural Brownfield Site identified in Policy AS.11 of the adopted Core Strategy. The QRTC is also located adjacent to the former Stratford-upon-Avon to Honeybourne railway, the route of which is safeguarded for possible re-instatement in Policy CS.26 of the Core Strategy and shown on the accompanying Policies Map. The QRTC is also in the vicinity of two new communities currently being established at Meon Vale and at Long Marston Airfield Garden Village which will see over 4,500 homes built alongside new schools, shops, businesses and open spaces and community facilities.



Find out more about the Stratford-on-Avon Core Strategy @ www.stratford.gov.uk/corestrategy.

7.11.2 Established in 2005, the QRTC extends to 49 hectares and is home to the UK's only looped rail test track and is its only specifically-built light-rail test facility. The QRTC is used extensively for reliability and mileage accumulation testing and trialing, and is connected to the national rail network via the freight-only branch from Honeybourne junction, on the North Cotswold Line between Oxford and Worcester. QRTC forms one of a small number Centres of Excellence for Railway Testing used by the UK Rail Research and Innovation Network (UKRRIN), which is a partnership between the rail industry and a number of universities. Specifically, the University of Birmingham's Centre for Railway Research and

Education has an interest and presence on the site.

- 7.11.3 The Government's Industrial Strategy, published in November 2017, outlines the Government's long-term approach to Industrial Investment and provides a policy framework against which major private and public-sector investment decisions can be made with confidence. It identifies that rail research and innovation will enable collaboration between the rail industry, universities, small and medium-sized business (SMEs), and infrastructure owners to deliver innovations for both High Speed Rail and the existing rail network.
- 7.11.4 The Coventry and Warwickshire sub-region is widely recognised as the UK's most significant transport research and development hub, and offers a range of advanced engineering consultancies, prototype specialists and contract manufacturers. The QRTC plays a leading role in the development of rail hydrogen and battery technology and, although a different industry, this provides opportunities for coordination with the national automotive battery centre being established in Coventry. There are also potential synergies with the delivery of High Speed 2 into Birmingham and Solihull. The importance of the rail industry to the West Midlands economy is set out in the West Midlands Industrial Strategy.
- 7.11.5 The Council's Local Industrial and Economic Development Strategy sets out how the Council will work with partners to increase economic prosperity across the District. It cites the Quinton Rail Technology Centre as a case study under the section '*Growing Businesses and Start-ups*' in Aim 1: The Best Place to Start and Grow a Business.

Find out more about the:



UK Industrial Strategy @ <https://www.gov.uk/government/topical-events/the-uks-industrial-strategy>

West Midlands Industrial Strategy @ <https://www.wmca.org.uk/what-we-do/industrial-strategy/>

Stratford-on-Avon Local Industrial and Economic Development Strategy @ www.stratford.gov.uk/enterprise.

- 7.11.6 In addition, the QRTC provides opportunities for trial and development experience in rail and other sectors including the manufacturing, education and automotive sectors as well as being the largest and most extensive rail storage facility in the UK. It is the only facility in the UK able to offer full scale crash testing to European TSI standards and is used extensively by the Emergency Services for full scale incident simulation and for the training of Counter-Terrorism teams. It provides a unique range of training and development opportunities in a live/realistic environment but off network.
- 7.11.7 The QRTC is also home to the Rail Live show which is the UK railway's equivalent of the Farnborough Air Show (albeit on a smaller scale). This show is produced by Bauer Media annually and attracts over 5,000 visitors and over 450 exhibitors from all over the globe. It is predominantly a showcase event for UK PLC.
- 7.11.8 Given the economic potential of the QRTC and the fact that its facilities are not 'footloose' and dependent upon continued track access for its ongoing operations, it is considered appropriate to formally safeguard the rail-related activities on the site. This will help provide certainty to both occupiers as well as the local community as to the future direction of the site.
- 7.11.9 However, the Council acknowledges that business needs change over time, and that the site covers a large area. As such, the Council will also support enabling development that helps secure the long-term future of rail activities on the site. Any such uses should be

compatible with, and not undermine, the long-term function of the site as a centre for rail research and development.

- 7.11.10 Consideration will be given to designating the site as an Enterprise Zone. These are part of the Government's industrial strategy to support businesses and enable economic growth.
- 7.11.11 The boundary for the site allocation is identified within Part E: Specific Site Proposals, in Section 8 Policies Map. However, the scale and extent of additional development on the site will require thorough assessment due to the range of sensitive issues that need to be considered.

8. Policies Map

Councils are required to maintain a Policies Map which illustrates geographically the application of the policies and proposals in the adopted Development Plan.

The current Policies Map was prepared and published when the Core Strategy was adopted in July 2016.

The set of plans in this section identify boundaries relating to policies and proposals in the Submission Site Allocations Plan. These will form the basis of revisions to the Policies Map should these policies and proposals be included in the Plan when adopted.

The maps are set out in the following parts [NB. In parts A – C they are in alphabetical order by settlement]:

Part A: Reserve Housing Sites

Part B: Self-build and Custom-build Housing Sites

Part C: Built-Up Area Boundaries

Part D: A46 Safeguarding

Part E: Specific Site Proposals

Part A: Reserve Housing Sites

Explanatory Note:

The cross hatching on certain sites represents the specific part of the site that is appropriate for development due to environmental or other constraints on the remainder. For those with no hatching, the whole area is suitable for development subject to the provision of site-specific features such as landscaping and open space.

The Site Proformas in the Strategic Housing Land Availability Assessment (SHLAA) provide more information about this.



Find out more about the SHLAA @ www.stratford.gov.uk/shlaa.

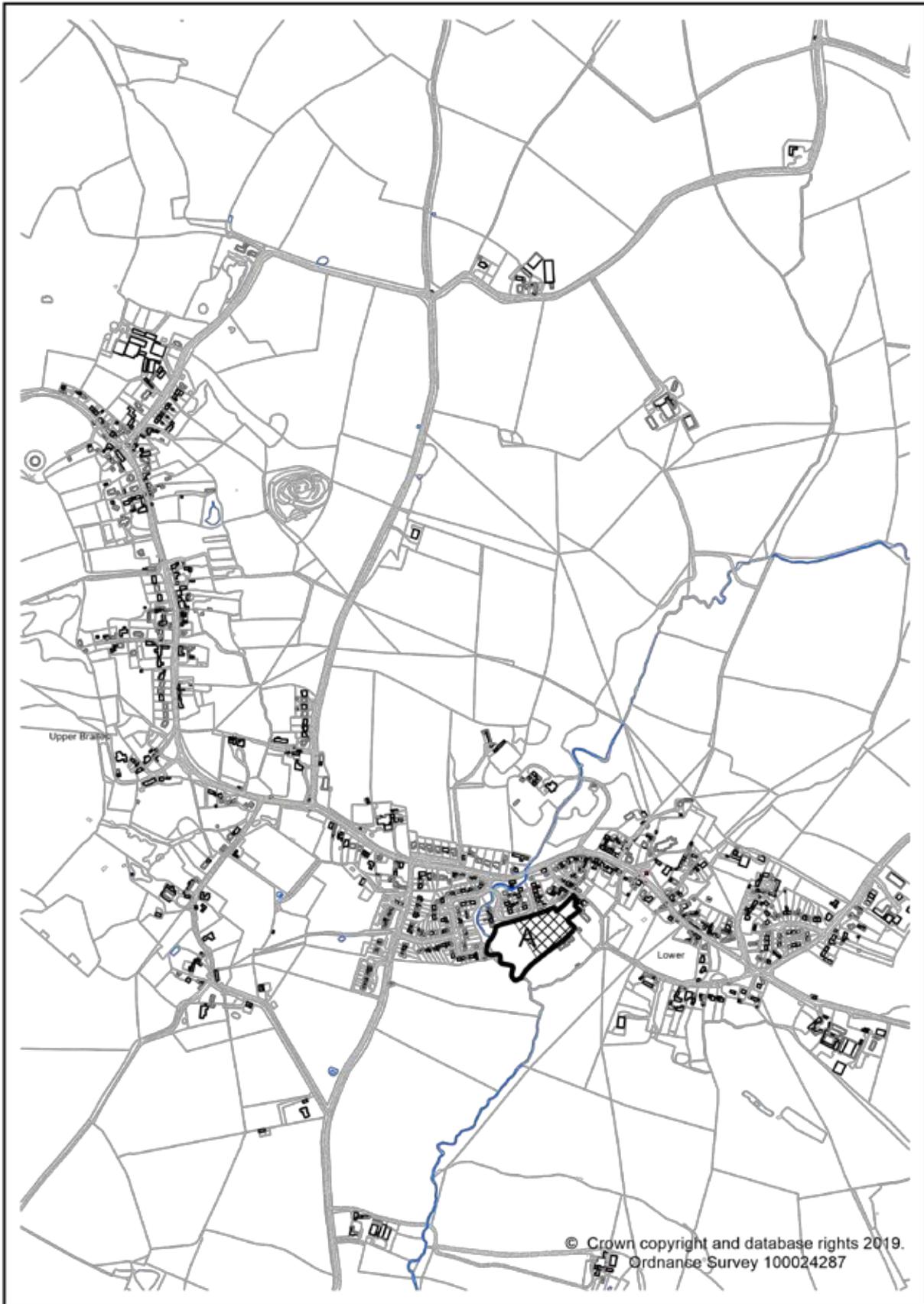


Reserve Housing Sites - Alcester



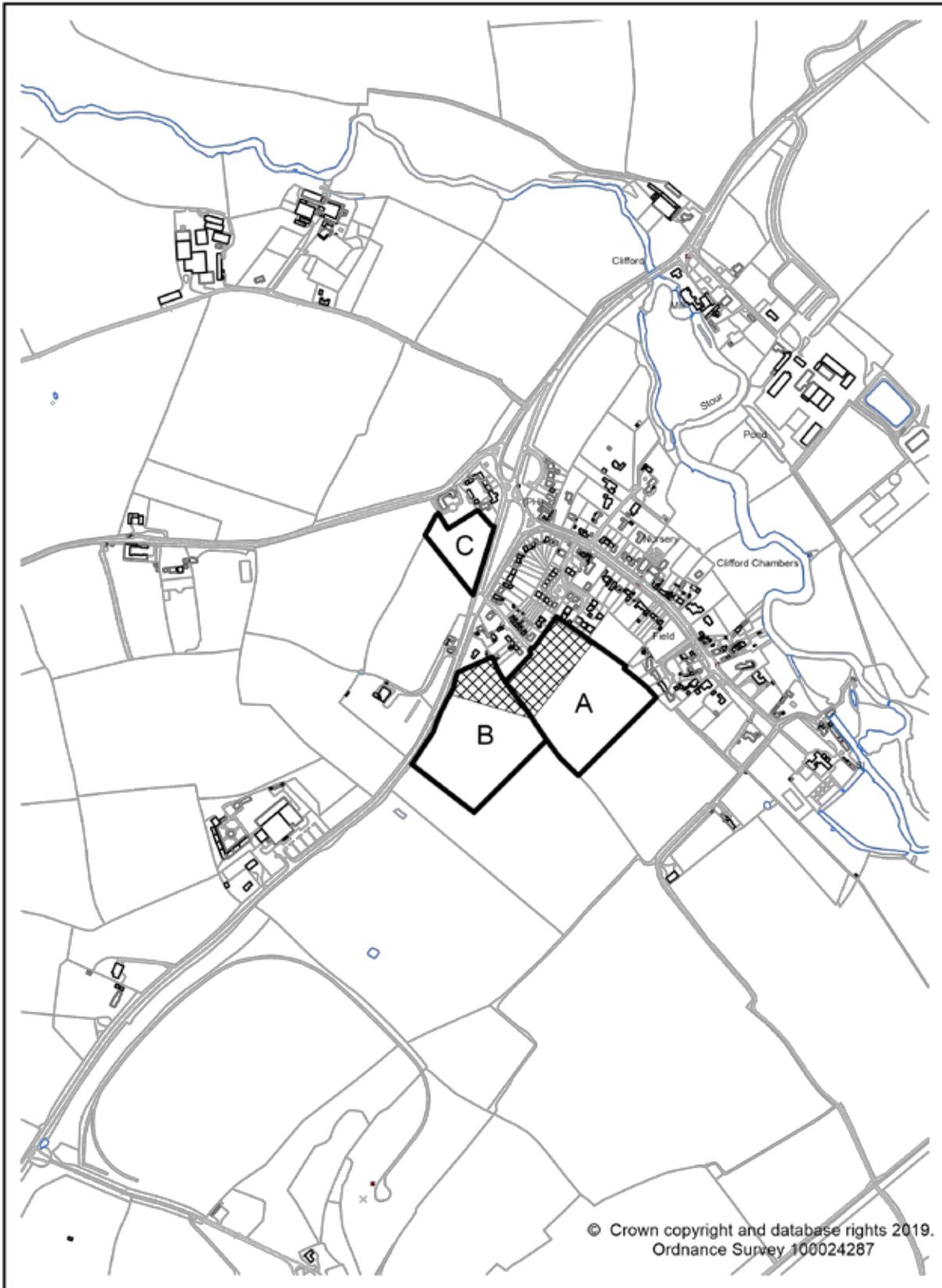


Reserve Housing Sites - Bidford-on-Avon



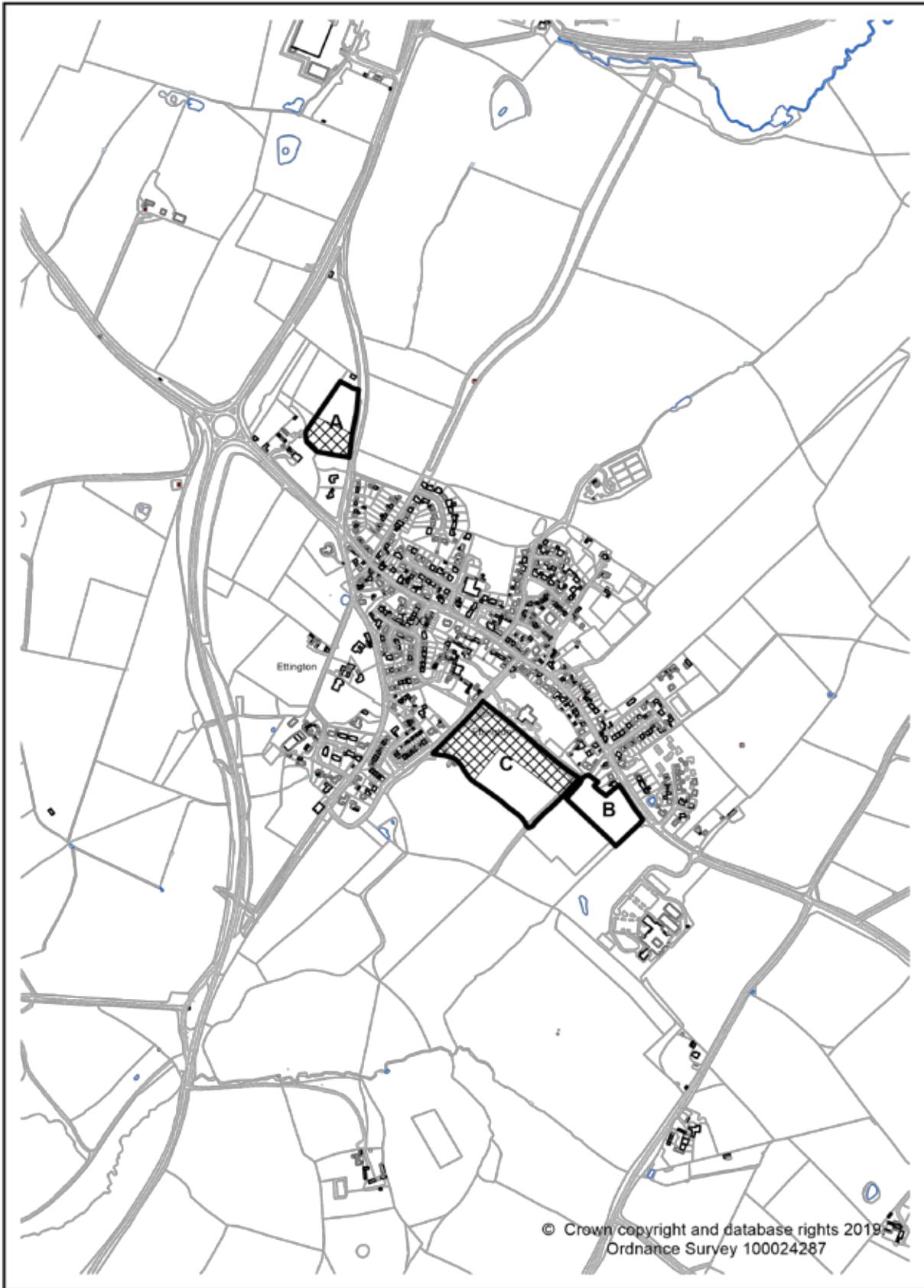
Reserve Housing Sites -Brailles





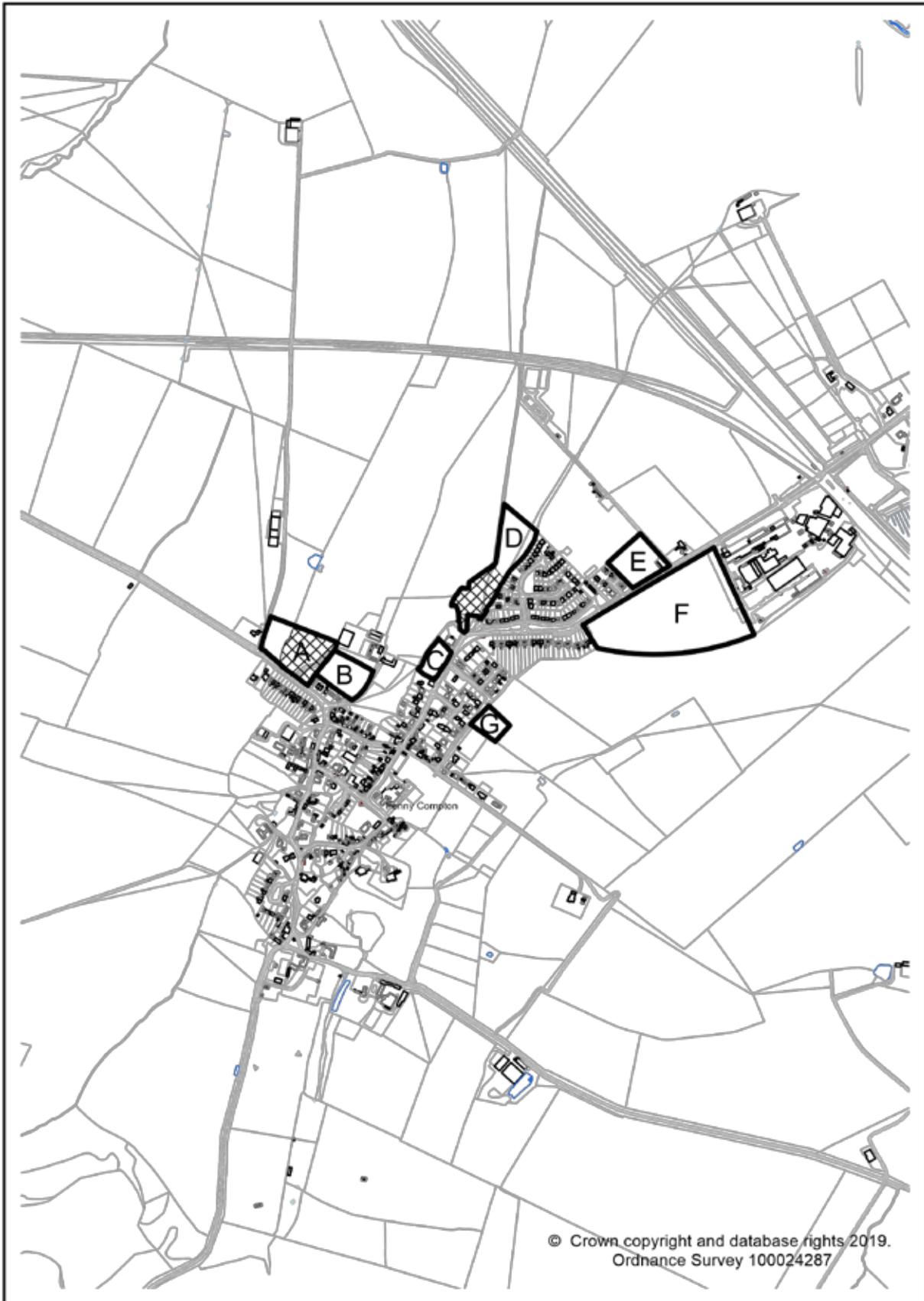
Reserve Housing Sites - Clifford Chambers





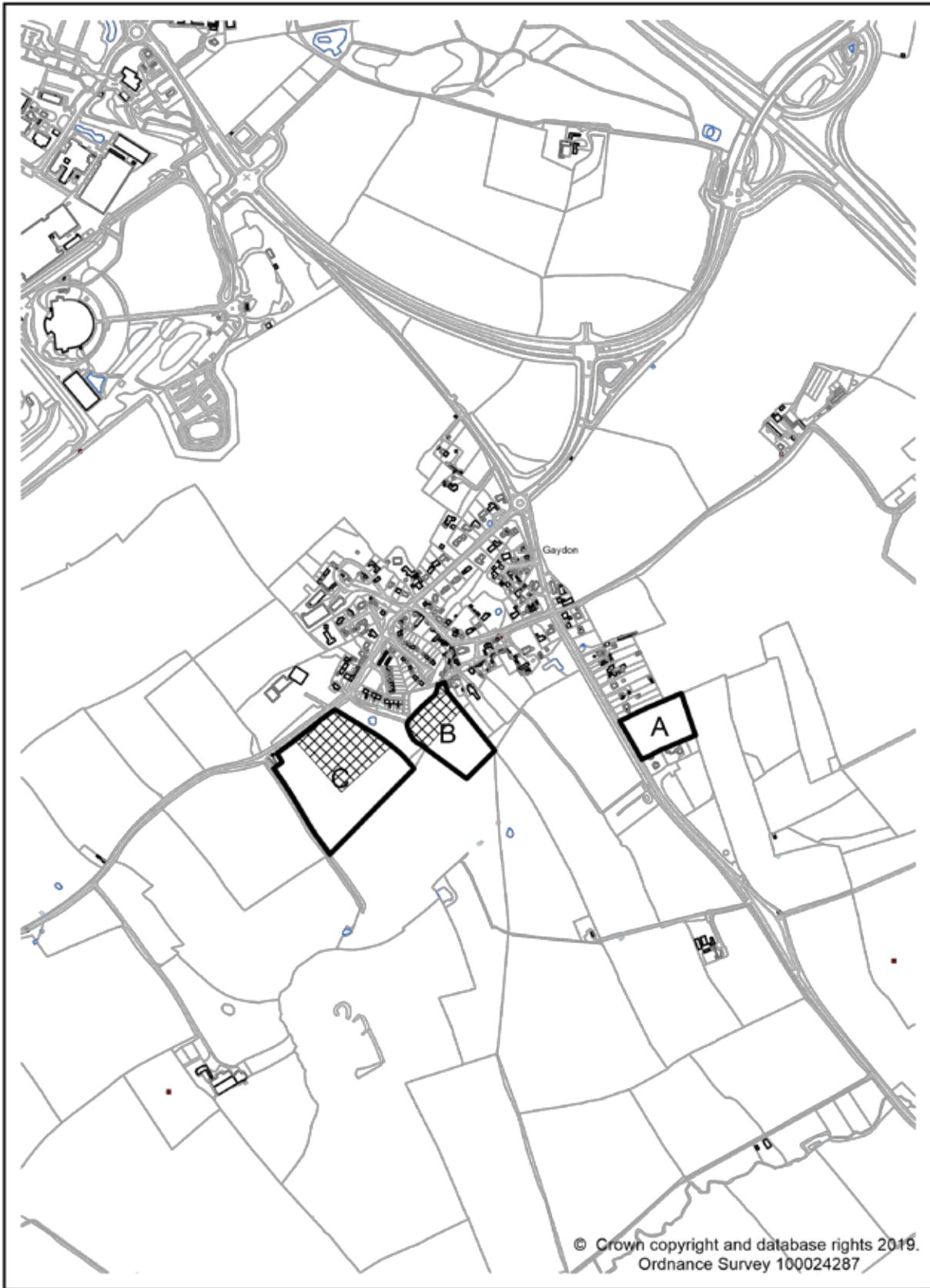
Reserve Housing Sites - Ettington





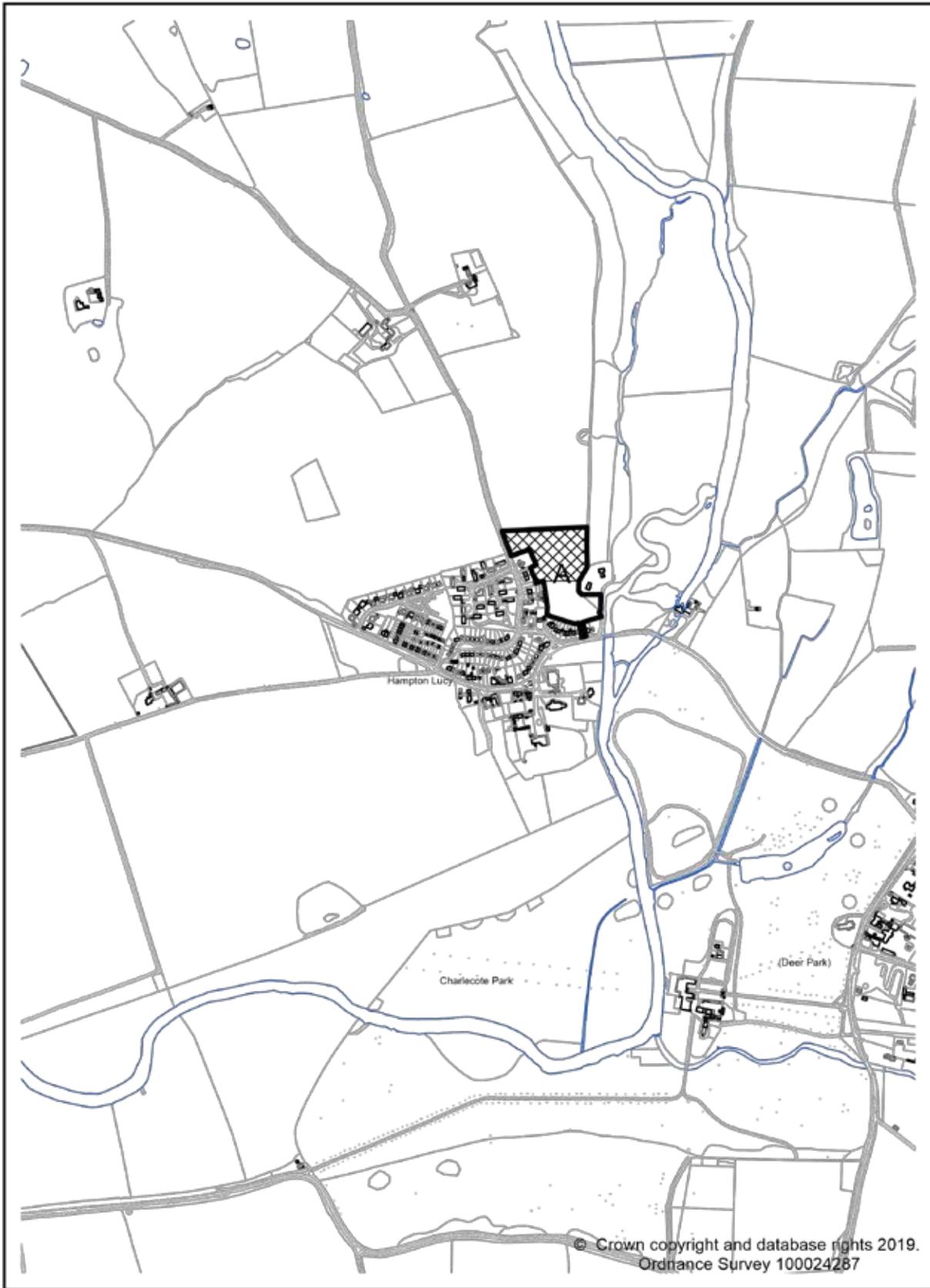
Reserve Housing Sites - Fenny Compton





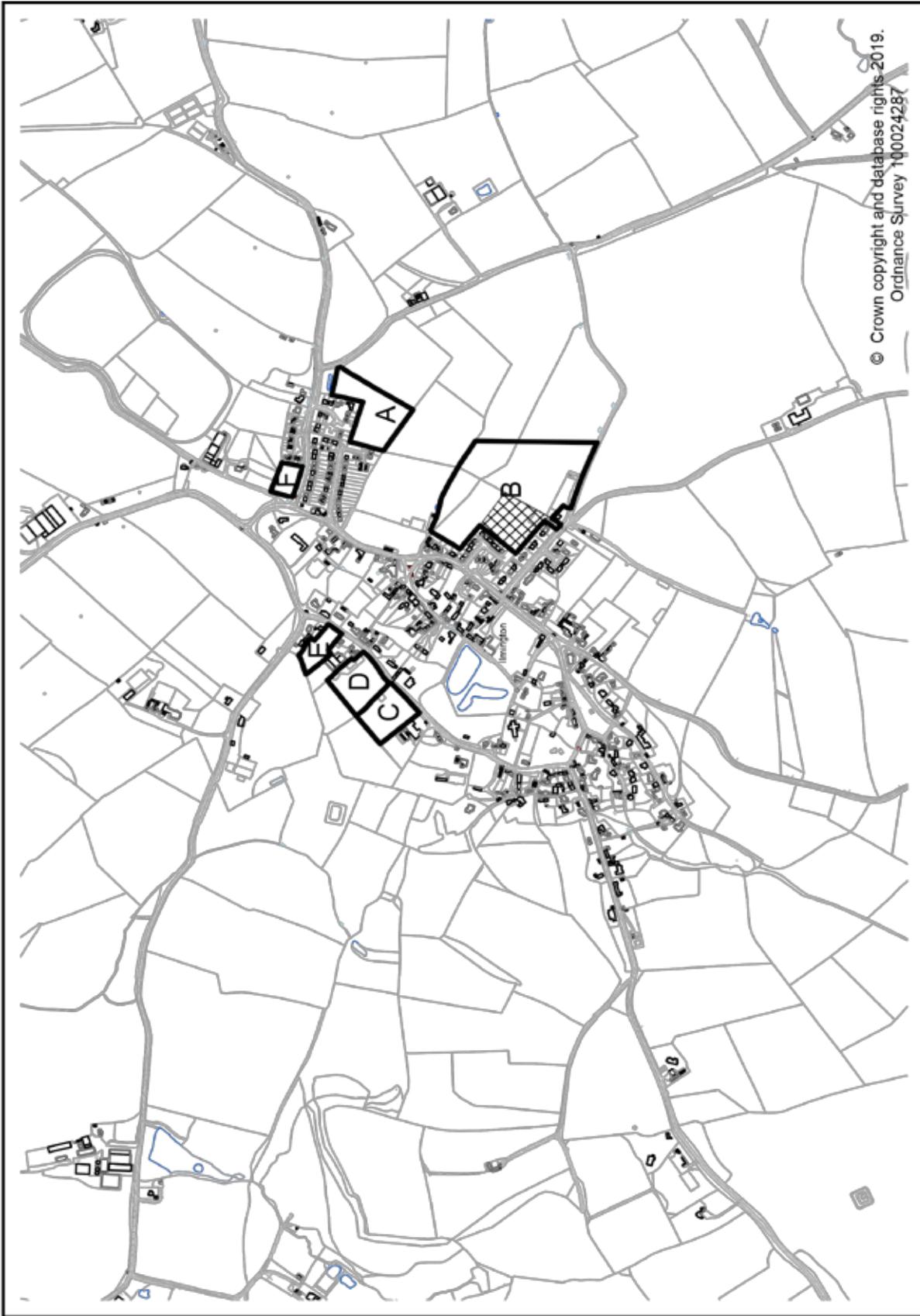
Reserve Housing Sites - Gaydon



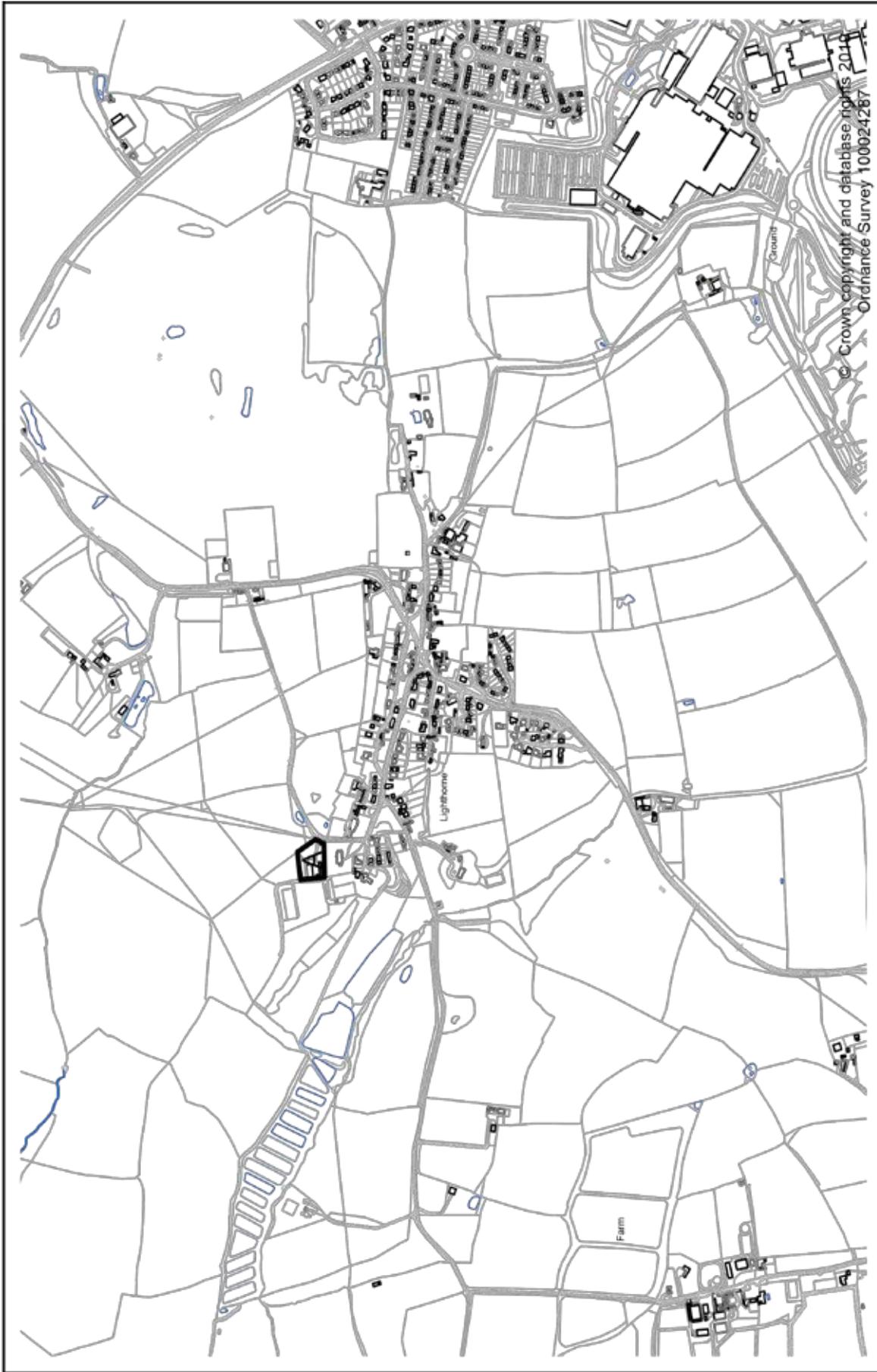


Reserve Housing Sites - Hampton Lucy





Reserve Housing Sites - Ilmington

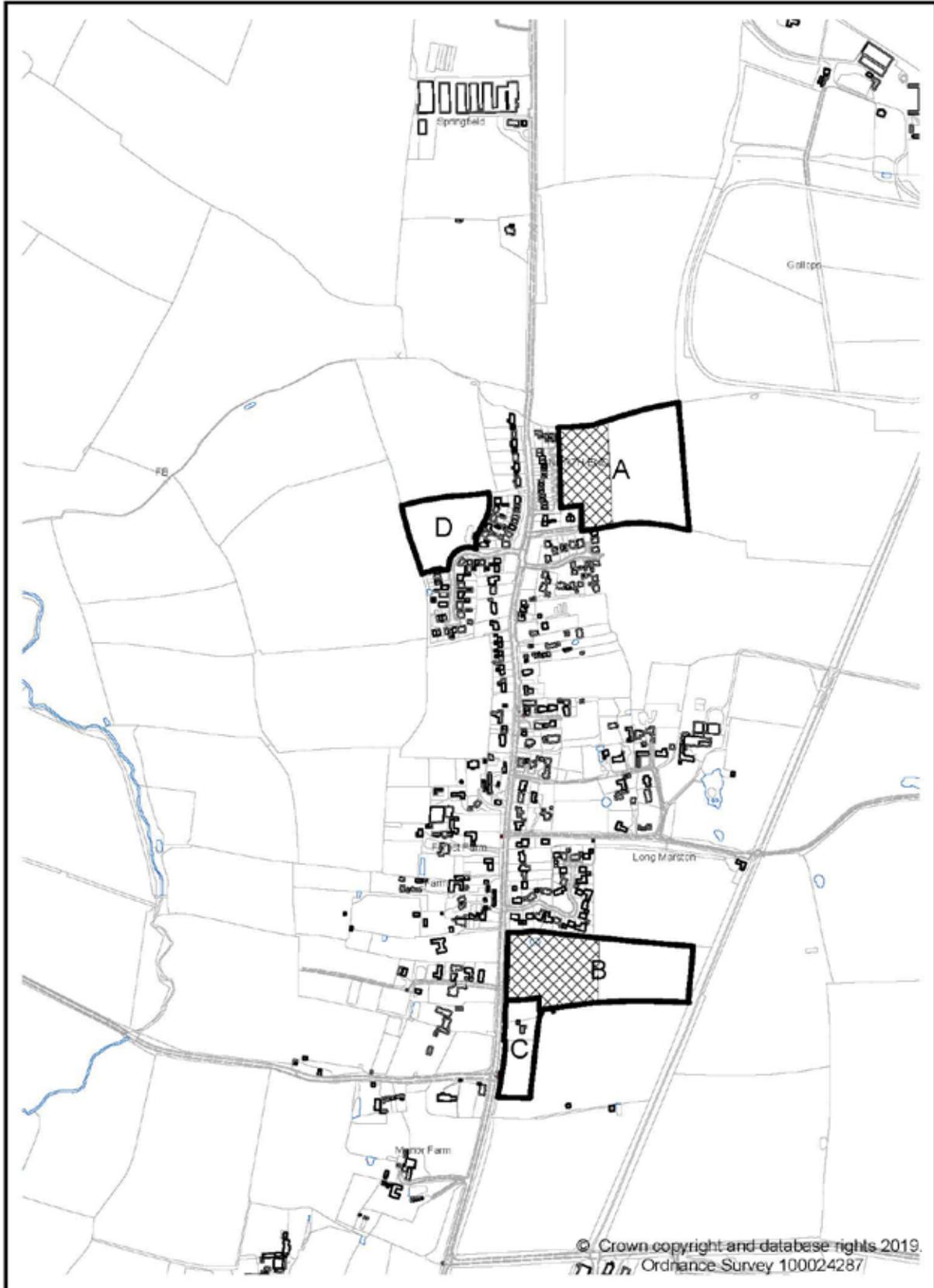


Reserve Housing Sites - Lighthorne



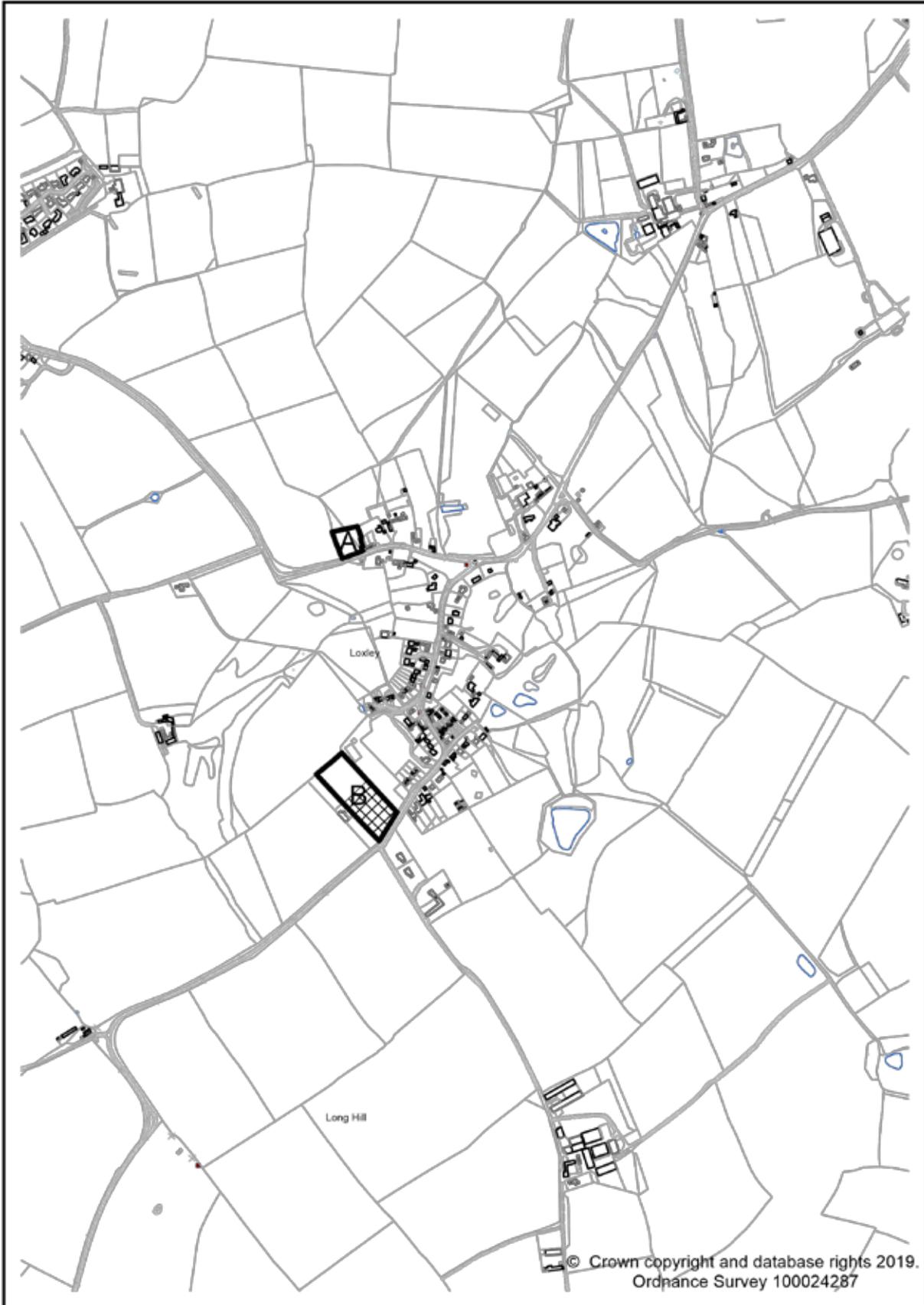
Reserve Housing Sites - Long Compton





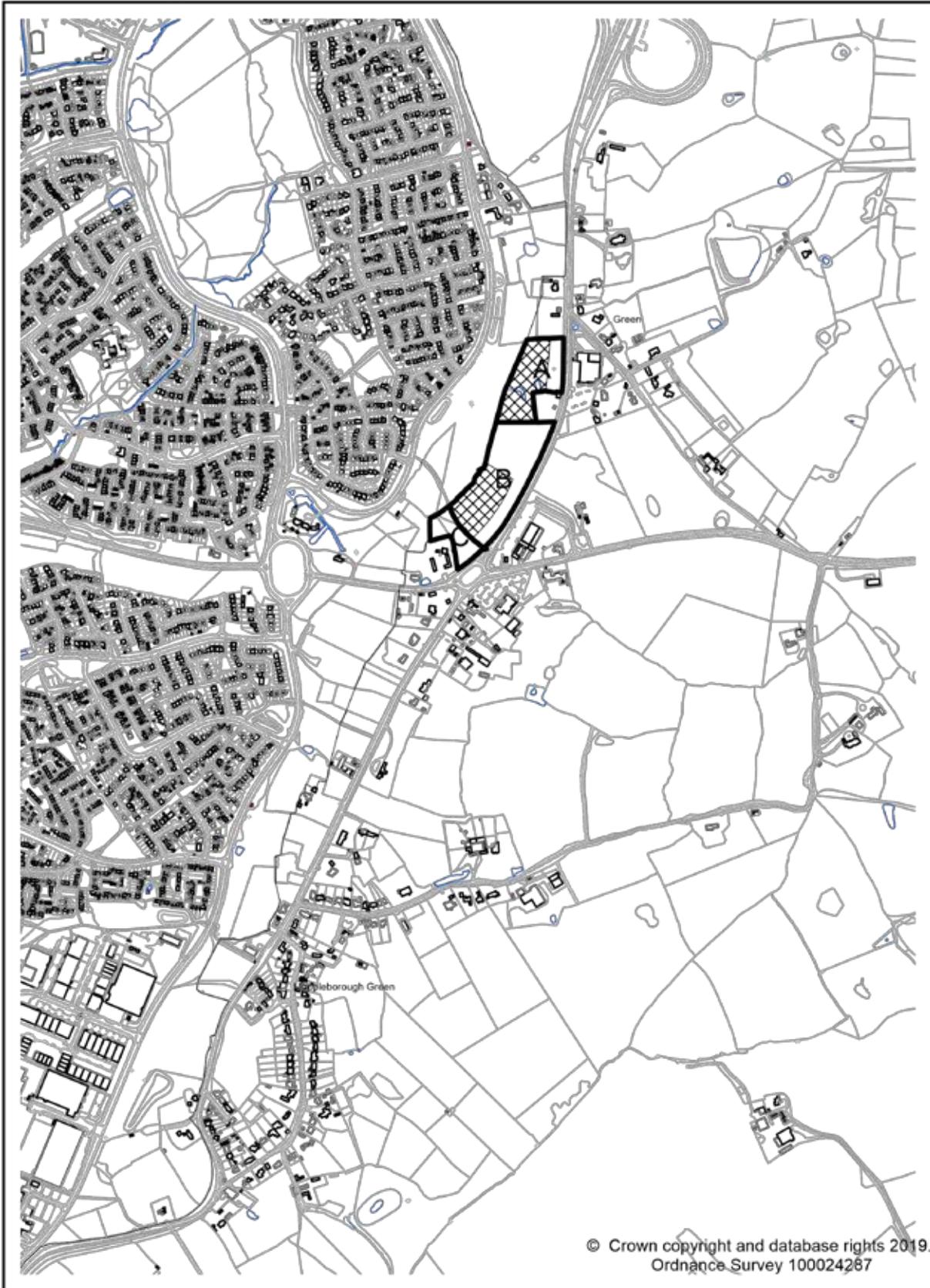
Reserve Housing Sites - Long Marston





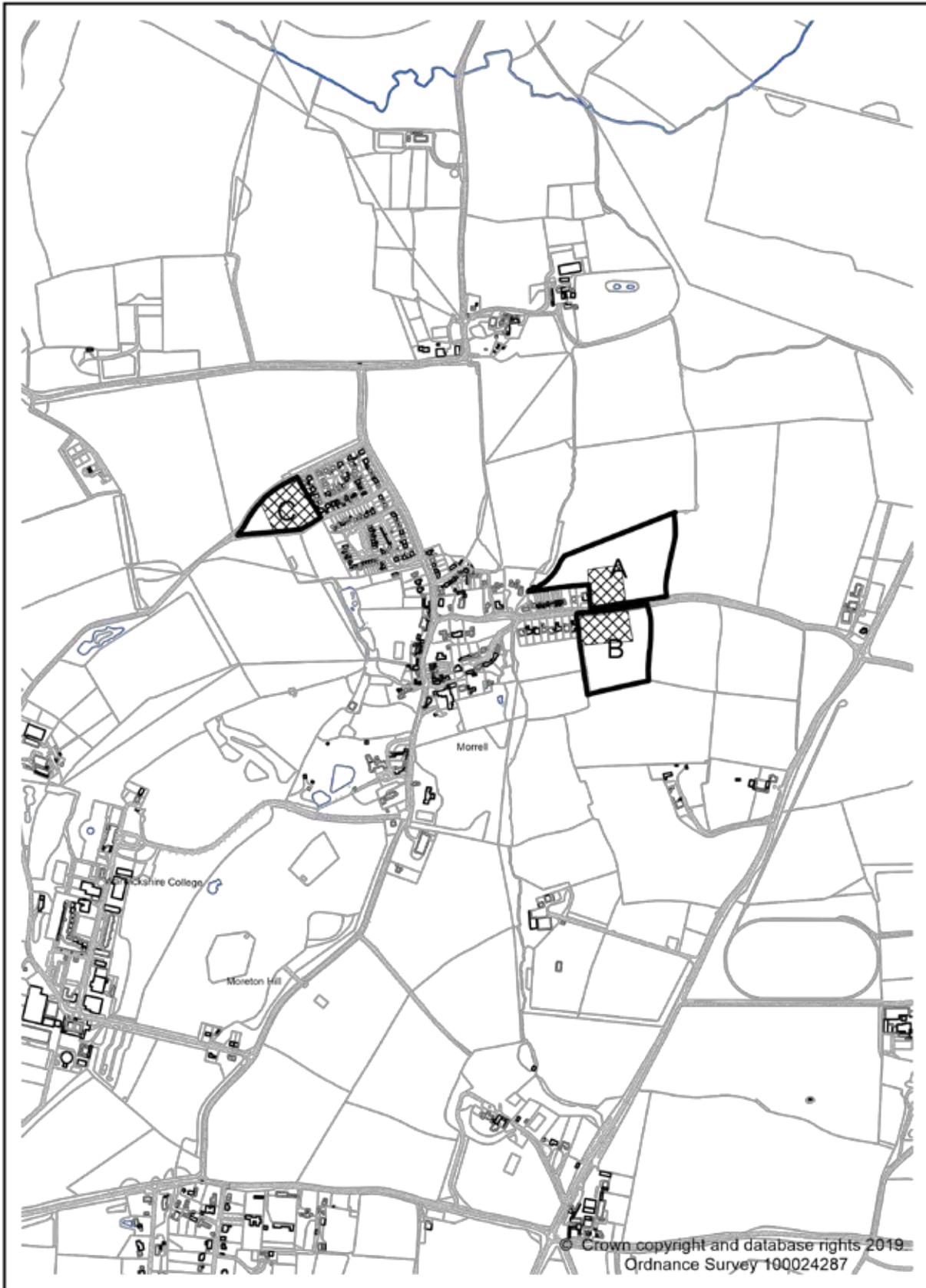
Reserve Housing Sites - Loxley





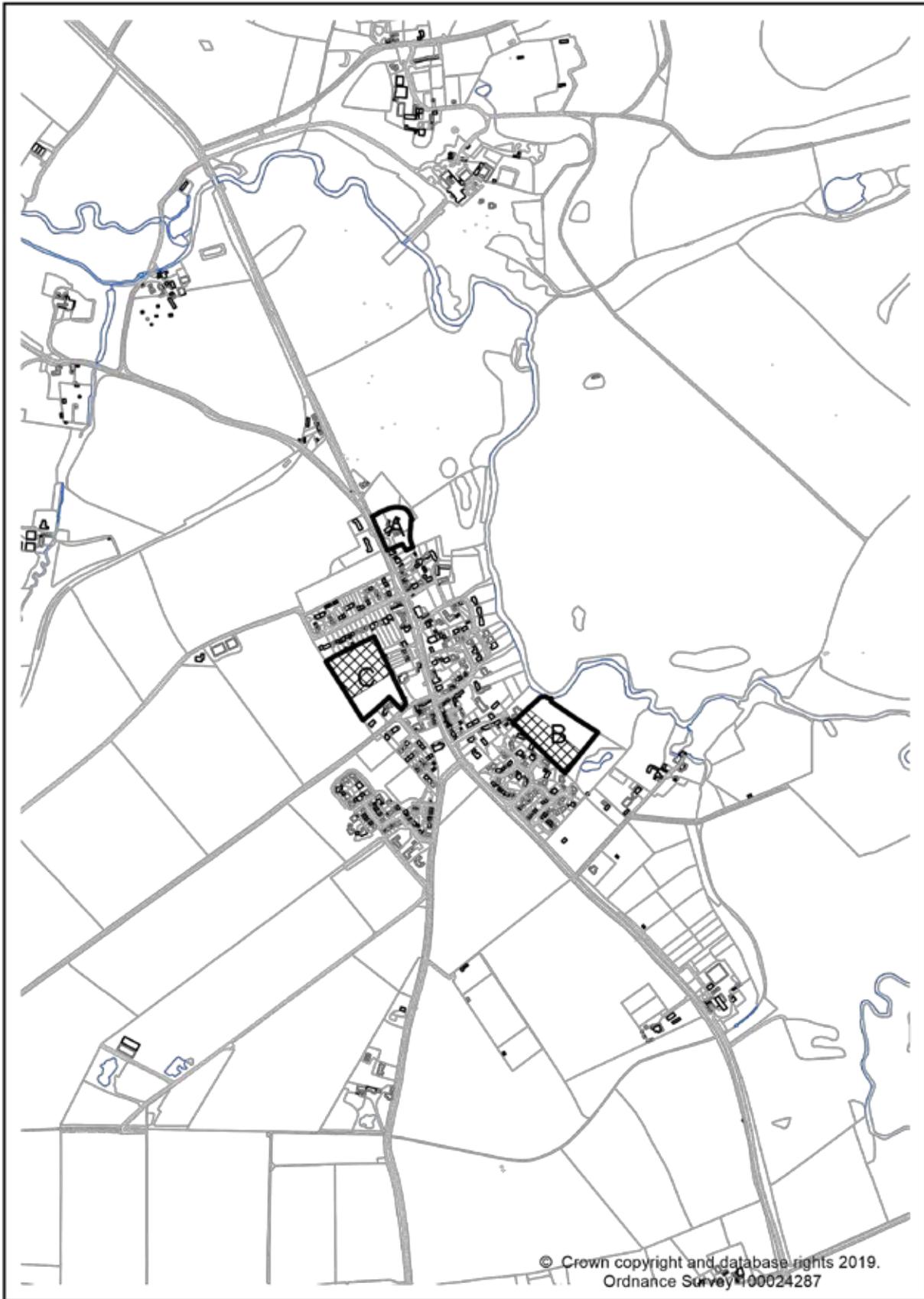
Reserve Housing Sites - Mappleborough Green





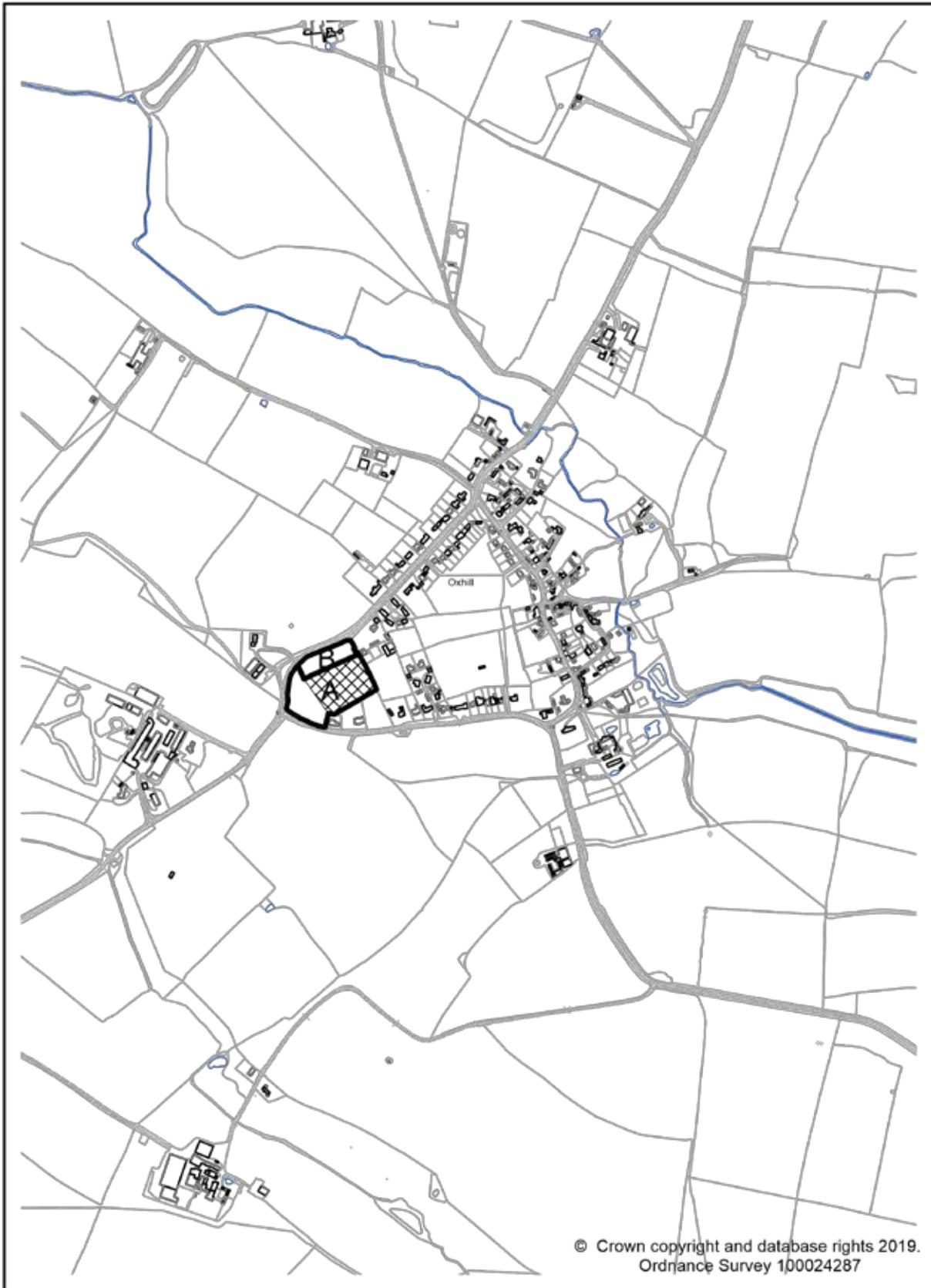
Reserve Housing Sites - Moreton Morrell





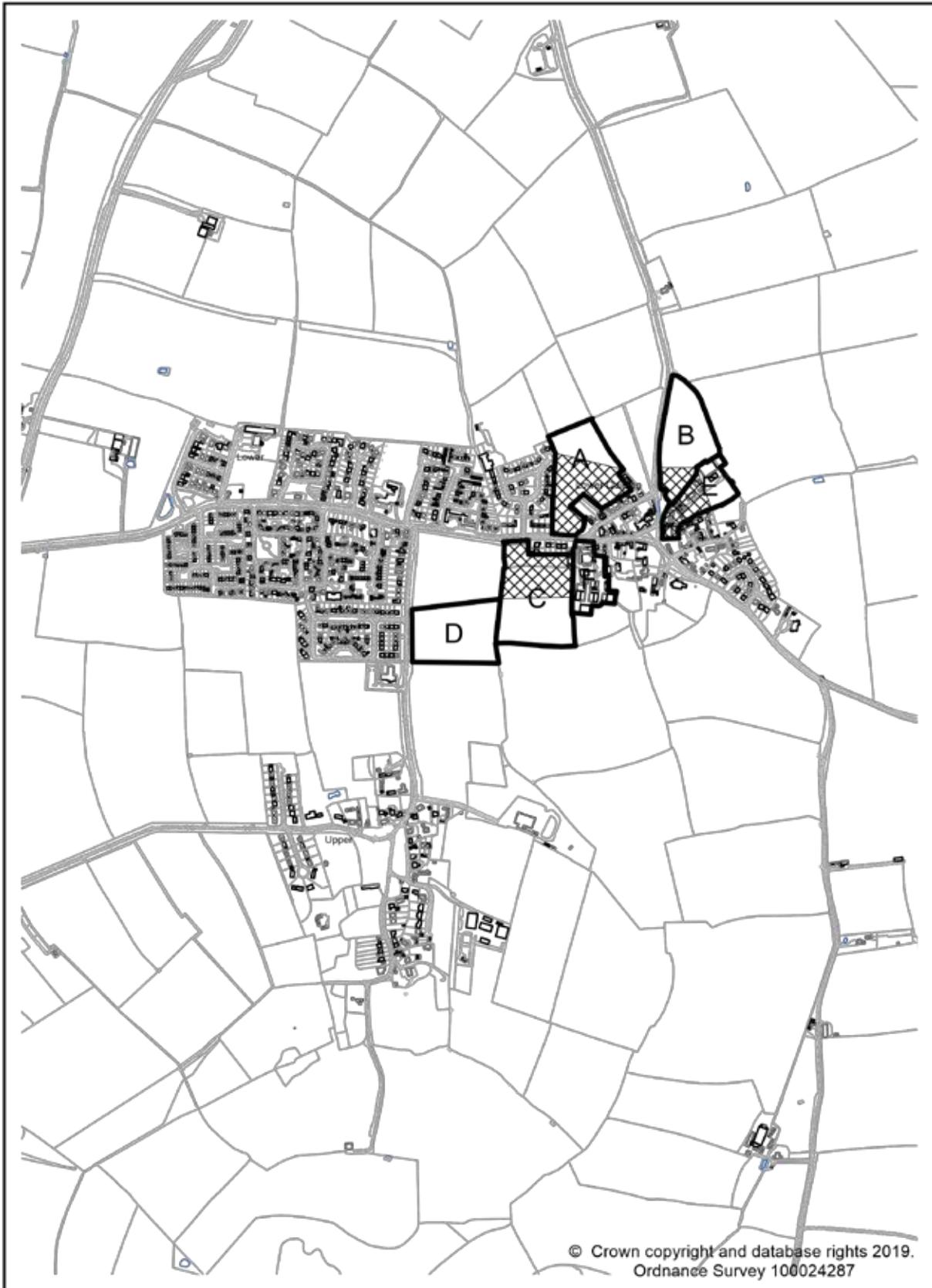
Reserve Housing Sites - Newbold-on-Stour





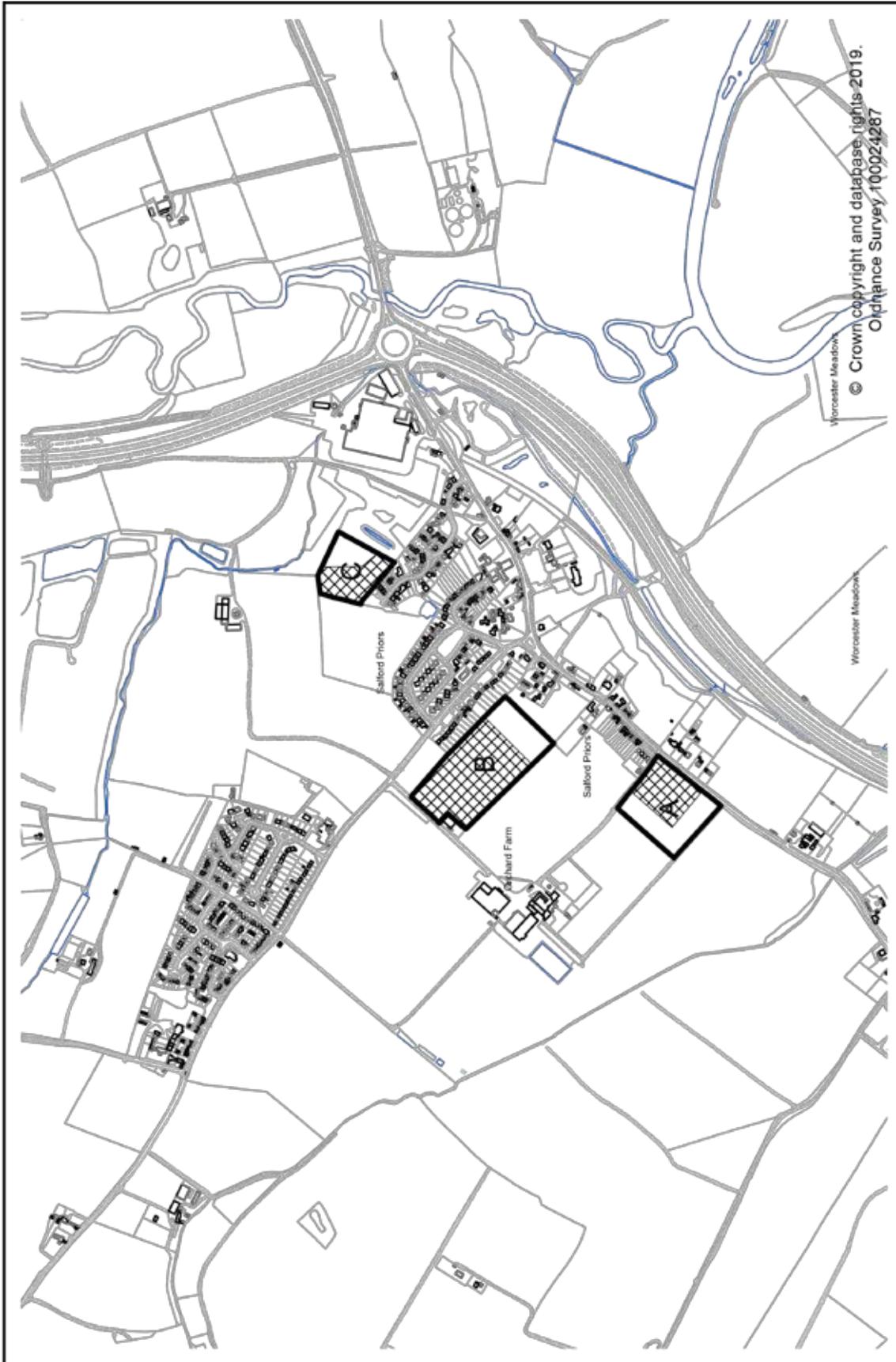
Reserve Housing Sites - Oxhill



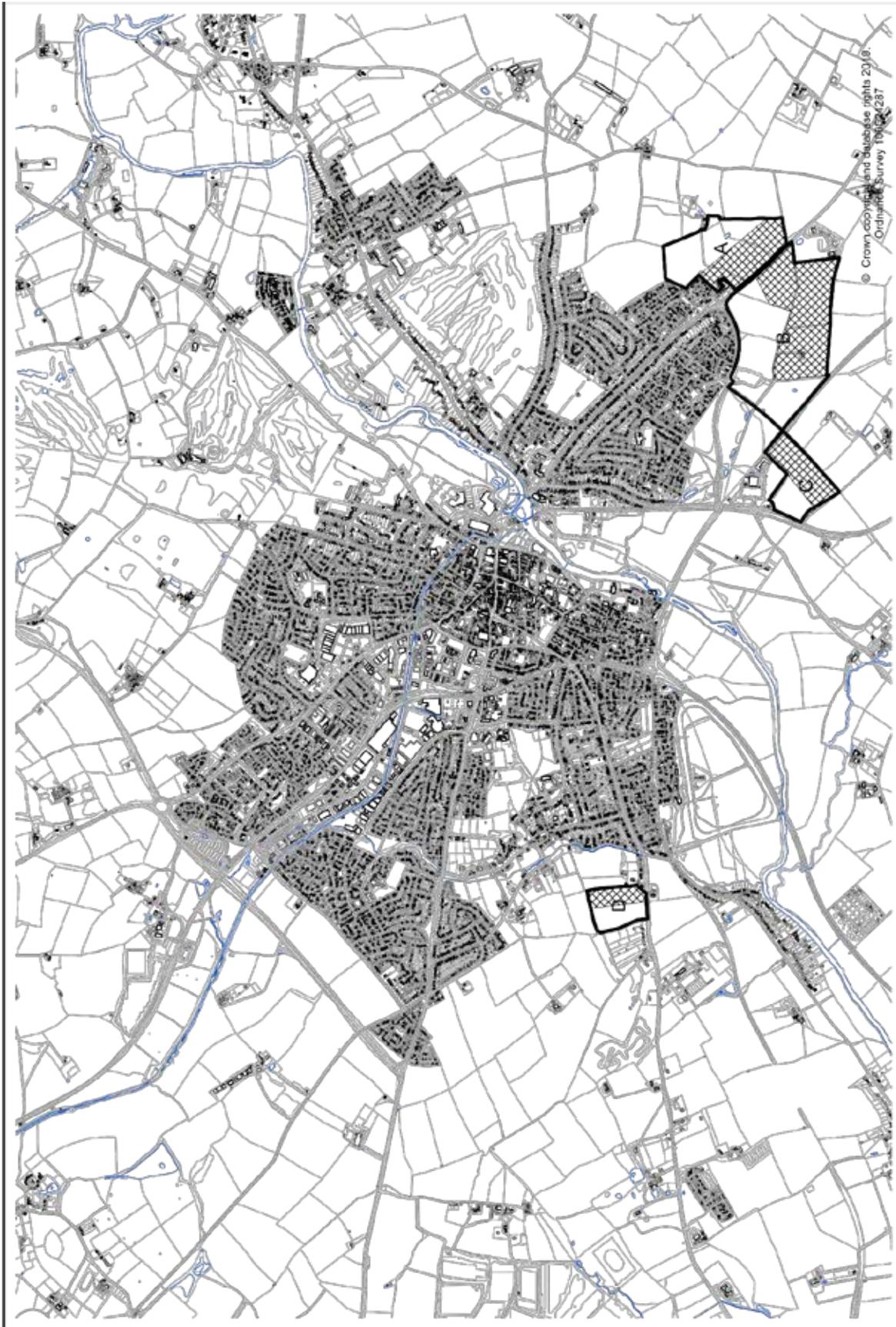


Reserve Housing Sites - Quinton

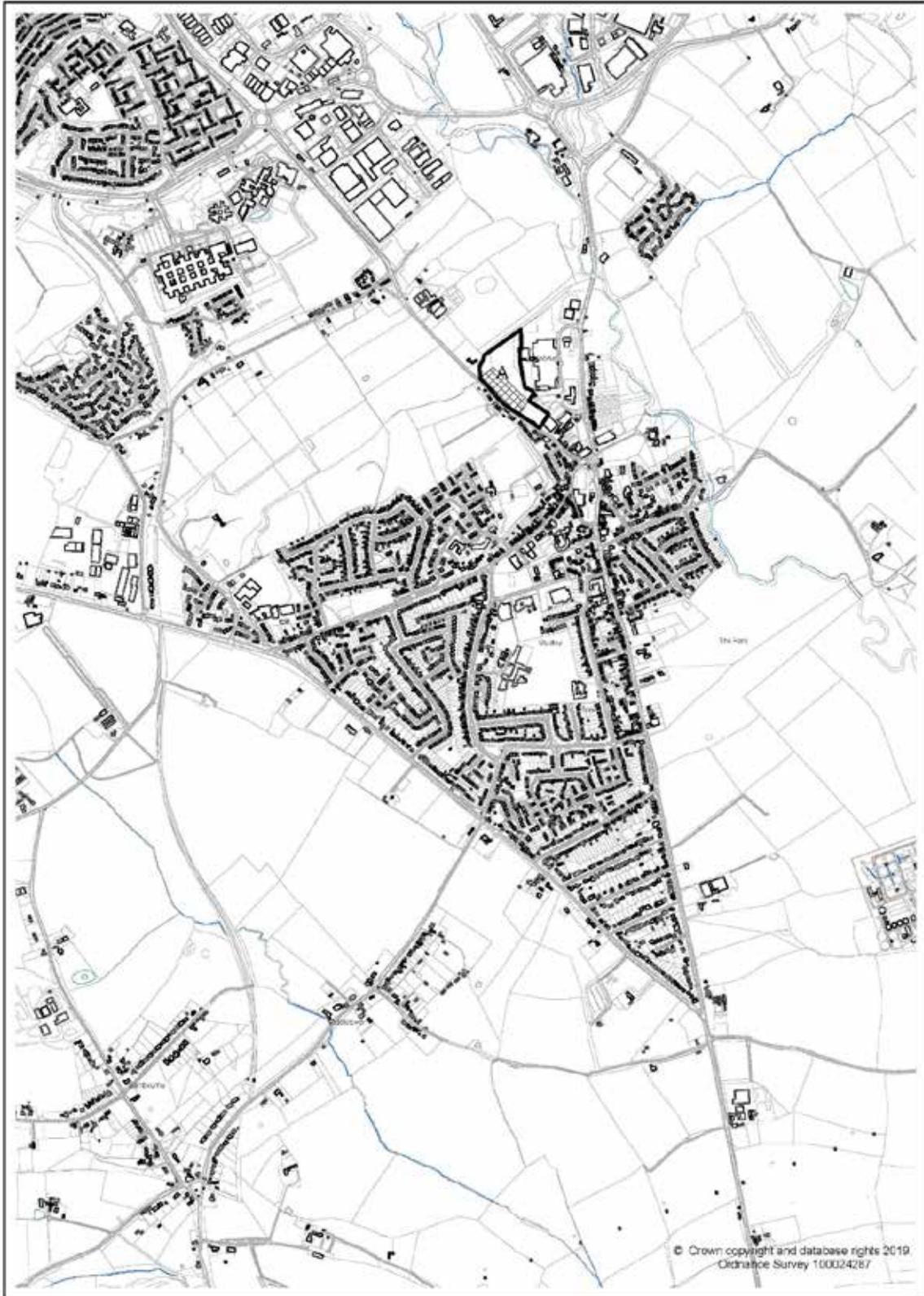




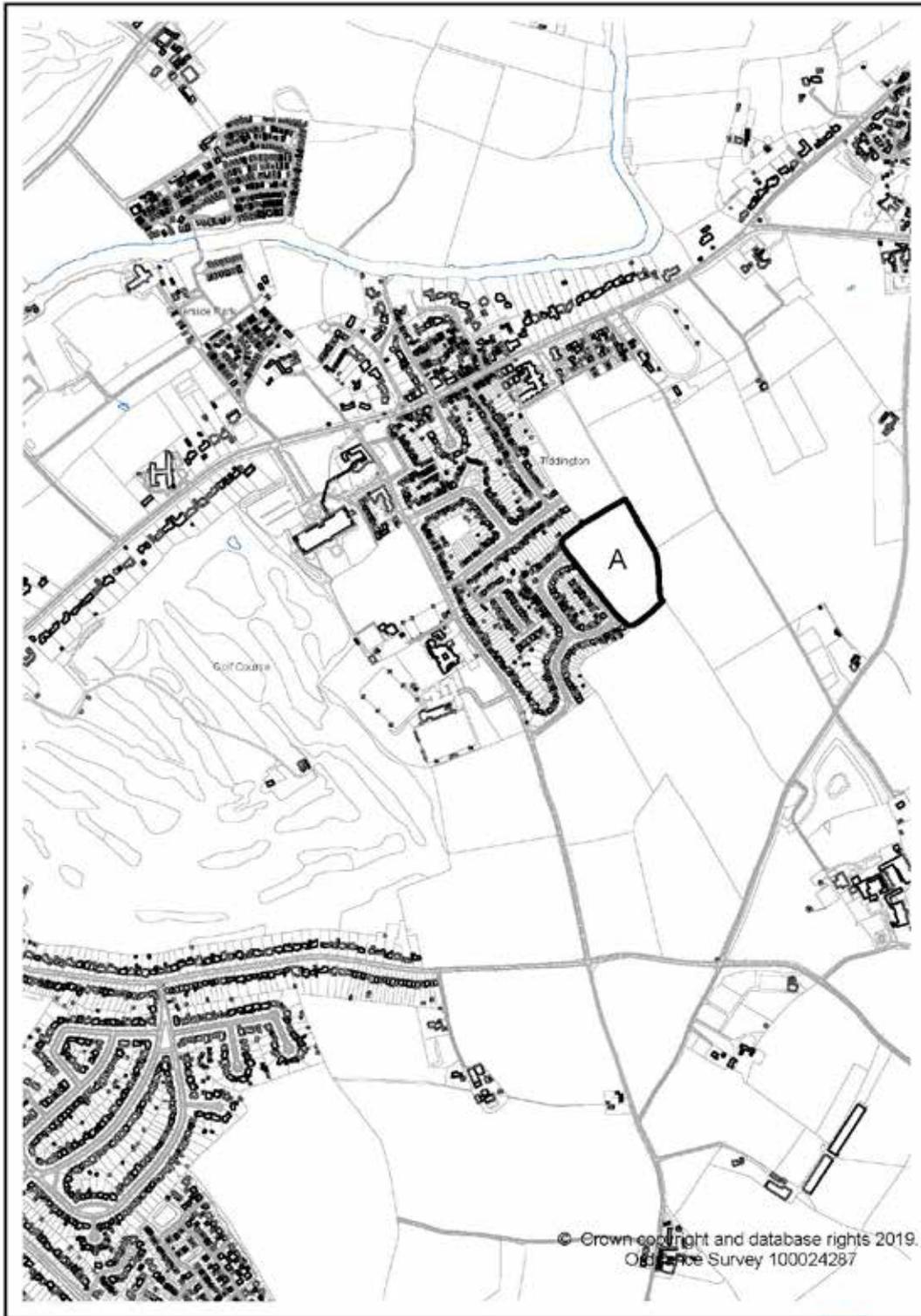
Reserve Housing Sites - Salford Priors



Reserve Housing Sites - Stratford-upon-Avon

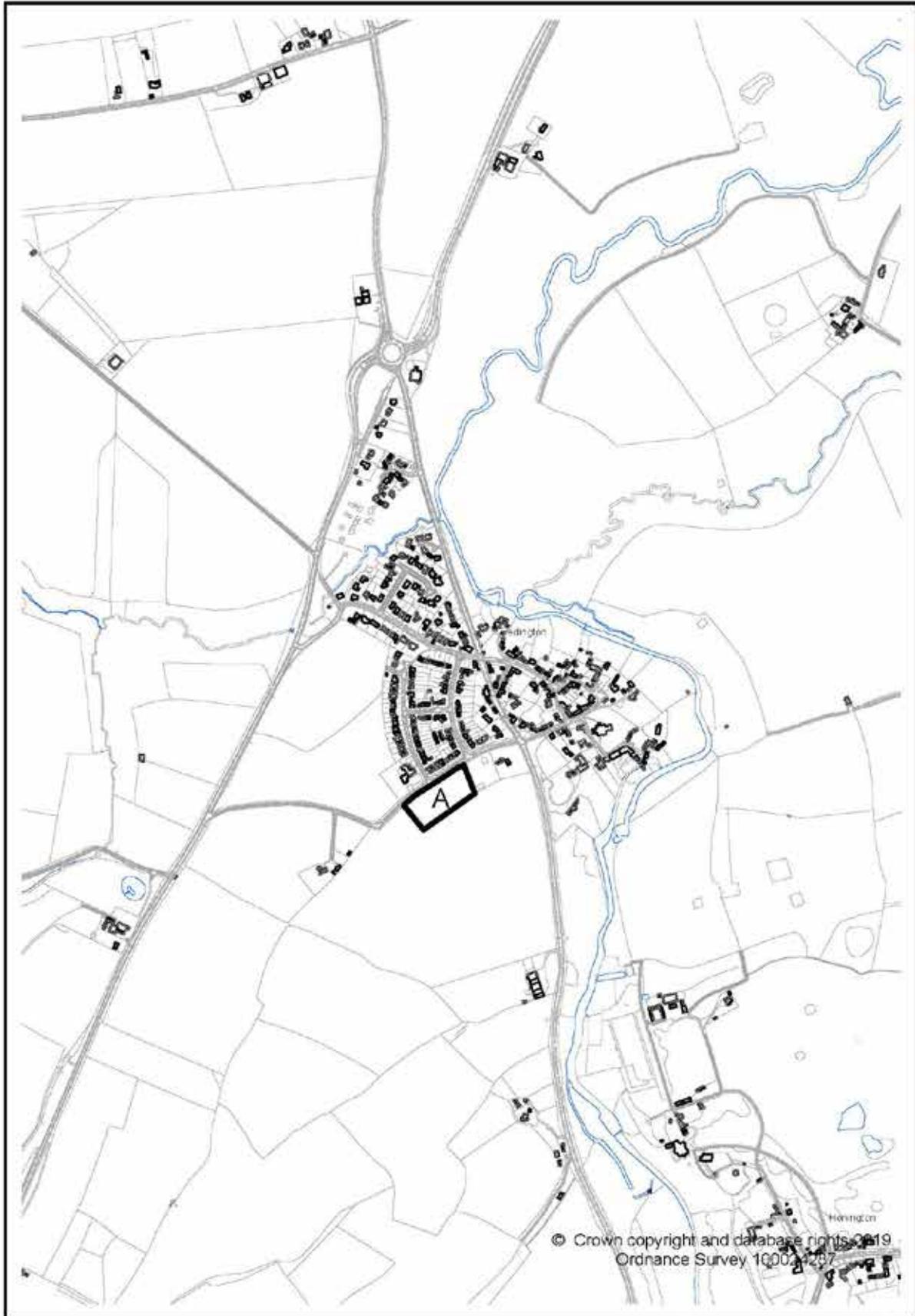


Reserve Housing Sites - Studley

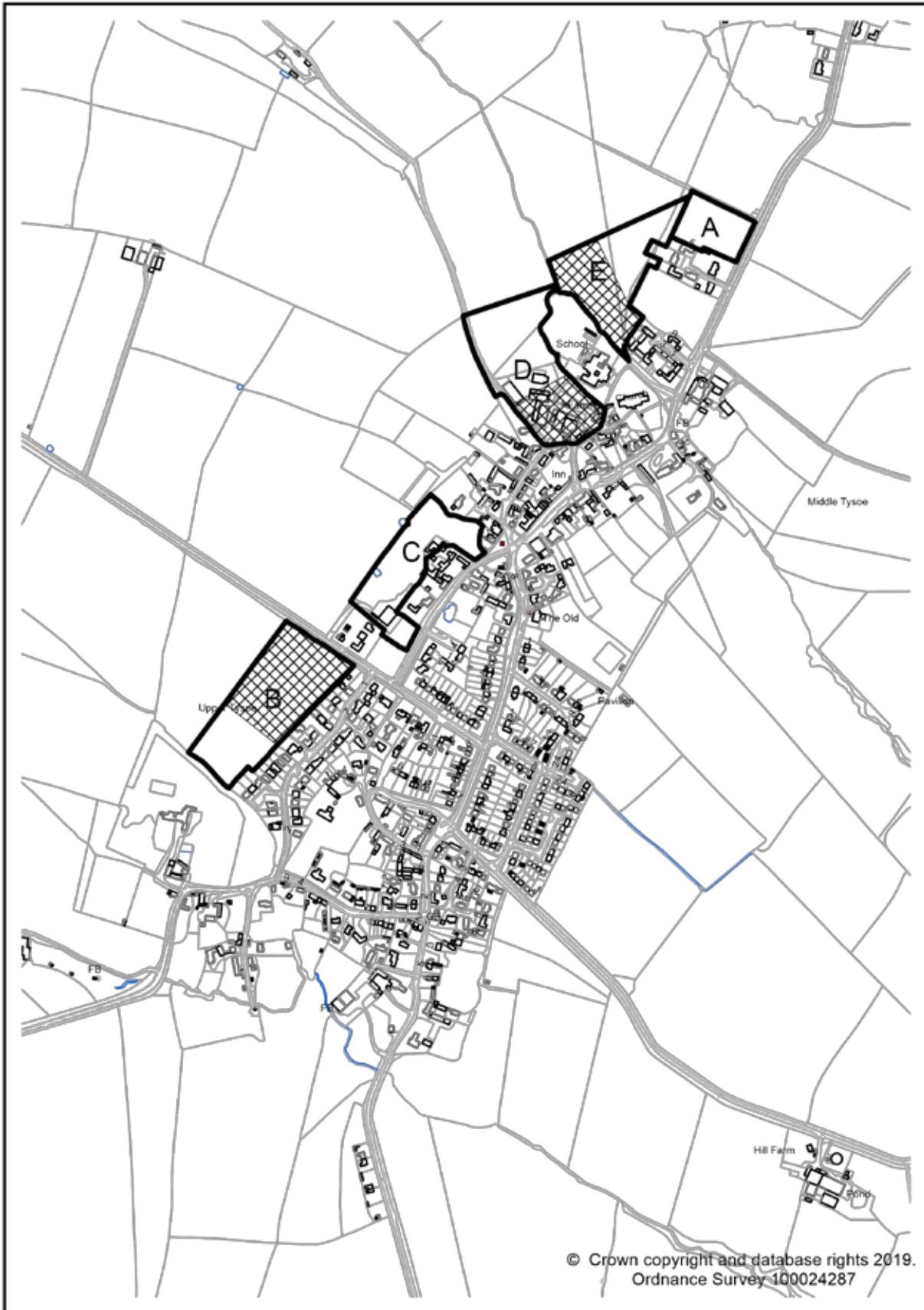


Reserve Housing Sites - Tiddington





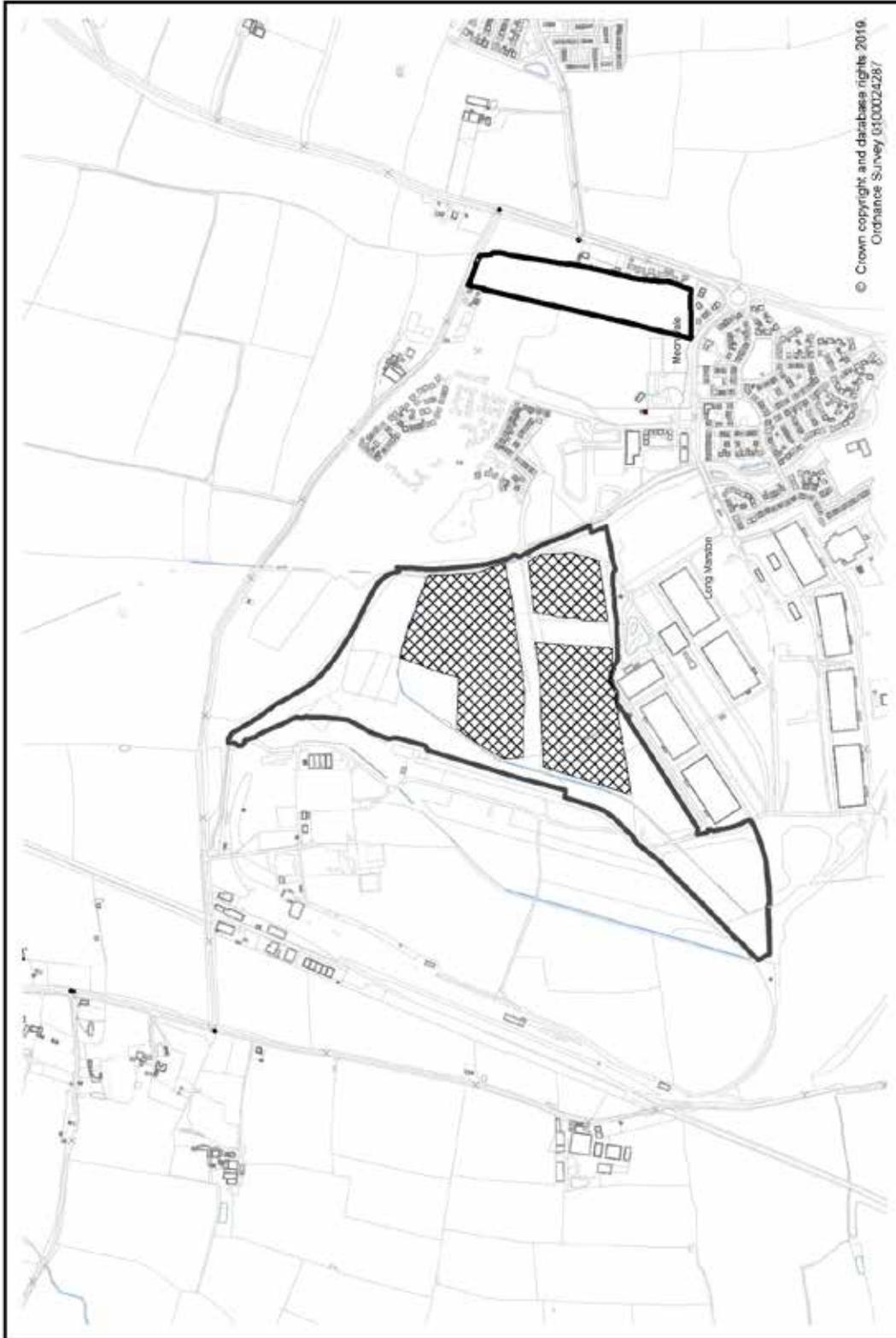
Reserve Housing Sites - Tredington



Reserve Housing Sites - Tysoe

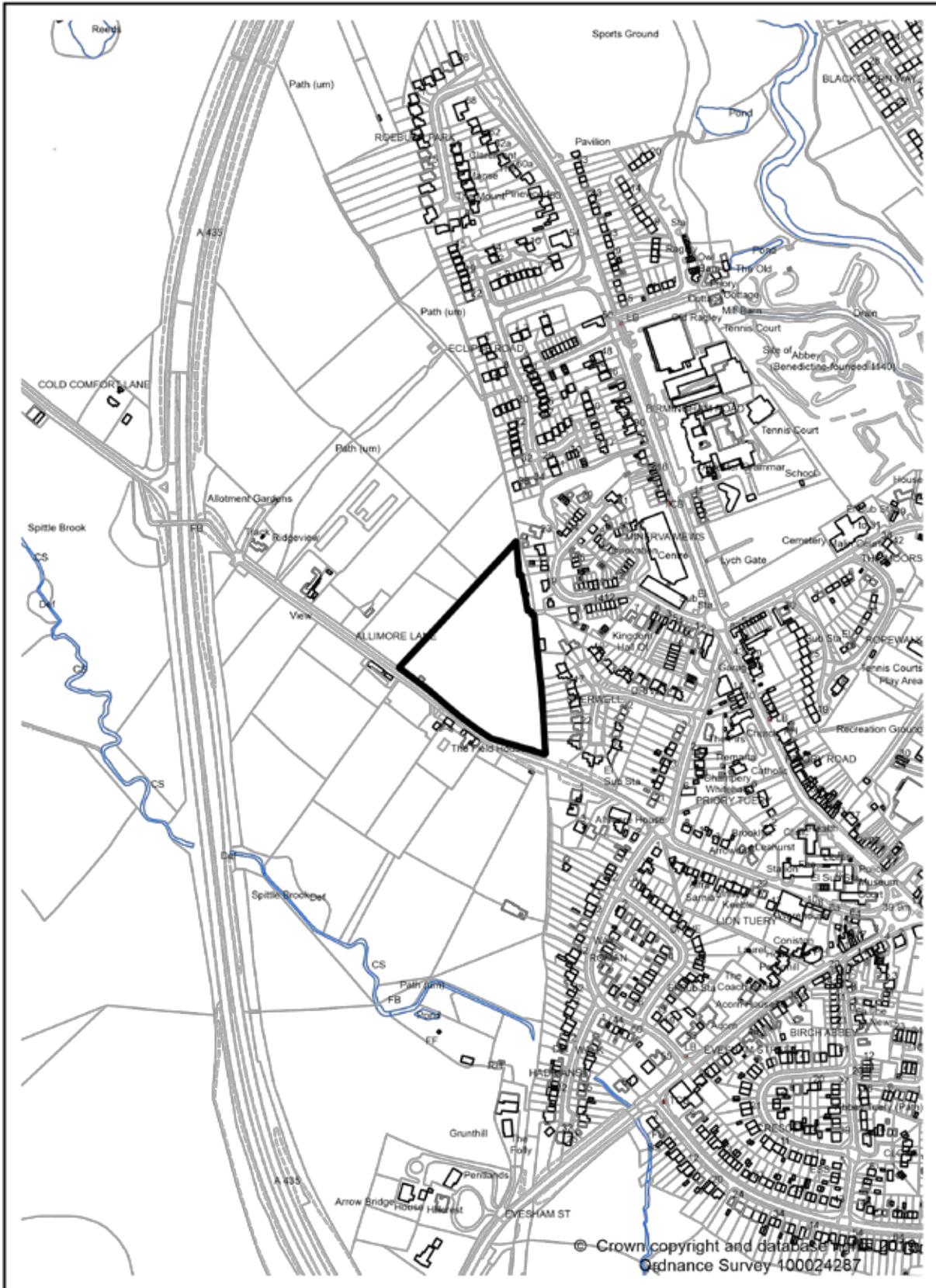


Reserve Housing Sites - Welford-on-Avon



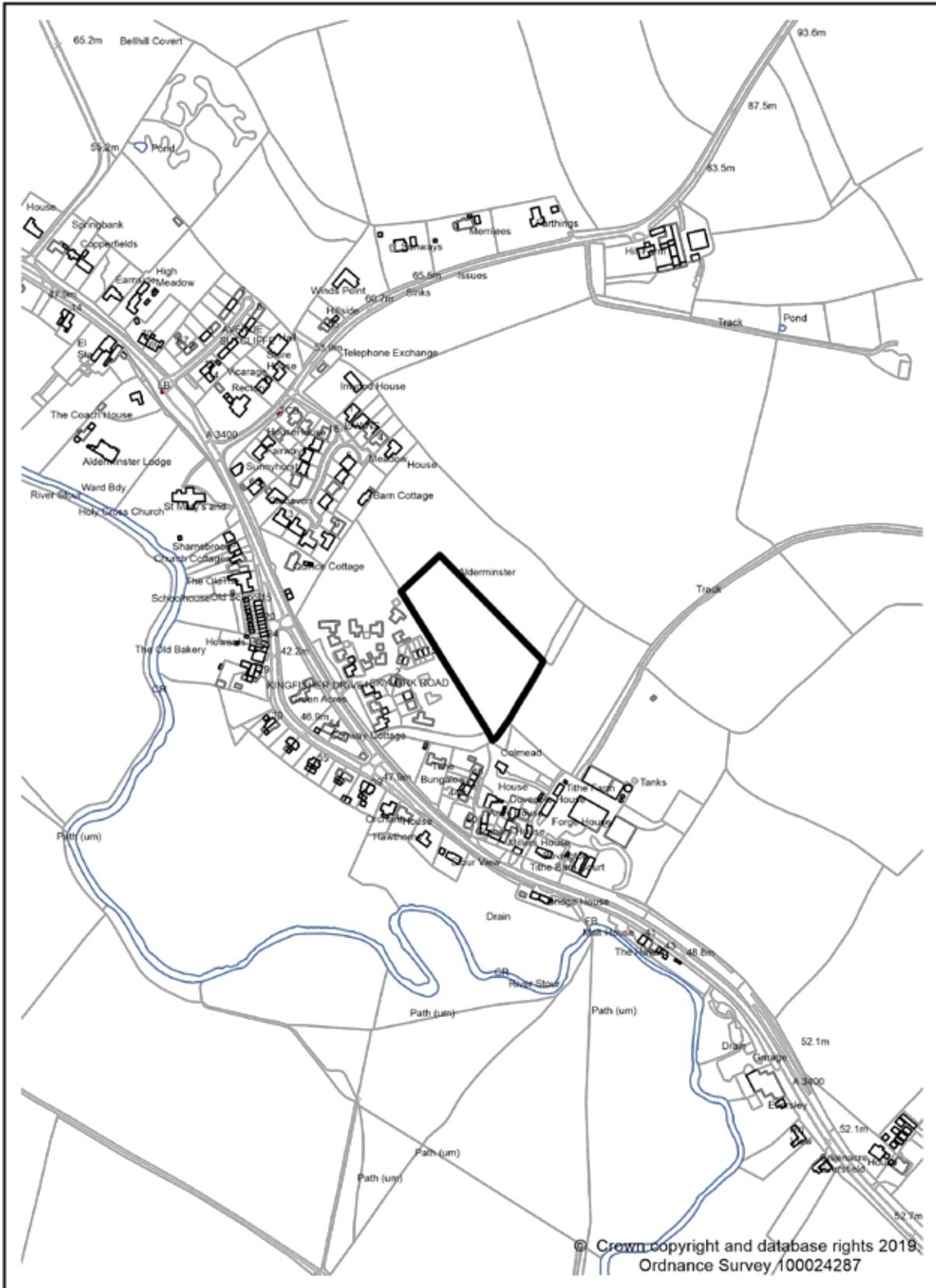
Reserve Housing Sites – Long Marston Parish

Part B: Self-build and Custom-build Housing Sites



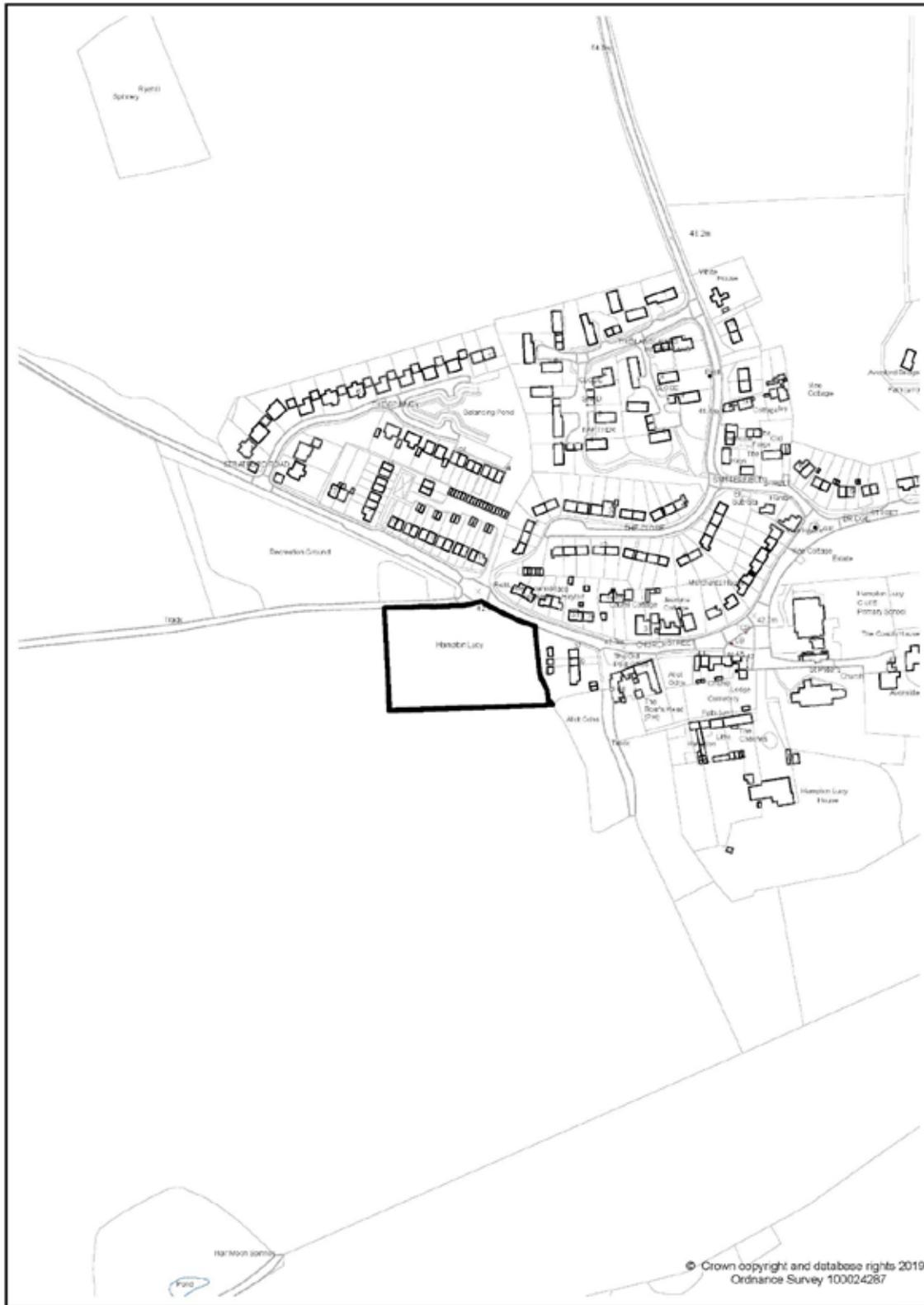
North of Allimore Lane, Alcester



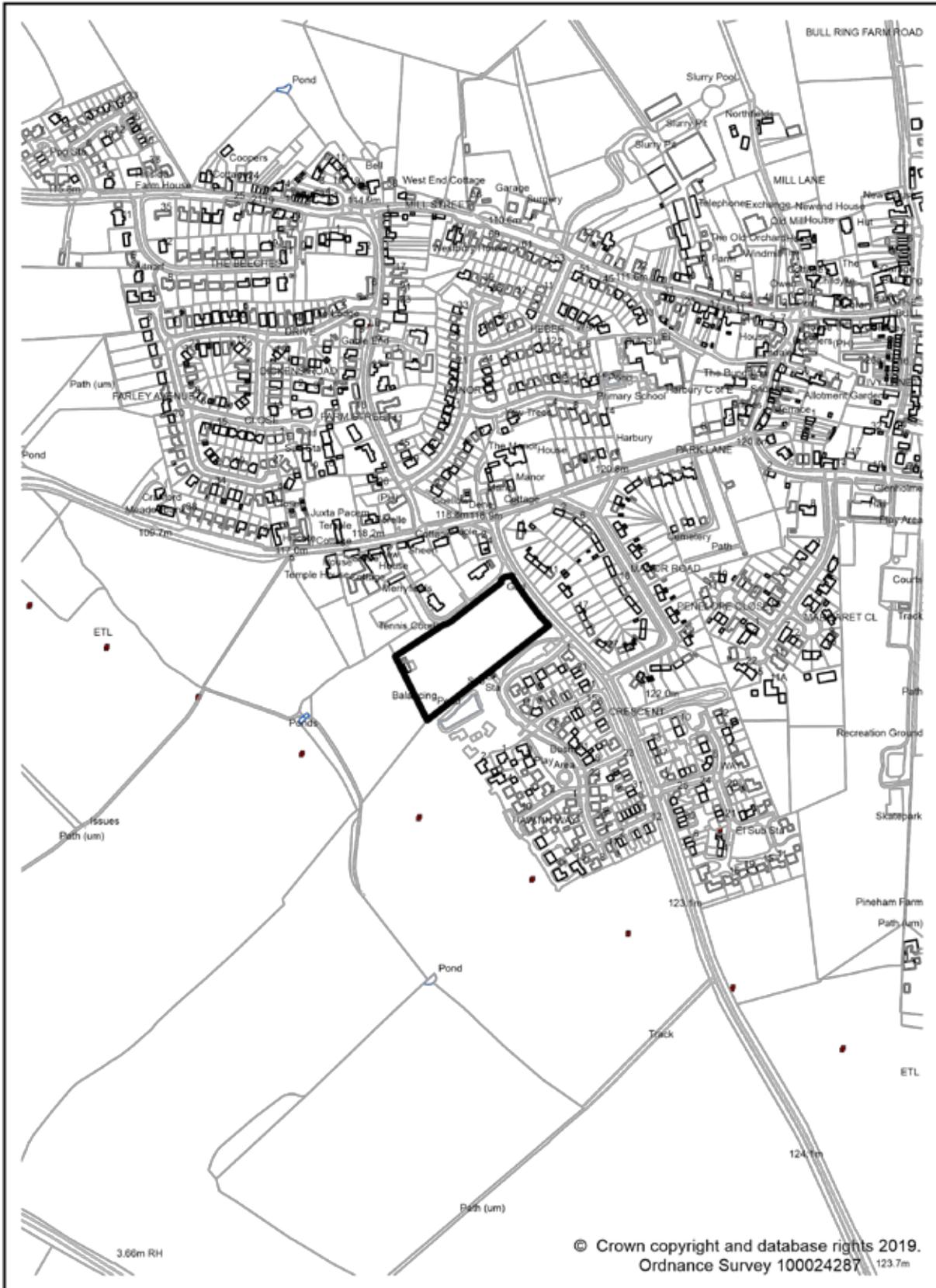


East of Shipston Road, Alderminster



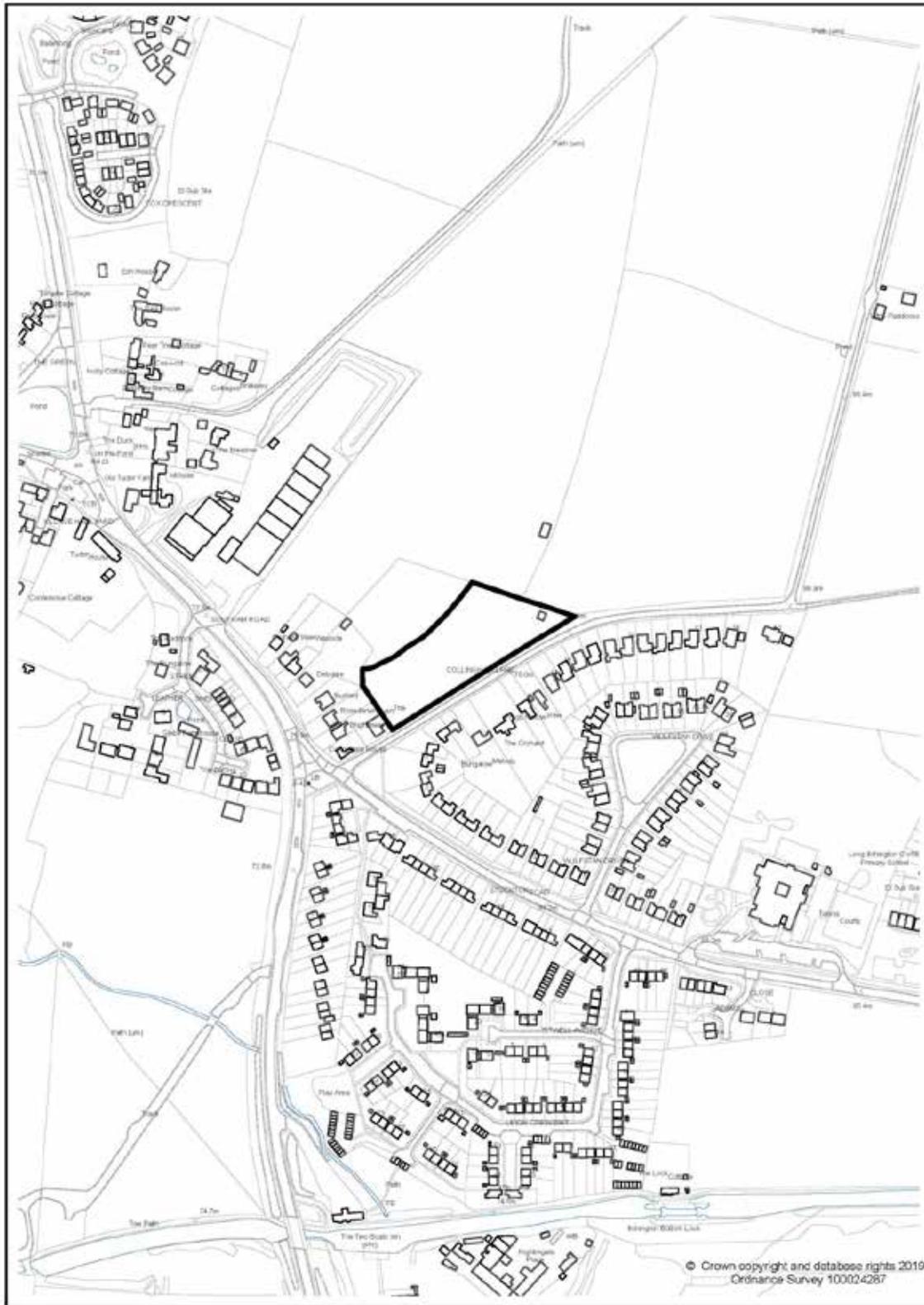


South of Church Street, Hampton Lucy

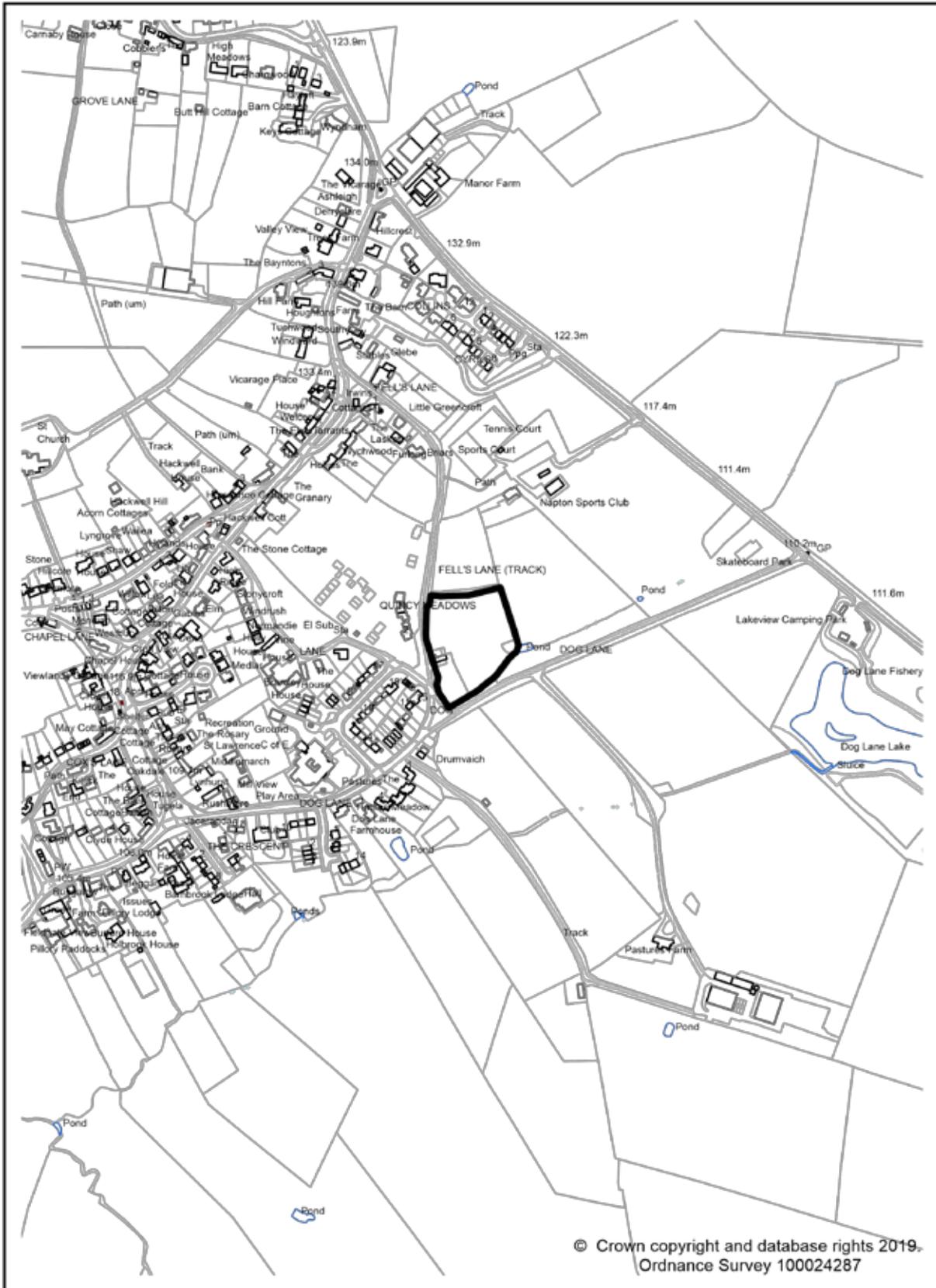


West of Bush Heath Lane, Harbury



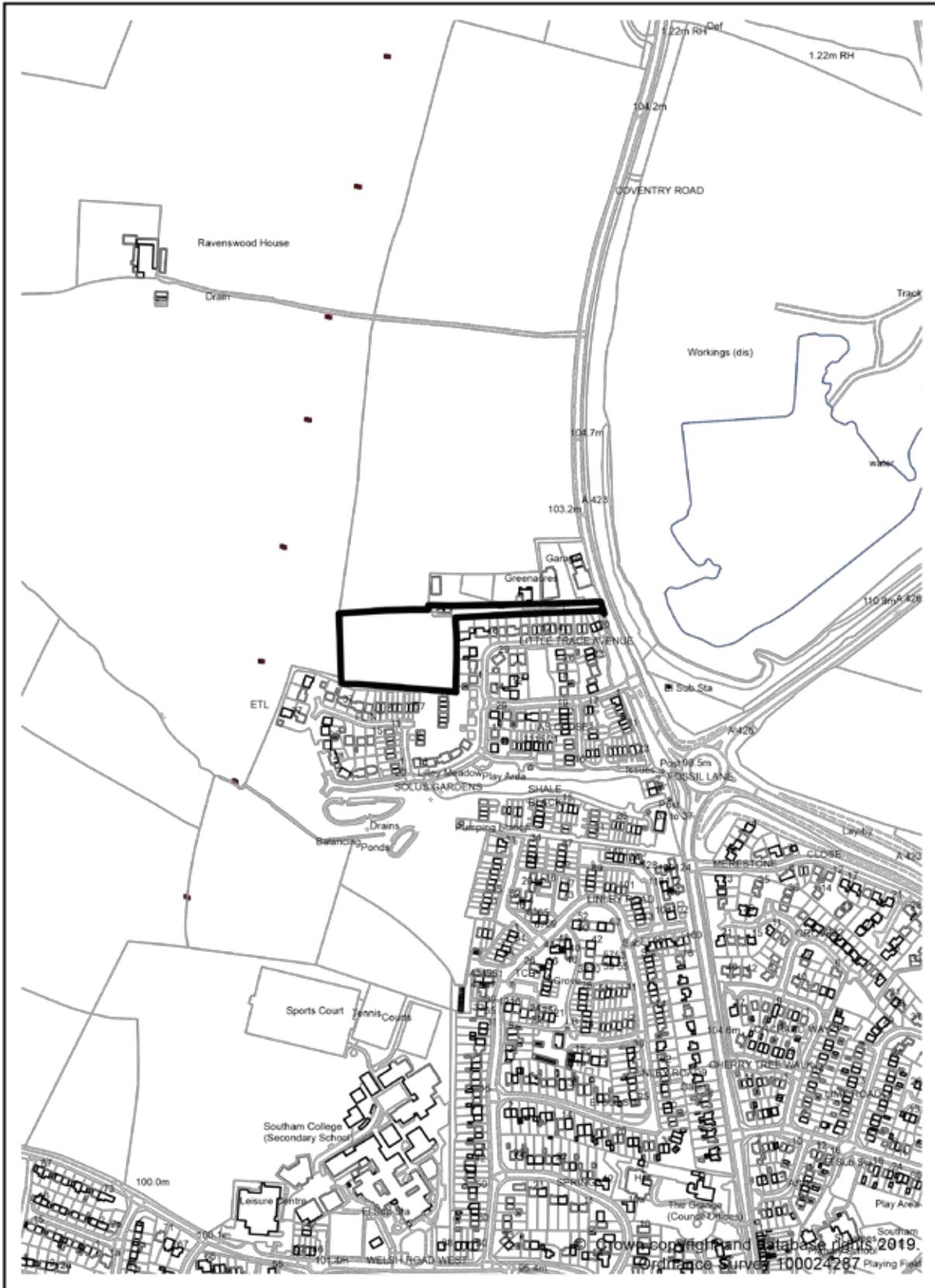


North of Collingham Lane, Long Itchington



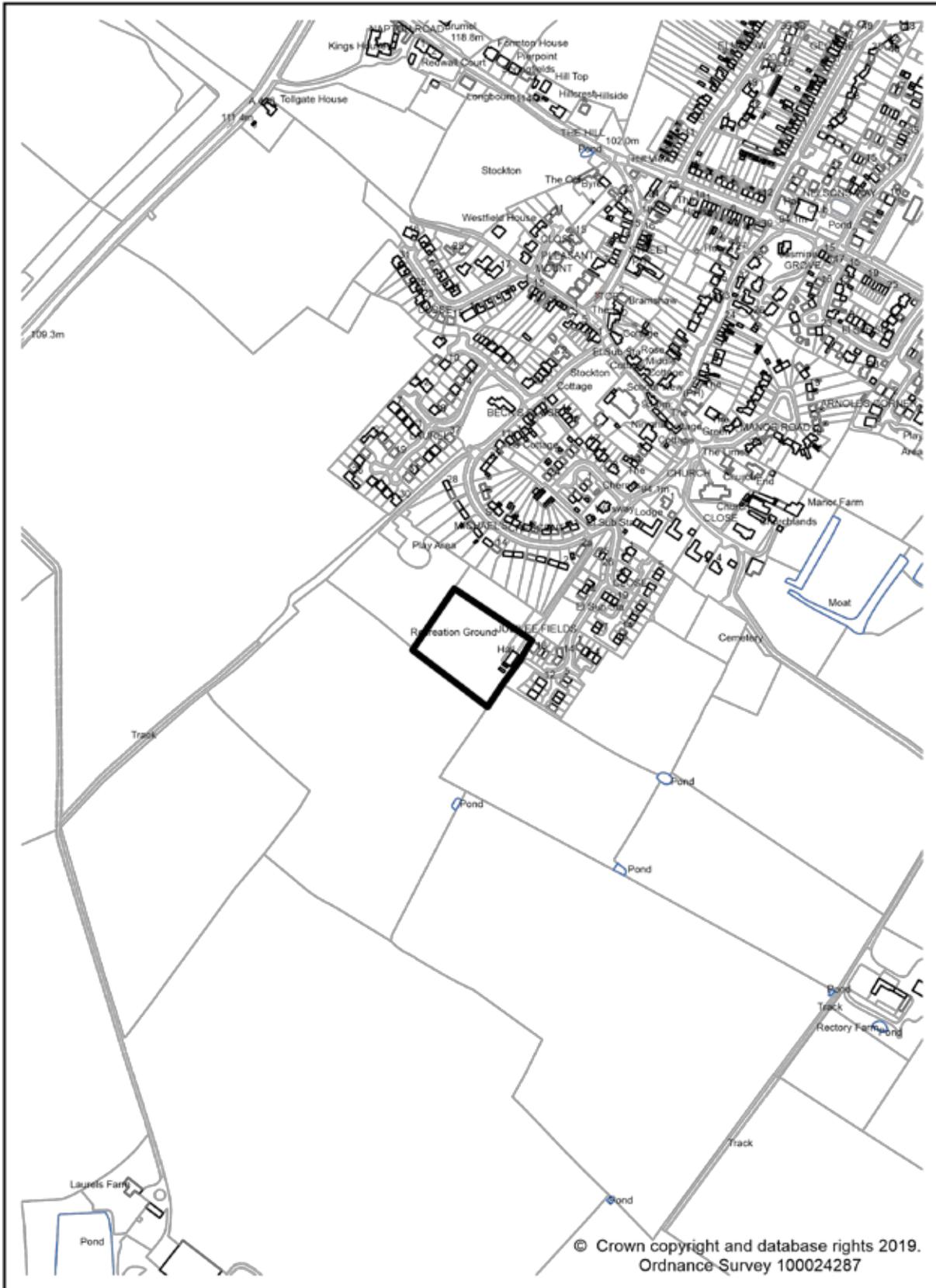
North of Dog Lane, Napton-on-the-Hill





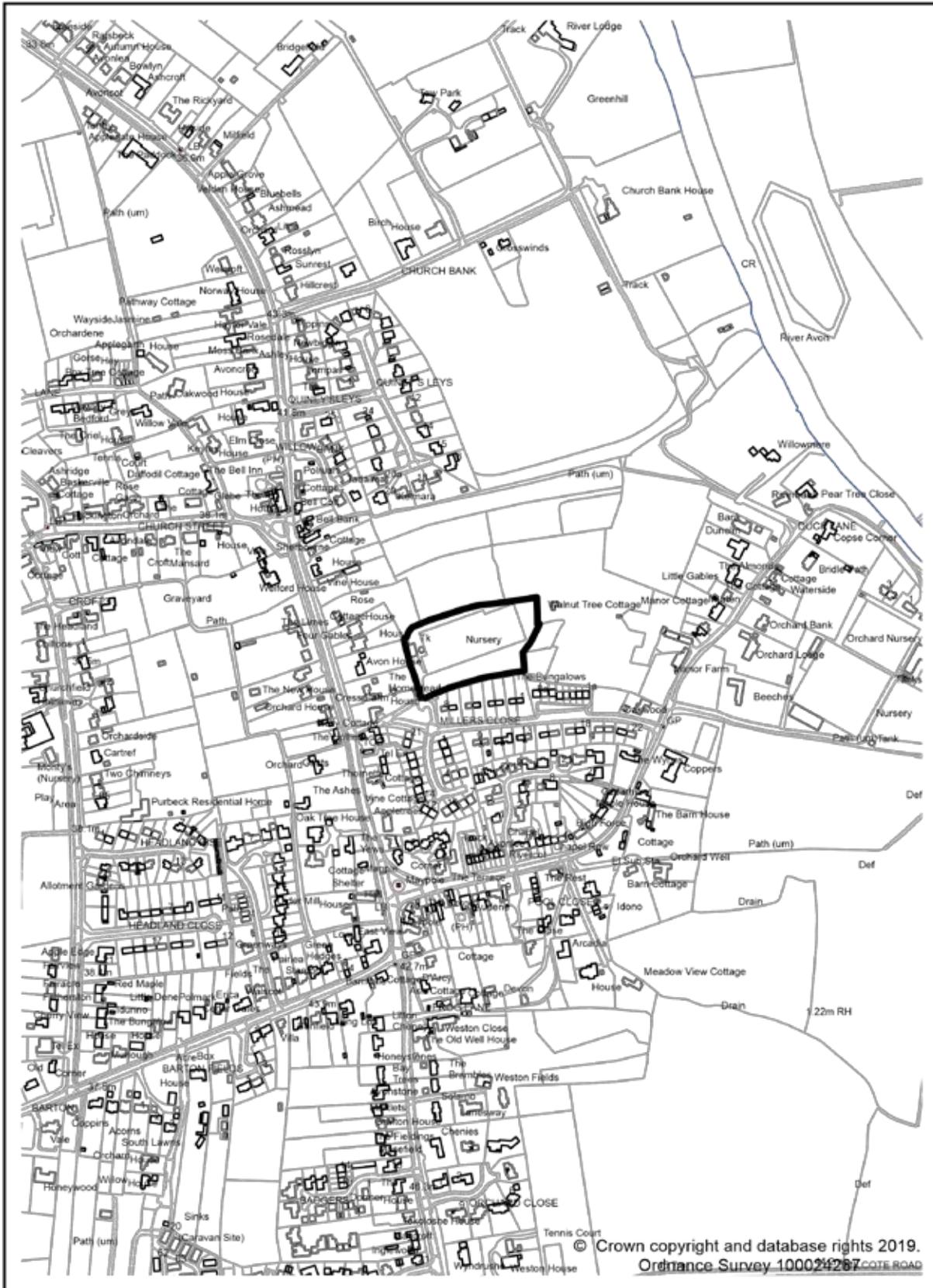
Greenacres, West of Coventry Road, Southam





West of Jubilee Fields, Stockton





North of Millers Close, Welford-on-Avon

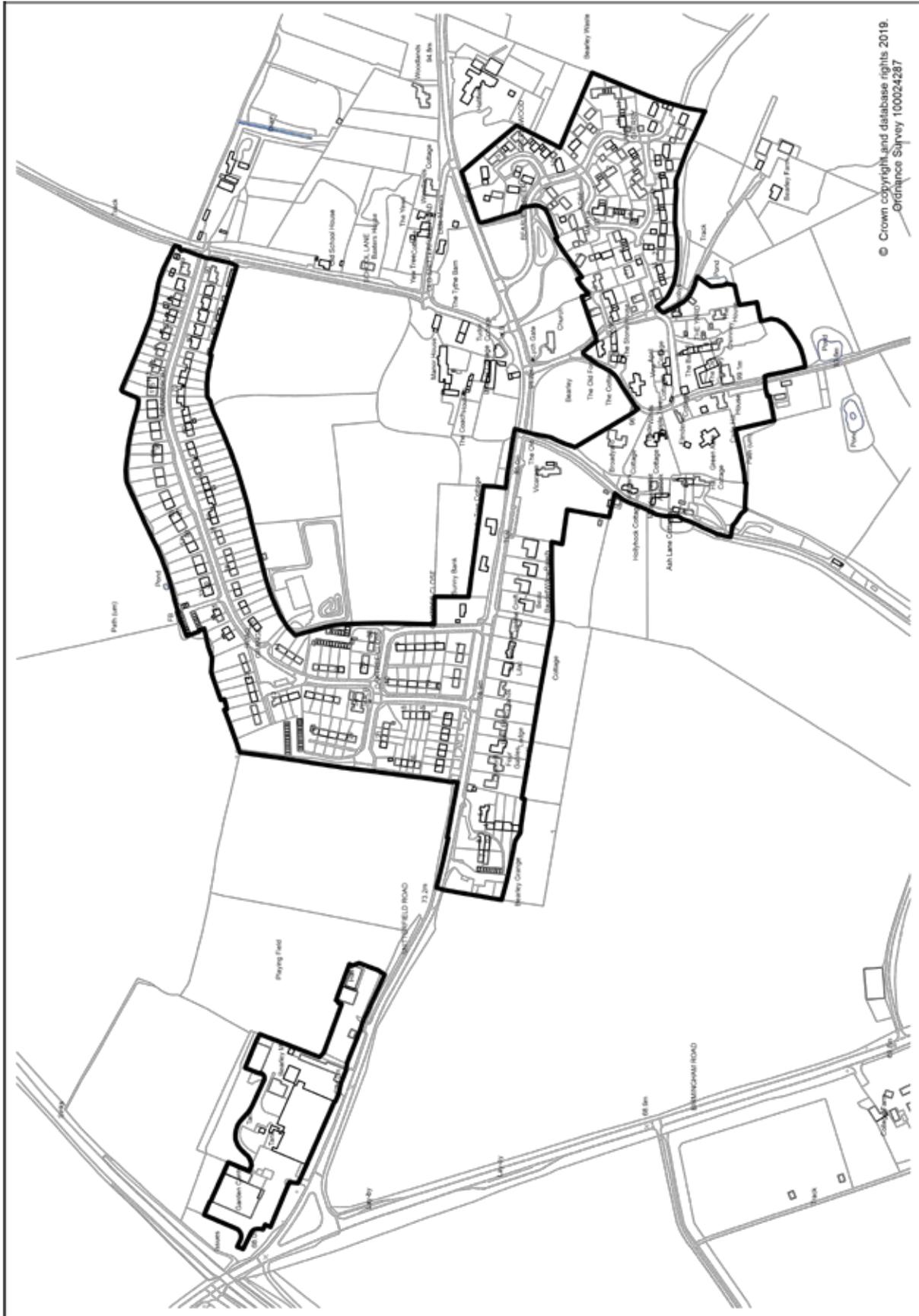


Part C: Built-up Area Boundary Maps



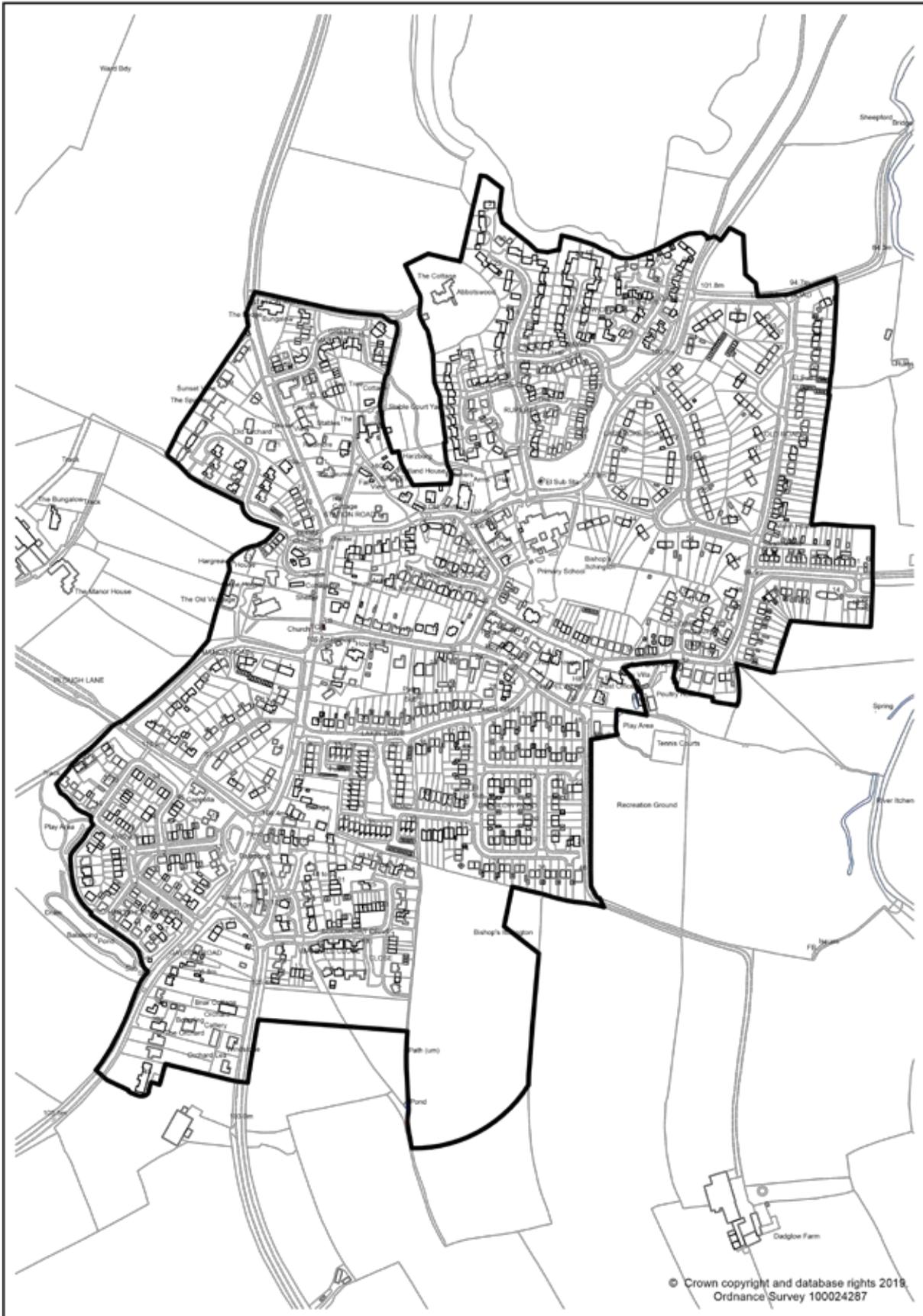
Built-Up Area Boundary - Alcester



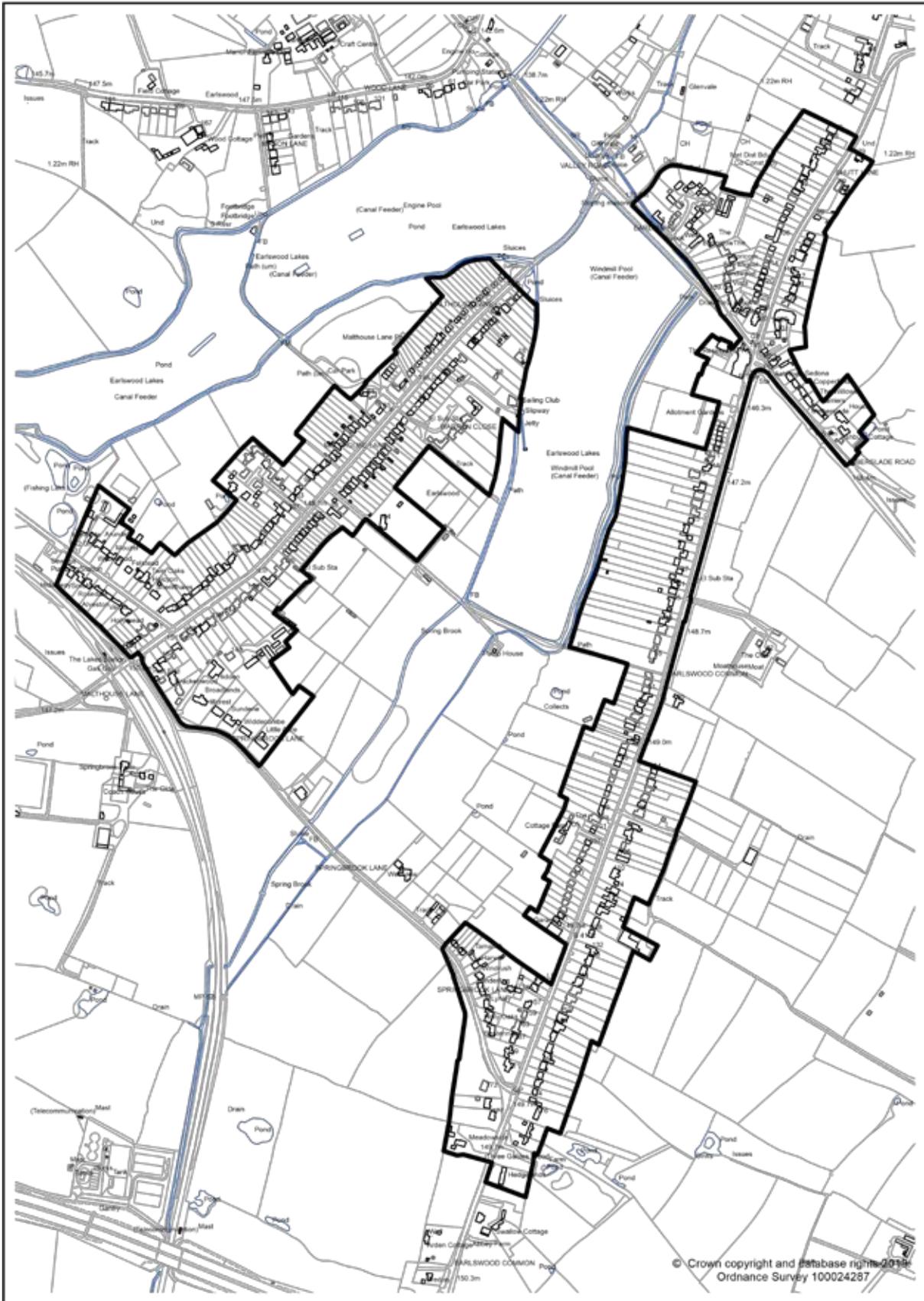


© Crown copyright and database rights 2019.
Ordnance Survey 100024287

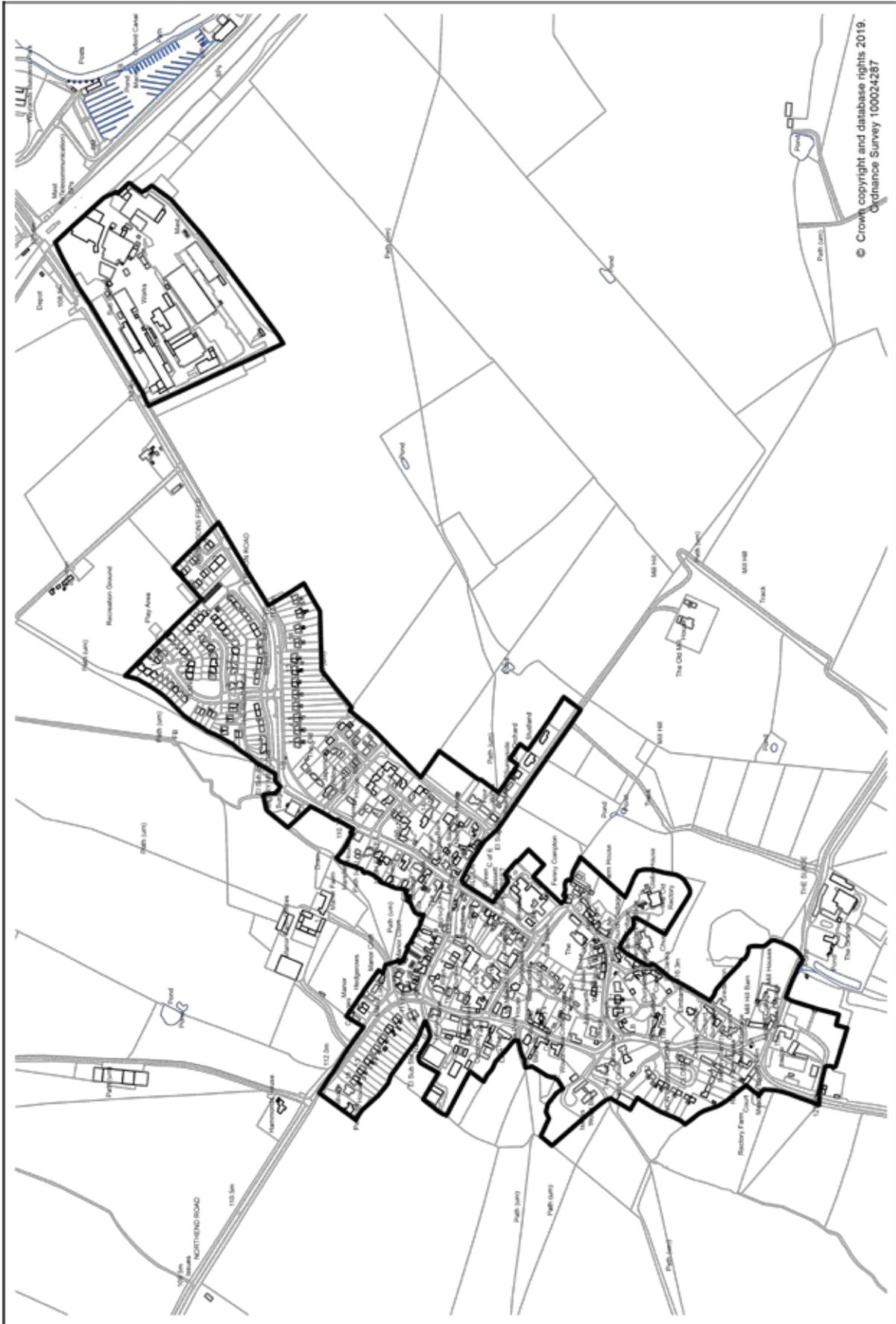
Built-Up Area Boundary - Bearley



Built-Up Area Boundary - Bishops Itchington



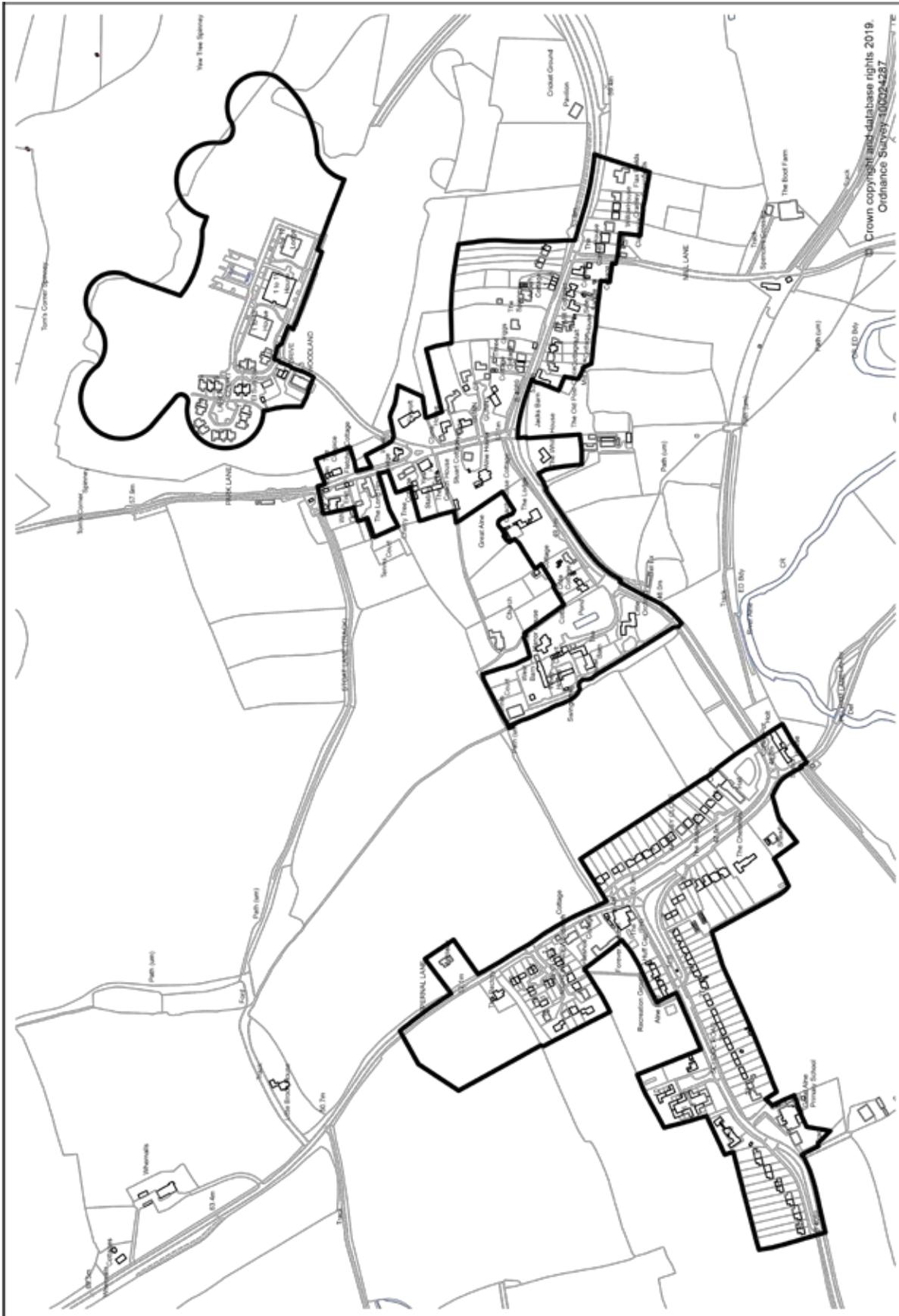
Built-Up Area Boundary - Earlswood



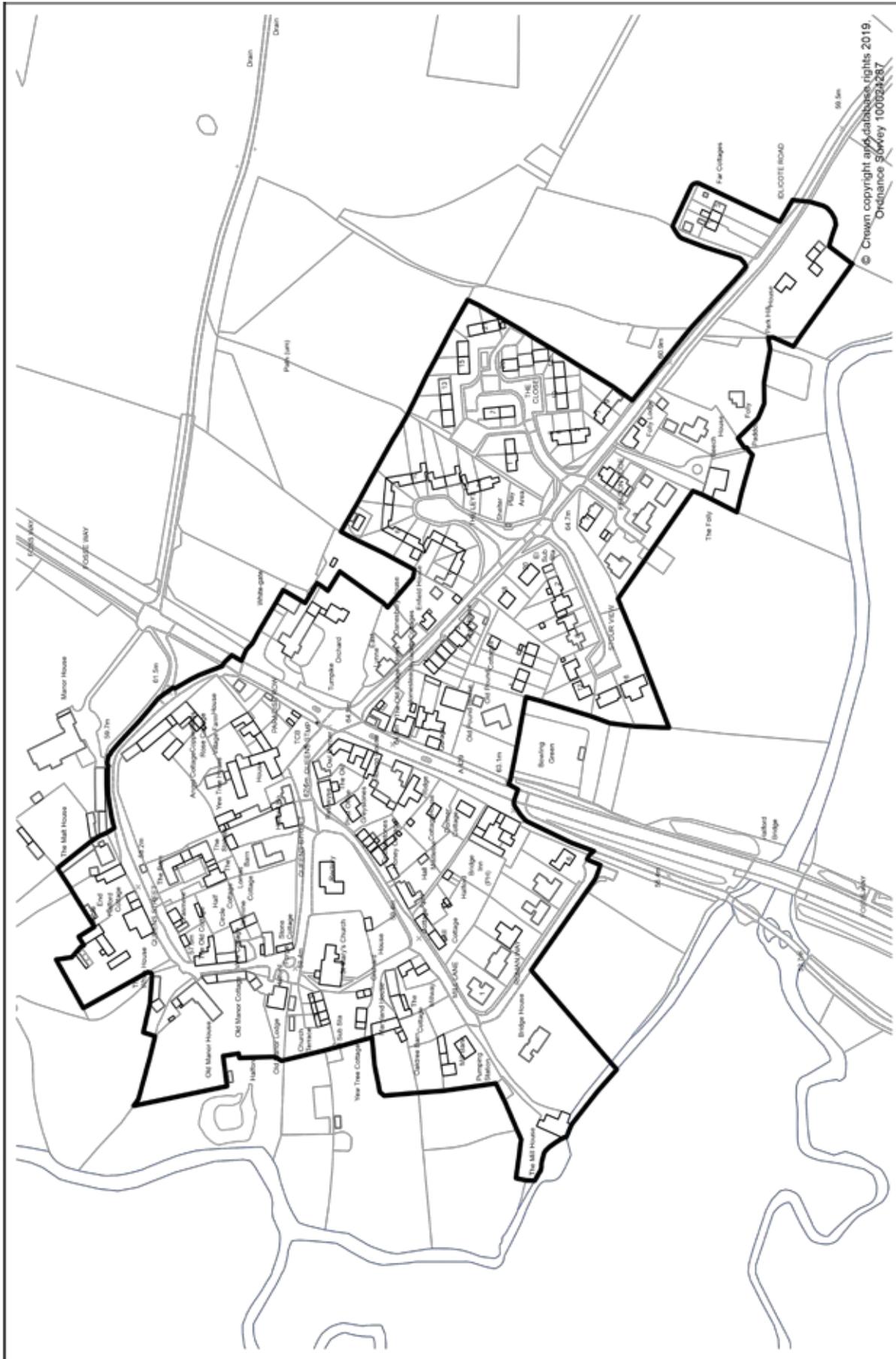
Built-Up Area Boundary - Fenny Compton



Built-Up Area Boundary - Gaydon



Built-Up Area Boundary - Great Aine

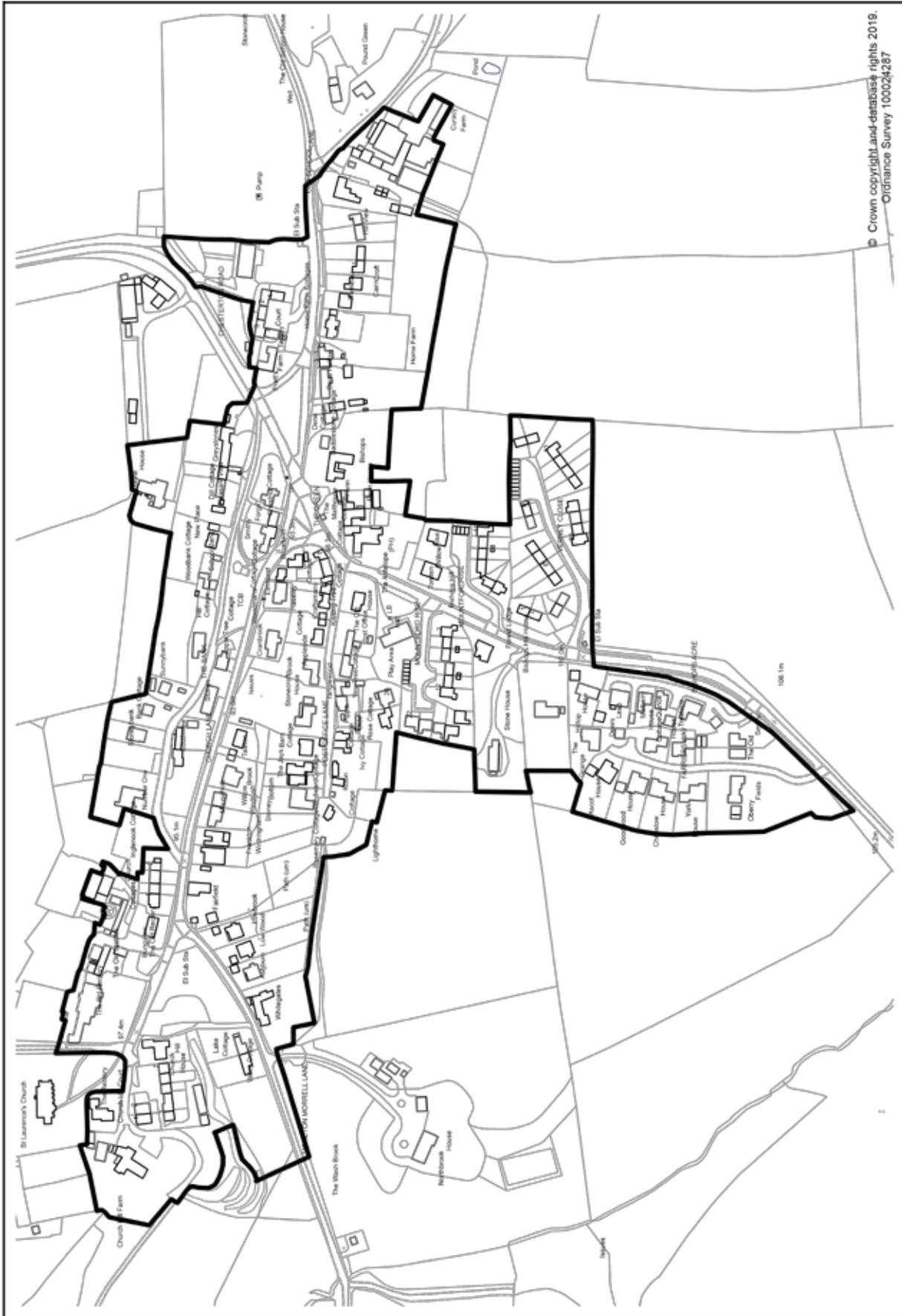


Built-Up Area Boundary - Halford



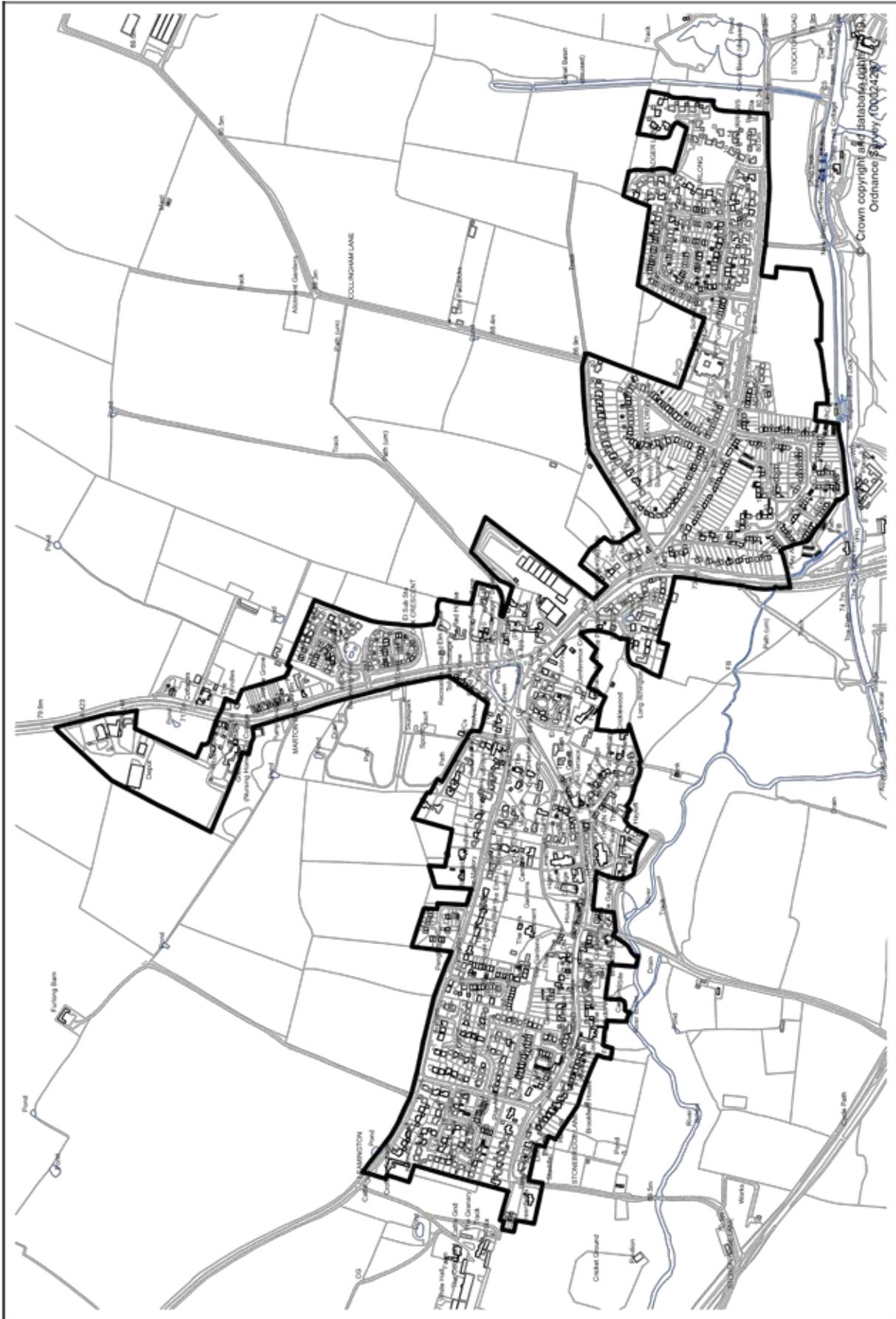
Built-Up Area Boundary - Henley-in-Arden



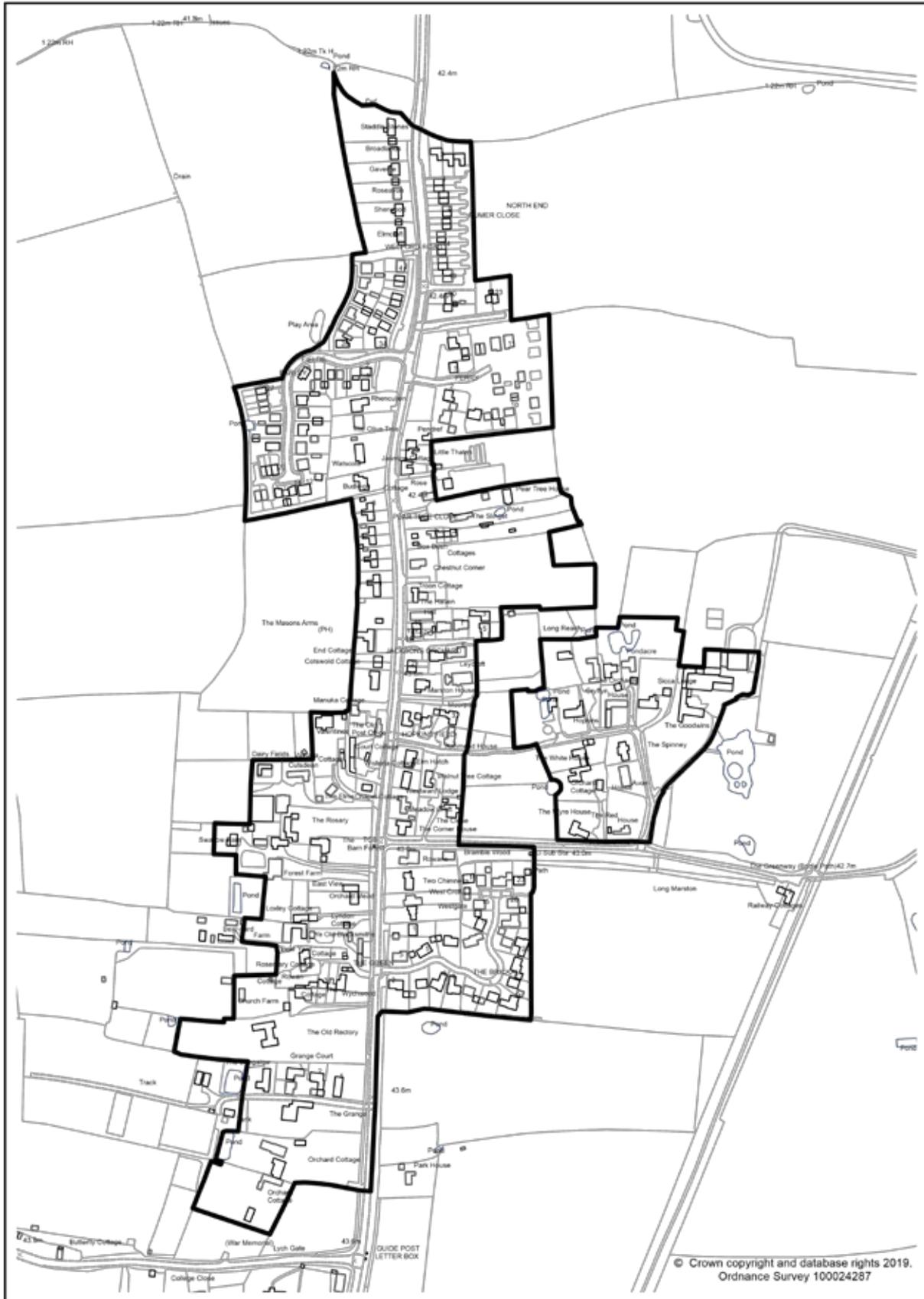


Built-Up Area Boundary - Lighthorne

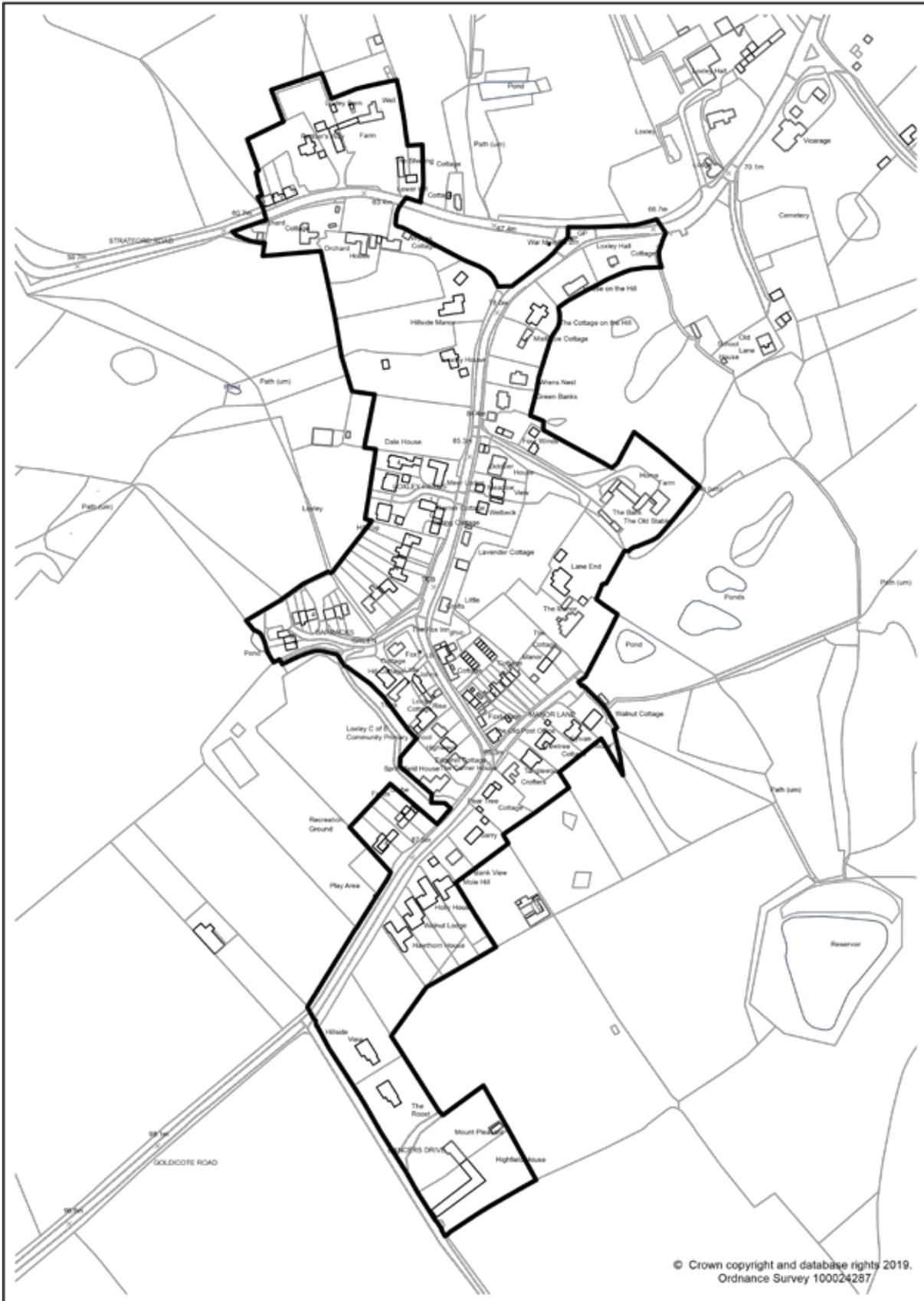
© Crown copyright and database rights 2019.
Ordnance Survey 100024287



Built-Up Area Boundary - Long Itchington

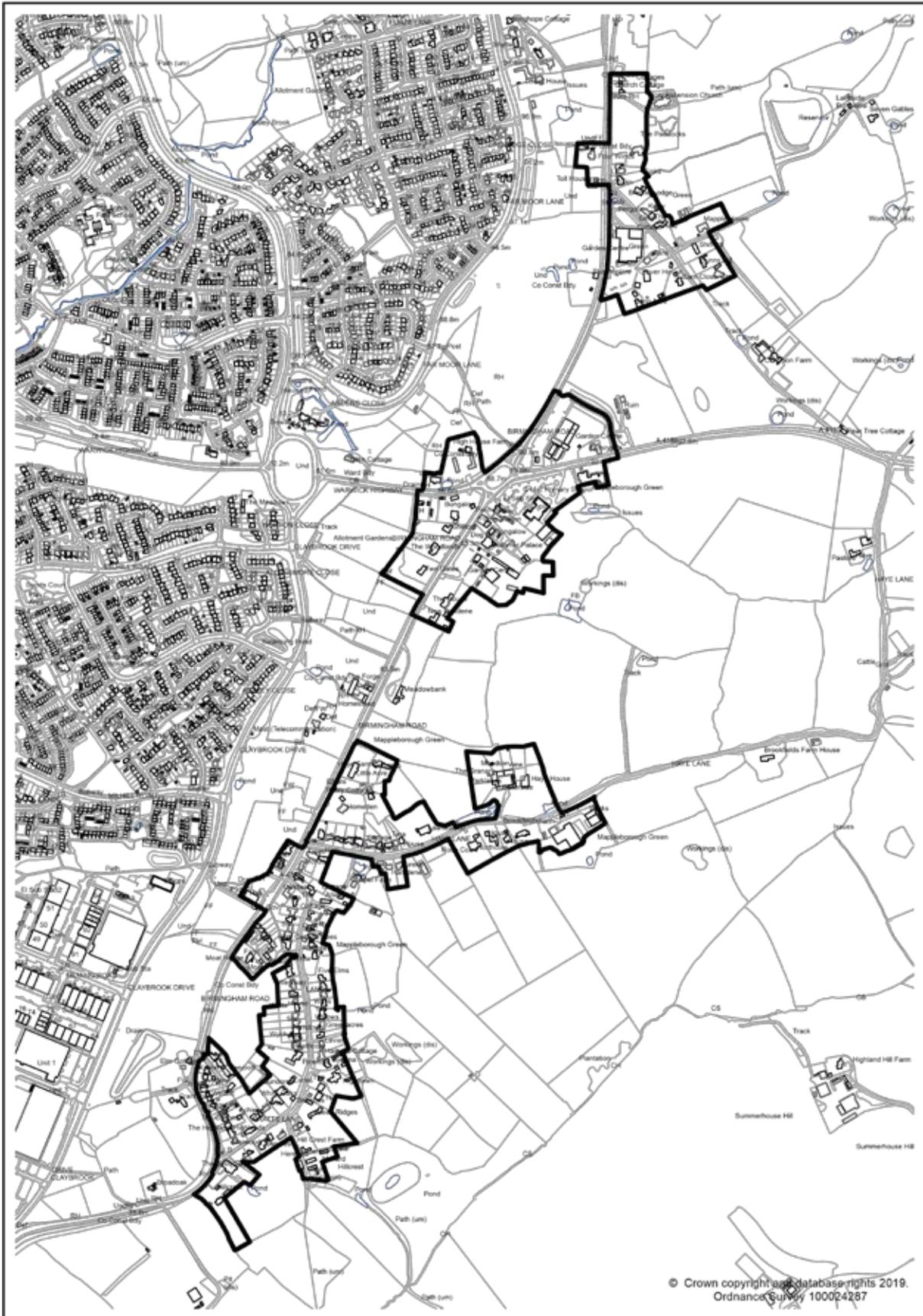


Built-Up Area Boundary - Long Marston

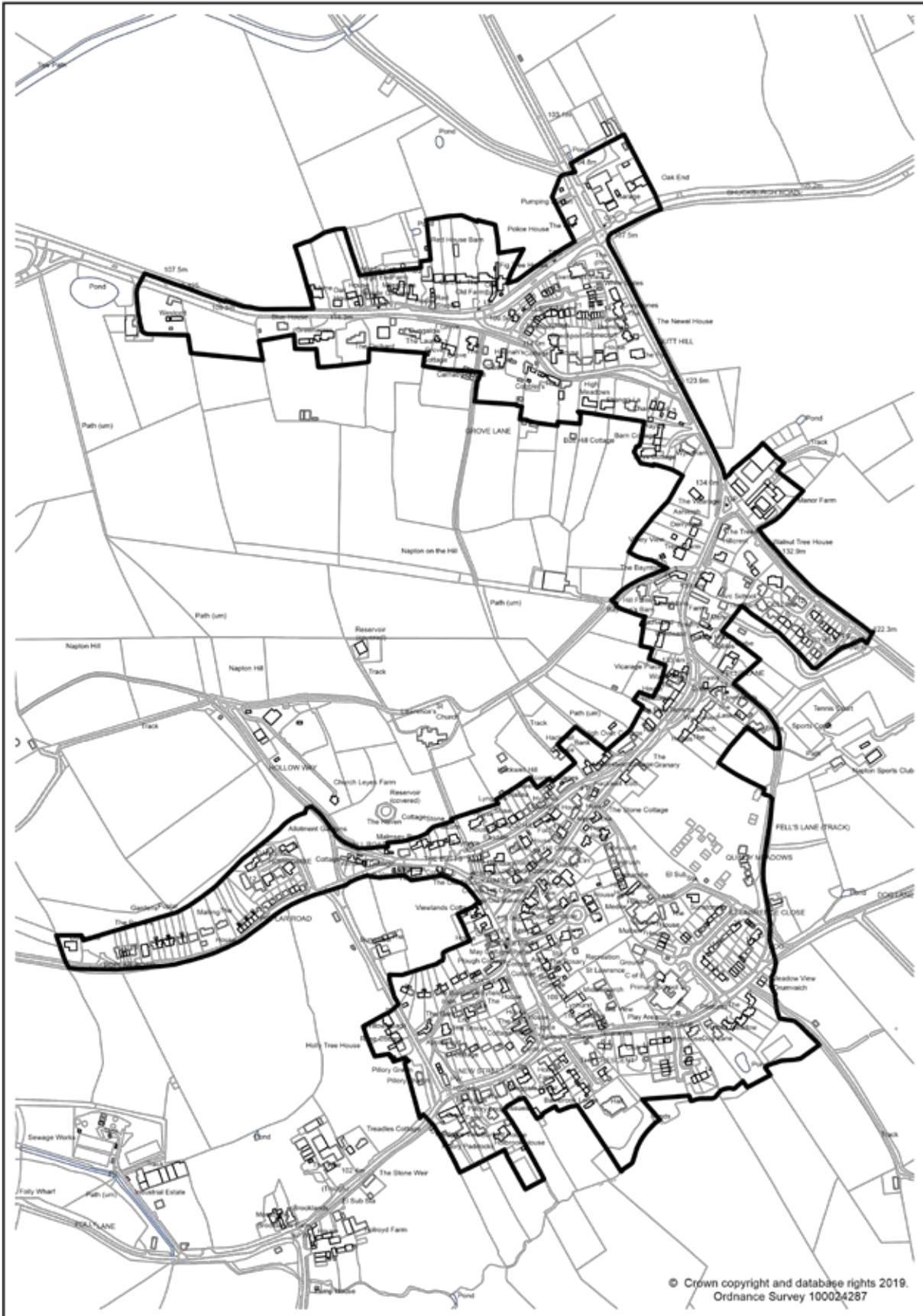


Built-Up Area Boundary - Loxley





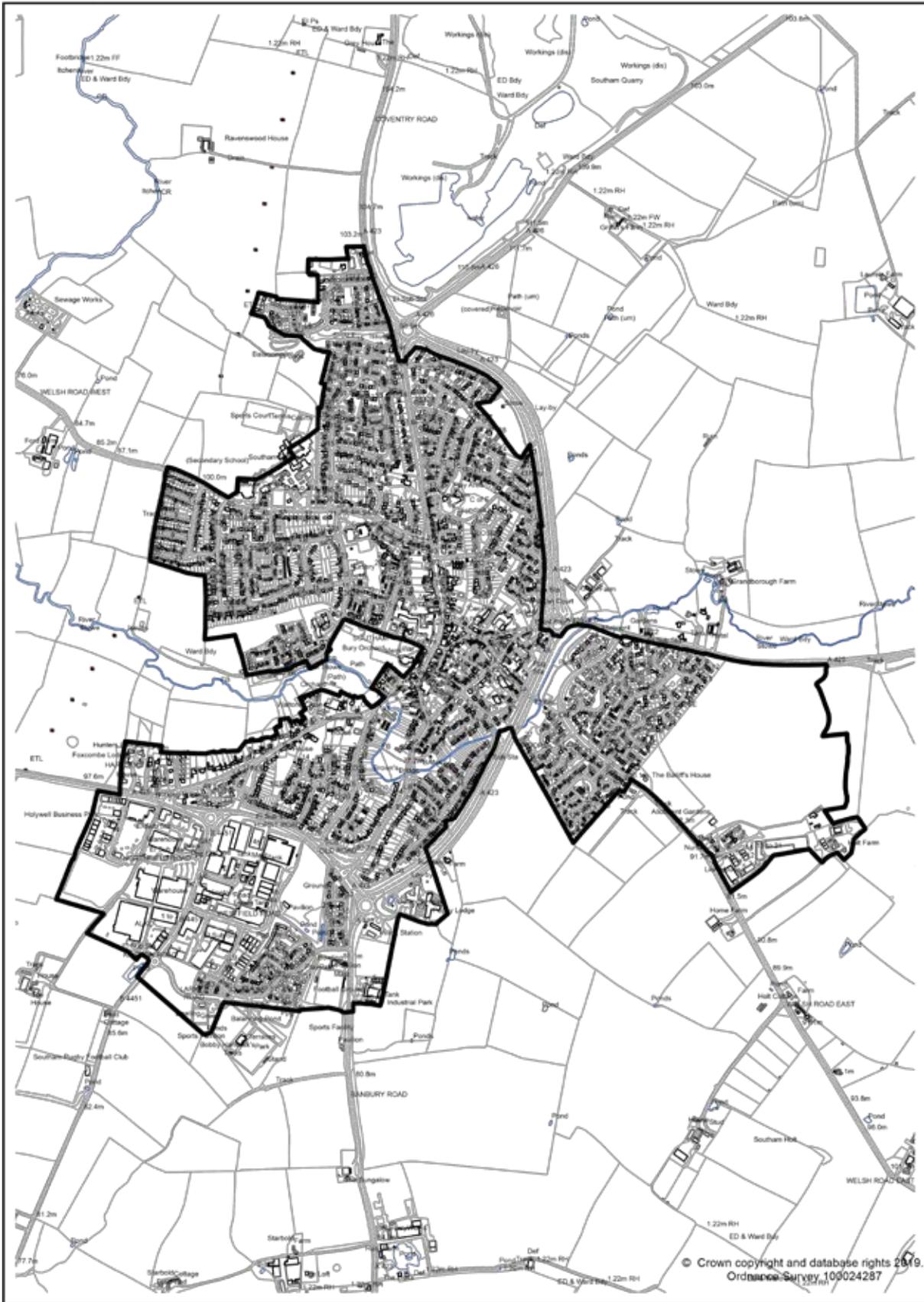
Built-Up Area Boundary - Mappleborough Green



Built-Up Area Boundary - Napton-on-the-Hill

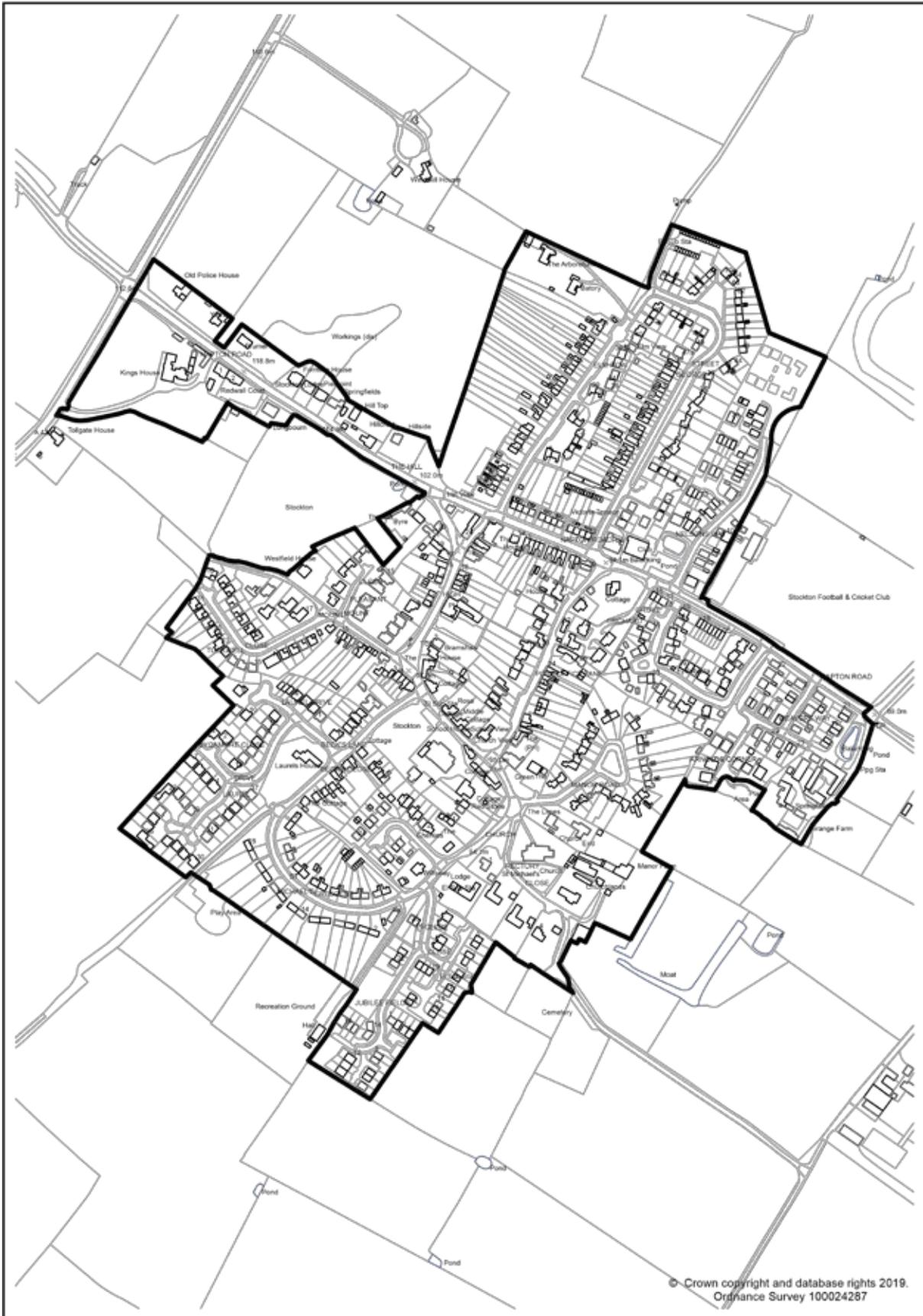


Built-Up Area Boundary - Quinton

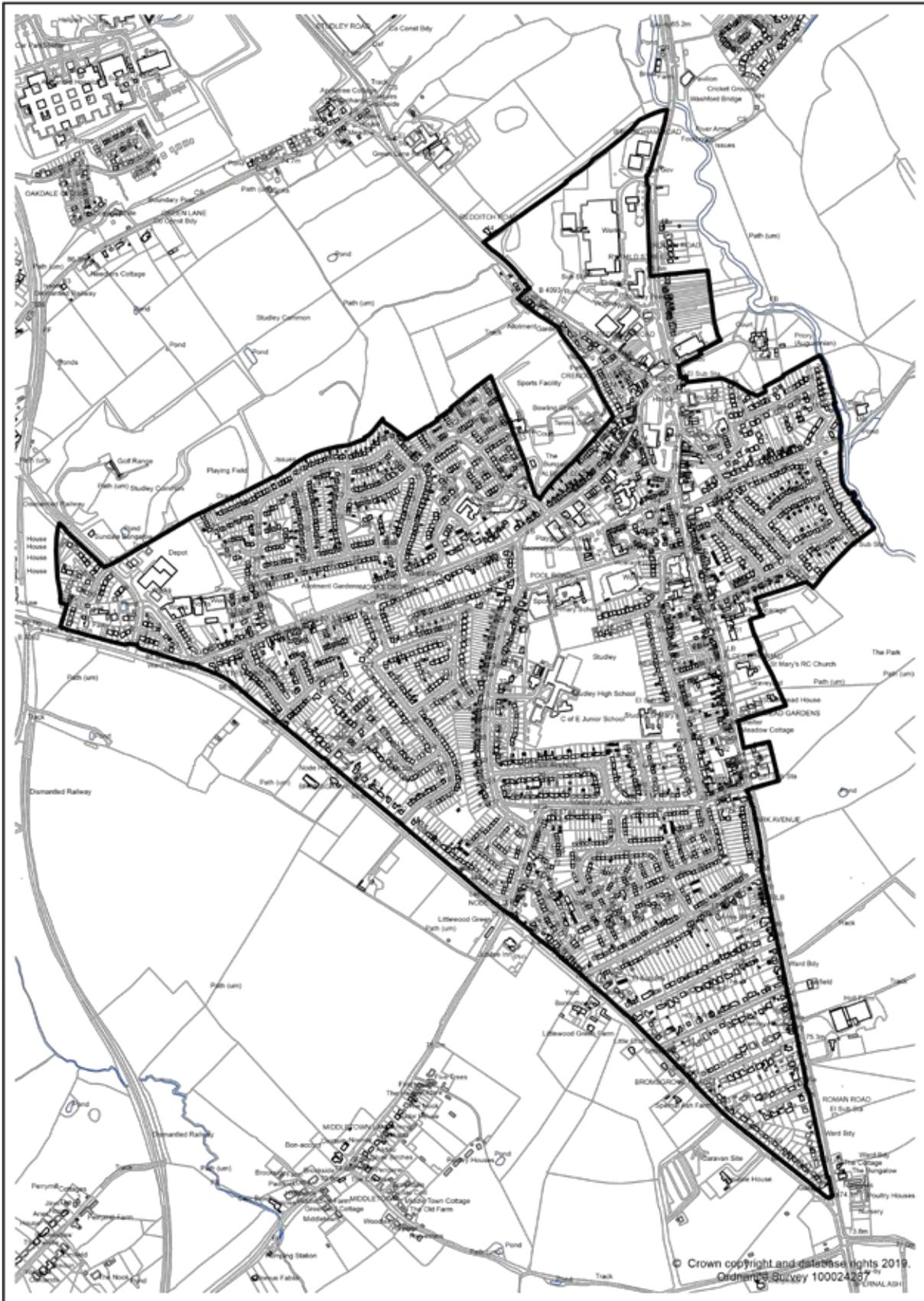


Built-Up Area Boundary - Southam



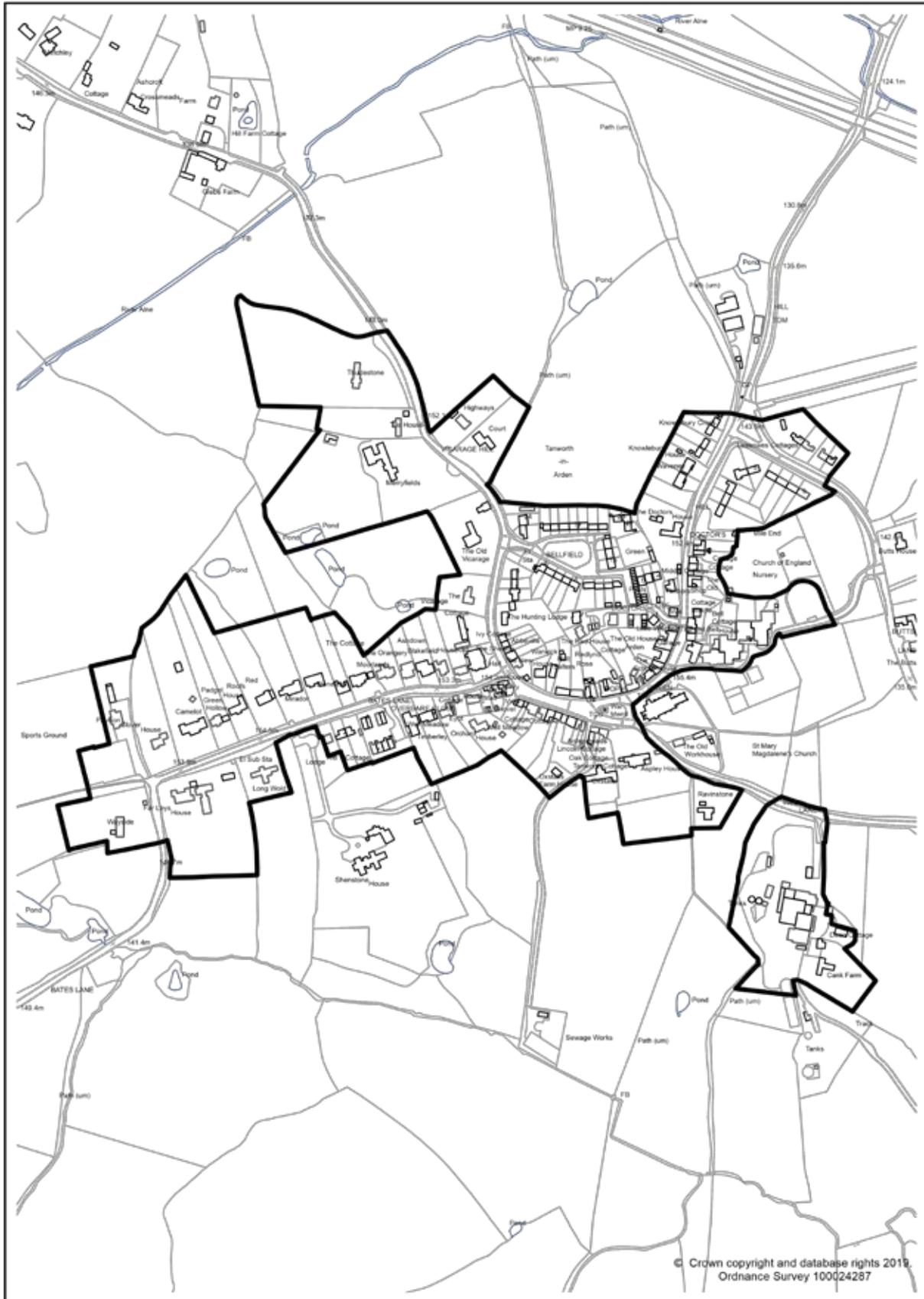


Built-Up Area Boundary - Stockton



Built-Up Area Boundary - Studley



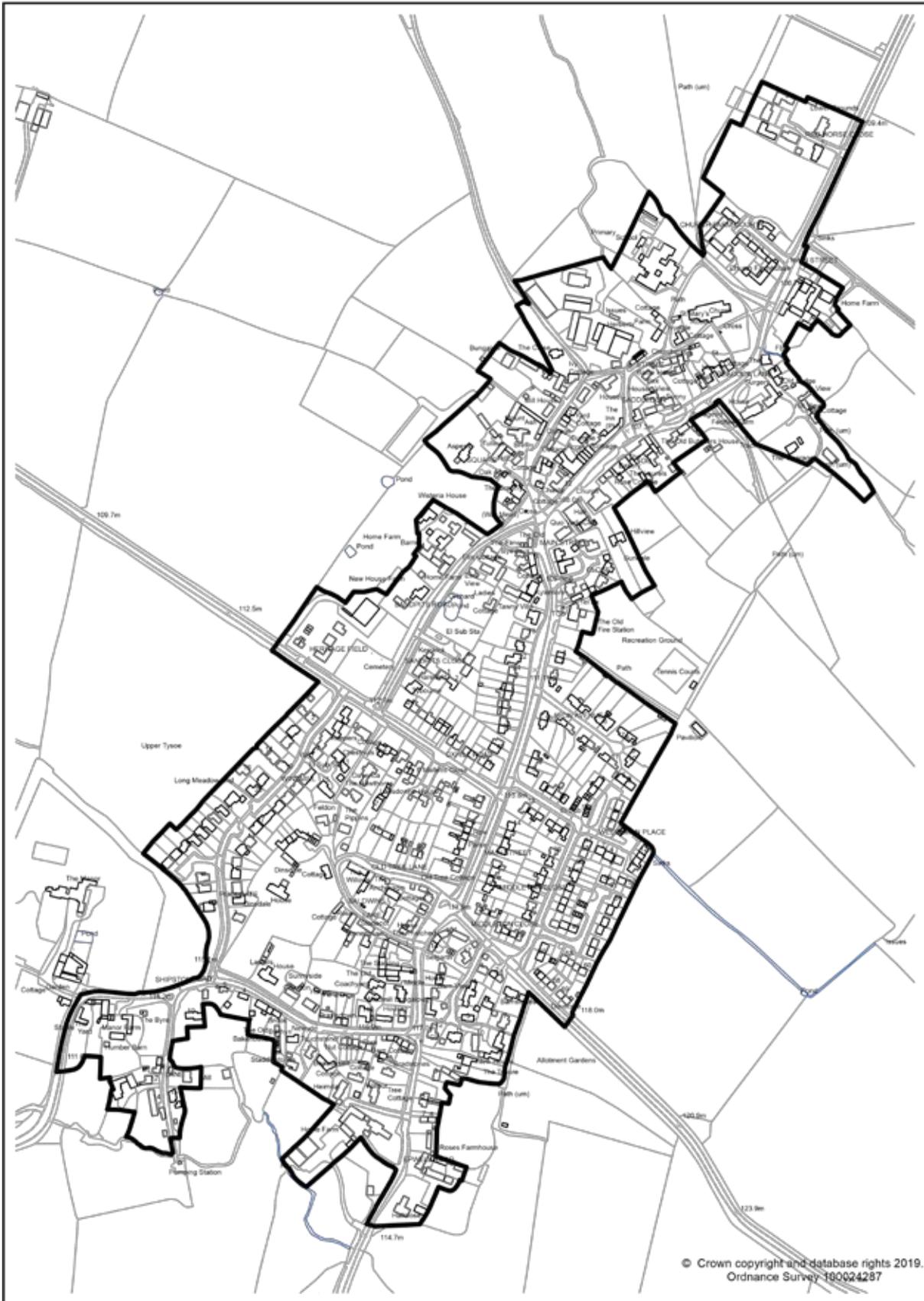


Built-Up Area Boundary - Tanworth-in-Arden





Built-Up Area Boundary - Temple Herdewyke

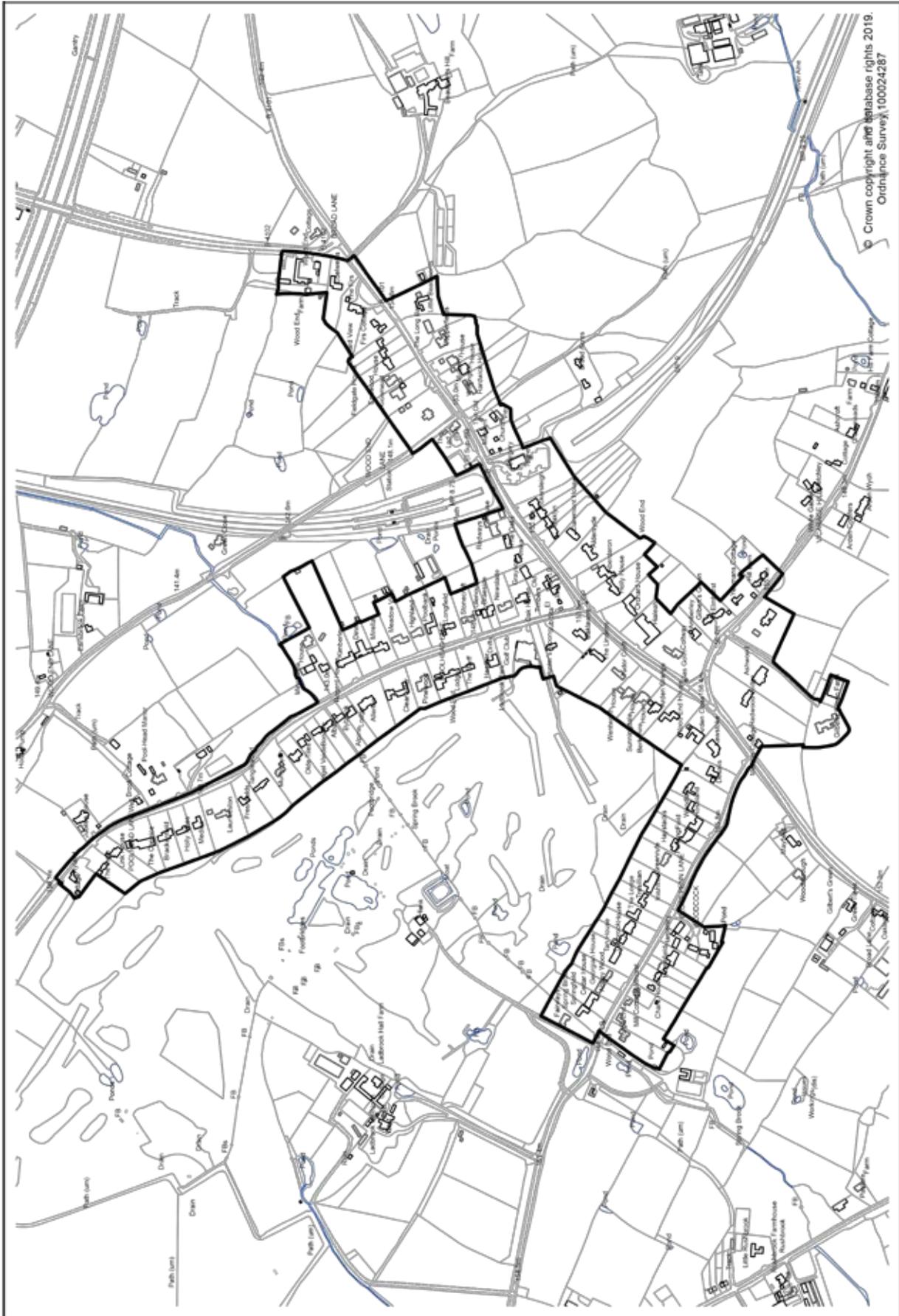


Built-Up Area Boundary - Tysoe



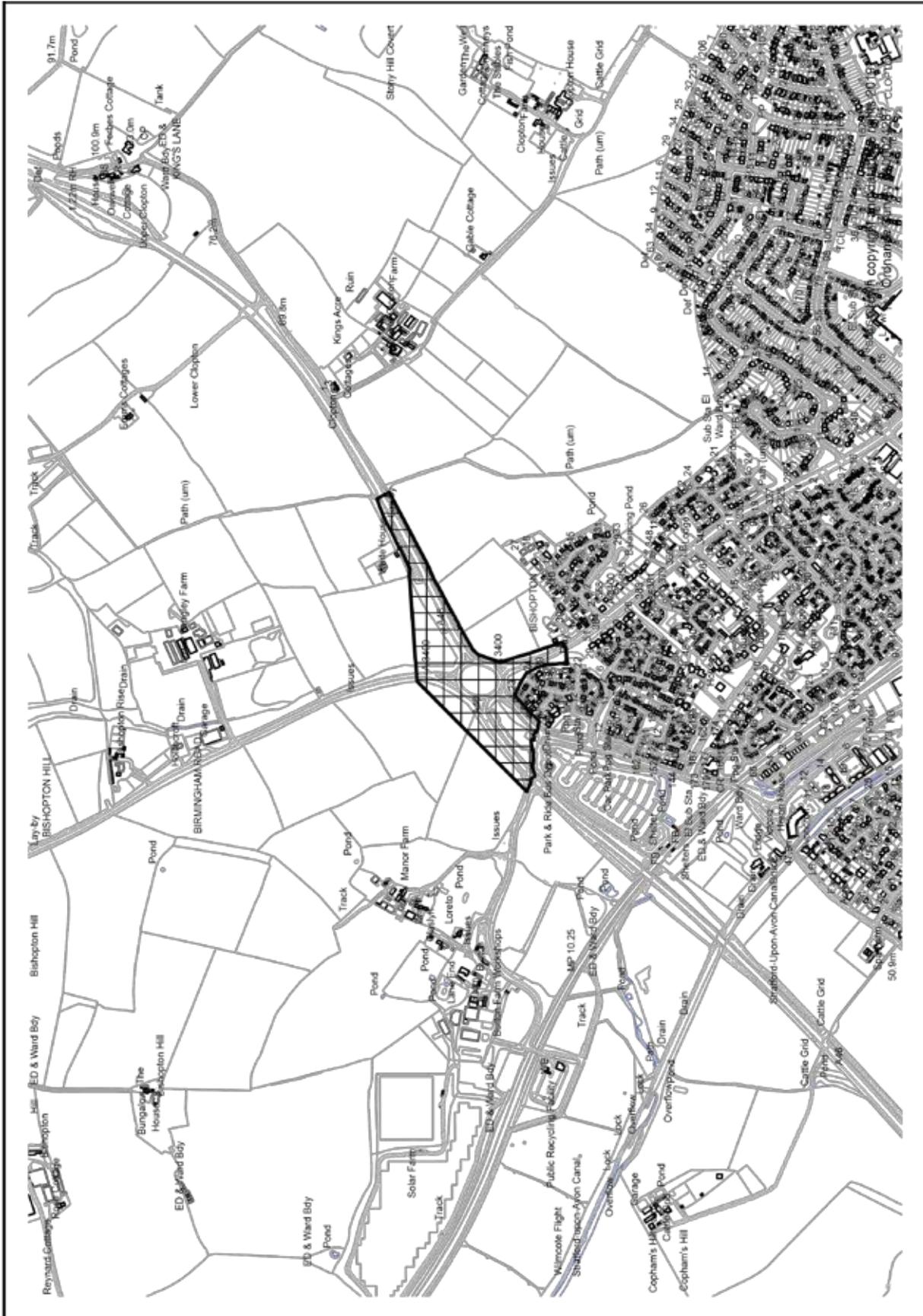


Built-Up Area Boundary - Wilmcote

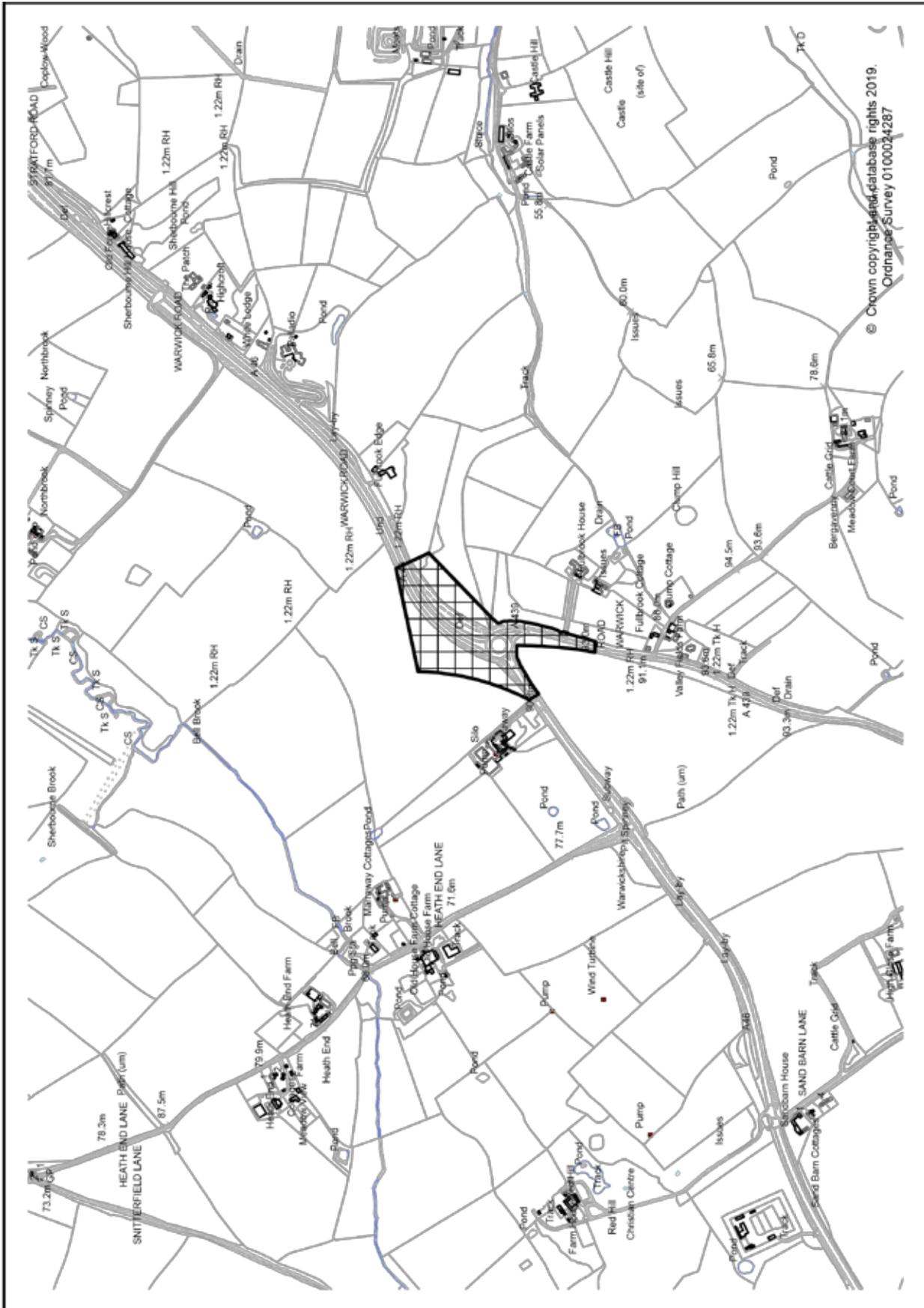


Proposed Built-Up Area Boundary 2017 - Wood End

Part D: A46 Safeguarding



Proposed A46 Safeguarding at Bishopton



Proposed A46 Safeguarding at Marraway

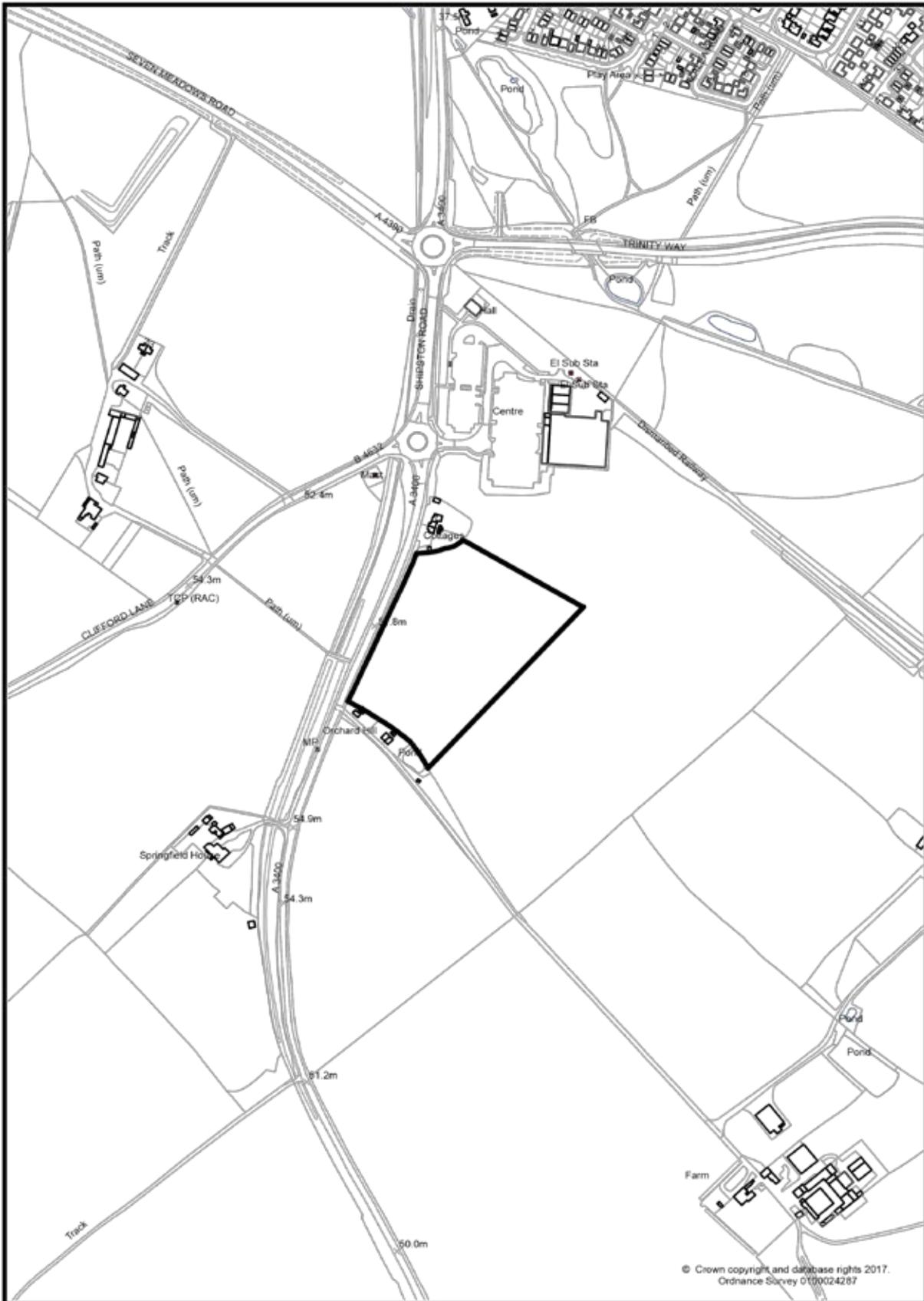


Proposed A46 Safeguarding at Wildmoor

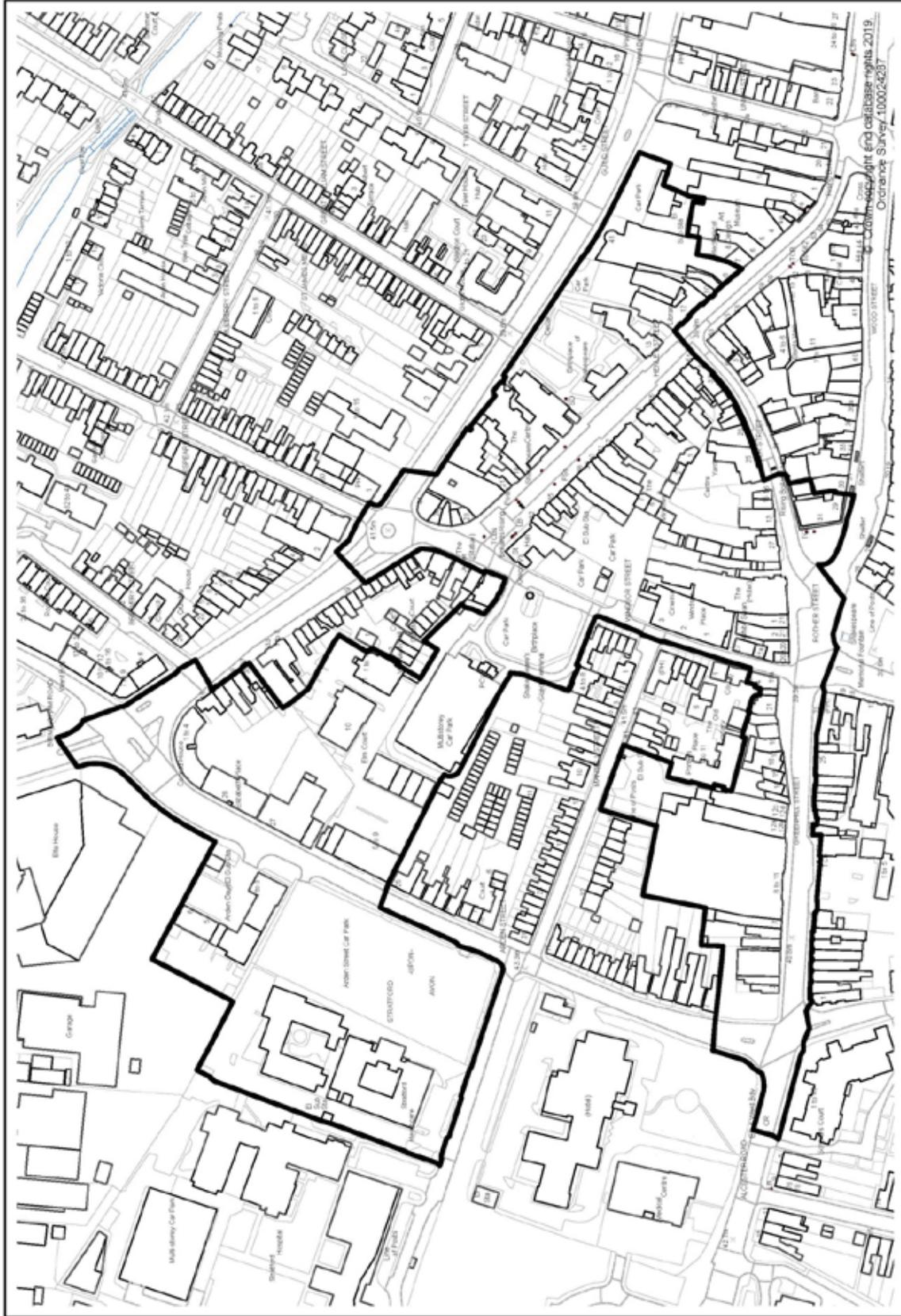
Part E: Specific Site Proposals



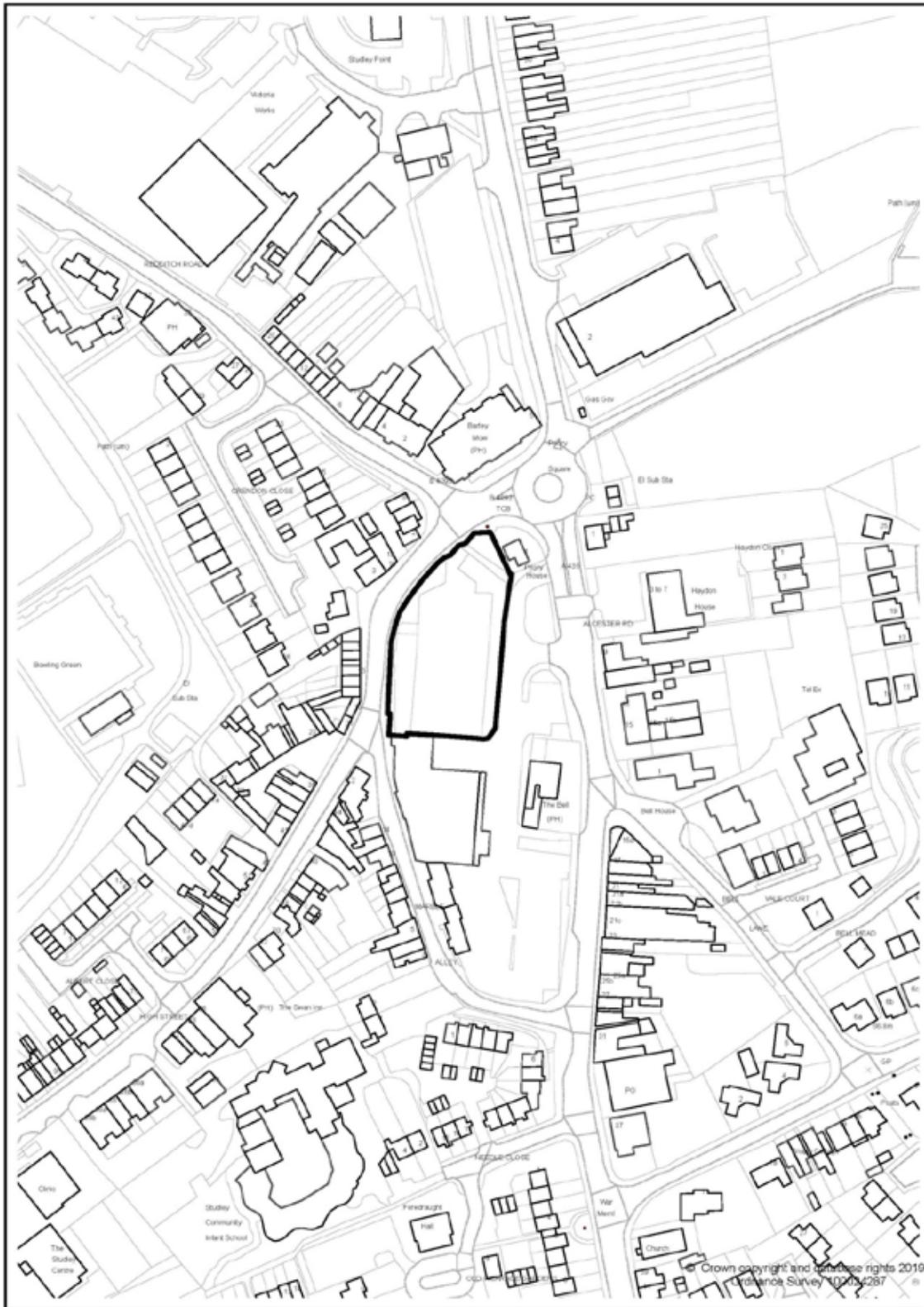
Proposal SUA.2 South of Alcester Road, Stratford-upon-Avon



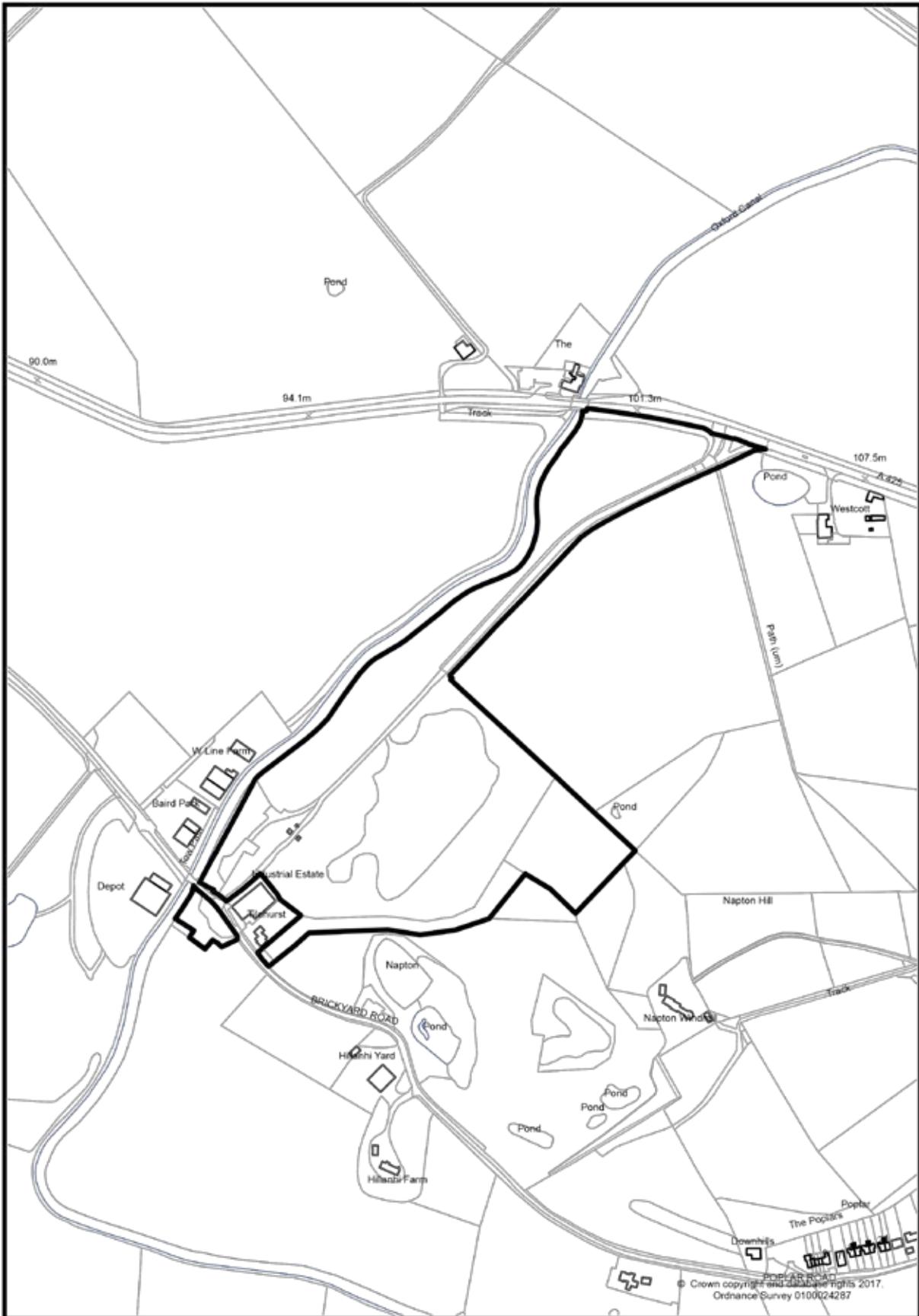
Proposal SUA.5 East of Shipston Road, Stratford-upon-Avon



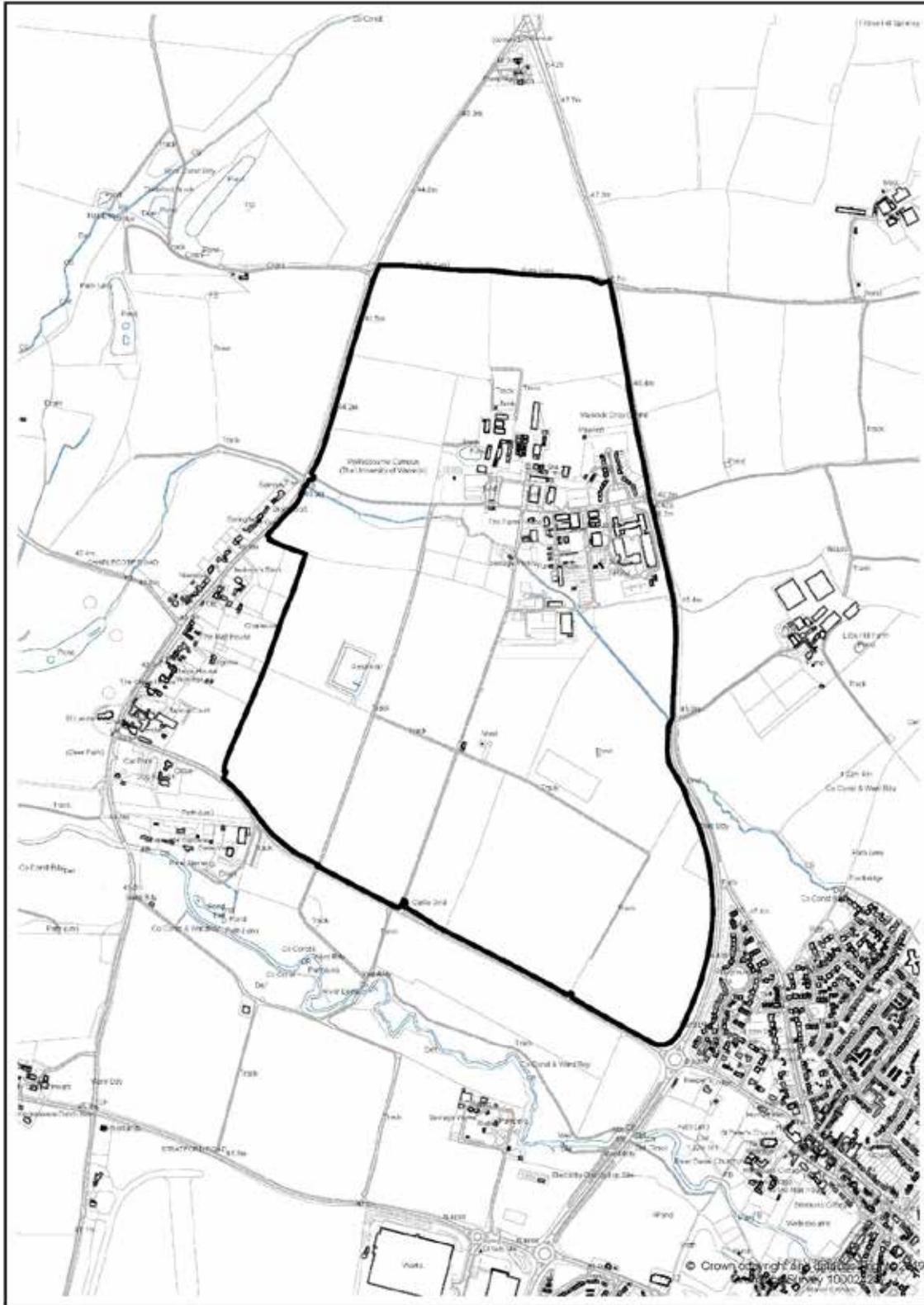
Proposal SUA.6 Stratford-upon-Avon Gateway



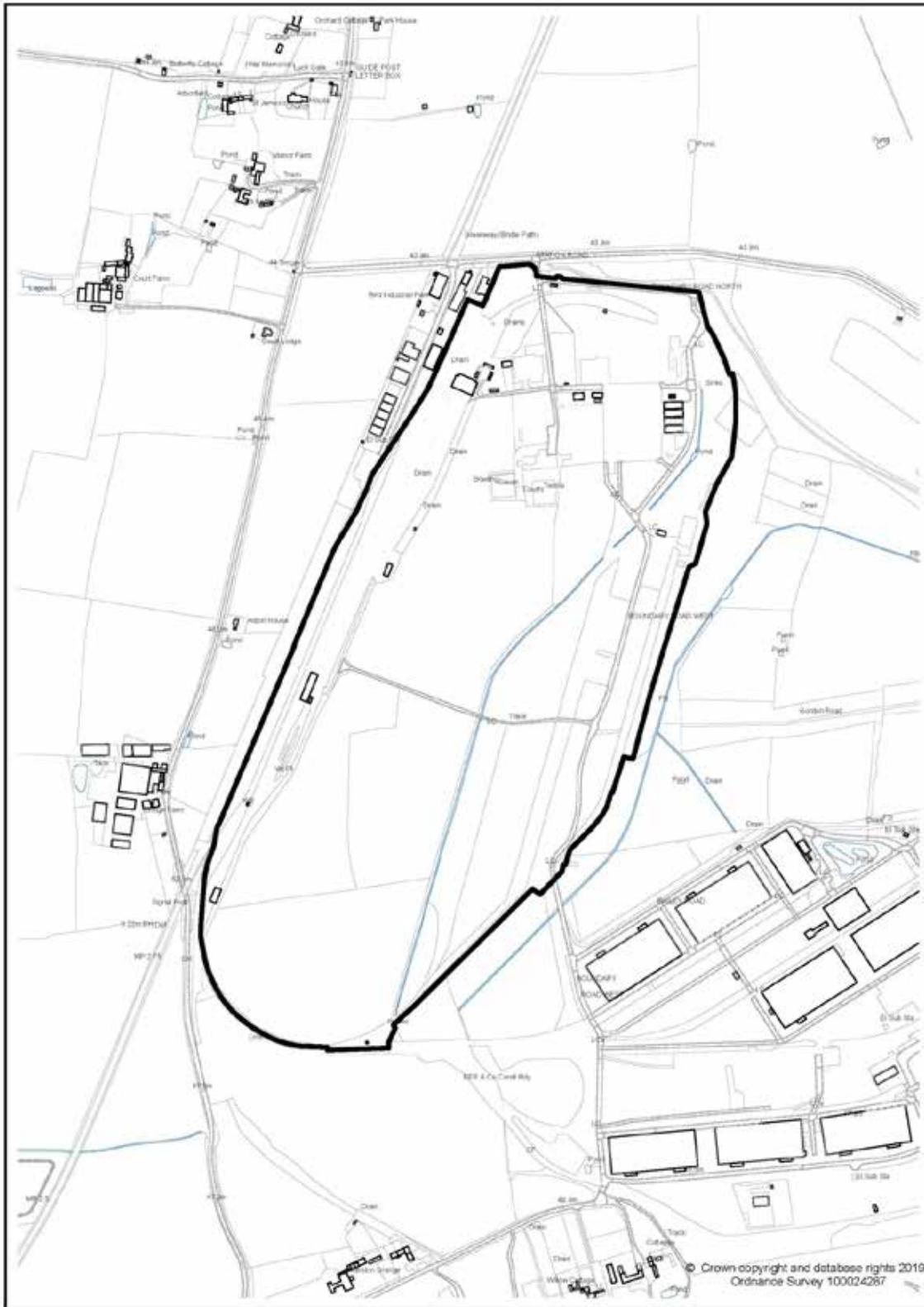
Proposal STUD.2 High Street, Studley



Proposal RURAL.1 Napton Brickworks



Proposal RURAL.2 University of Warwick Wellesbourne Campus



Proposal RURAL.3 Quinton Rail Technology Centre, Long Marston

Annex 1: Schedule of proposed Reserve Housing Sites

SAP Site Ref	SHLAA Site Ref	Settlement	Site Location	Dwelling Capacity (30 dw/ hectare)	Dwelling Capacity (35 dw/ hectare)
ALC.A	ALC.12	Alcester	South of Allimore Lane (west)	60	70
ALC.B	ALC.13	Alcester	South of Allimore Lane (east)	120	140
BID.A	BID.02	Bidford-on-Avon	West of Grafton Lane	150	175
BID.B	BID.08A	Bidford-on-Avon	South of Salford Road (middle)	24	28
BID.C	BID.11	Bidford-on-Avon	East of Victoria Road	120	140
BID.D	BID.13	Bidford-on-Avon	South of Salford Road (west)	60	70
BRA.A	BRA.15	Brailes	South of Orchard Close	15	18
CLIF.A	CLIF.02	Clifford Chambers	East of The Nashes	30	35
CLIF.B	CLIF.04	Clifford Chambers	East of Campden Road (south)	12	14
CLIF.C	CLIF.05A	Clifford Chambers	West of Campden Road (north)	6	7
ETT.A	ETT.02	Ettington	West of Old Warwick Road	9	11
ETT.B	ETT.09	Ettington	South of Banbury Road	21	25
ETT.C	ETT.11	Ettington	South of Rogers Lane (middle)	45	53
FEN.A	FEN.01	Fenny Compton	North of Northend Road (west)	15	18
FEN.B	FEN.02	Fenny Compton	North of Northend Road (east)	12	14
FEN.C	FEN.04	Fenny Compton	West of High Street (front)	6	7
FEN.D	FEN.06	Fenny Compton	North of High Street	21	25
FEN.E	FEN.07	Fenny Compton	North of Station Road (west)	15	18
FEN.F	FEN.09	Fenny Compton	South of Station Road (east)	75	88
FEN.G	FEN.12	Fenny Compton	East of Ridgeway	6	7
GAY.A	GAY.03	Gaydon	East of Banbury Road (south)	24	28
GAY.B	GAY.06	Gaydon	South of Church Lane (west)	15	18
GAY.C	GAY.07	Gaydon	South of Kineton Road	30	35
HALF.A	HALF.03	Halford	North of Idlicote Road	18	21
HALF.B	HALF.08	Halford	East of Fosse Way (middle)	6	7
HAMP.A	HAMP.03	Hampton Lucy	East of Snitterfield Road	15	18
ILM.A	ILM.01	Ilmington	South of Armscote Road	15	18
ILM.B	ILM.03	Ilmington	North of Ballards Lane	15	18
ILM.C	ILM.09	Ilmington	North of Back Street (west)	12	14
ILM.D	ILM.10	Ilmington	North of Back Street (middle)	12	14
ILM.E	ILM.11	Ilmington	North of Back Street (east)	6	7
ILM.F	ILM.16	Ilmington	North of Armscote Road (west)	6	7
LIG.A	LIG.06	Lighthorne	North of Church Lane	6	7
LCOM.A	LC.04	Long Compton	East of Back Lane	15	18
LCOM.B	LC.11	Long Compton	West of Oxford Road (south)	12	14
LMAR.A	LMAR.02	Long Marston	East of Rumer Close	18	21
LMAR.B	LMAR.08	Long Marston	East of Long Marston Road (north)	30	35
LMAR.C	LMAR.09	Long Marston	East of Long Marston Road (middle)	9	11
LMAR.D	LMAR.17	Long Marston	North of Barley Fields	15	18
LOX.A	LOX.05	Loxley	North of Stratford Road (west)	6	7

SAP Site Ref	SHLAA Site Ref	Settlement	Site Location	Dwelling Capacity (30 dw/ hectare)	Dwelling Capacity (35 dw/ hectare)
LOX.B	LOX.09	Loxley	North of Goldicote Road (south)	15	18
MAPP.A	MAPP.01A	Mappleborough Gr	West of Birmingham Road	30	35
MAPP.B	MAPP.01B	Mappleborough Gr	West of Birmingham Road	30	35
MAPP.C	MAPP.01C	Mappleborough Gr	West of Birmingham Road	6	7
MMOR.A	MM.03	Moreton Morrell	North of Brook Lane	12	14
MMOR.B	MM.04	Moreton Morrell	South of Brook Lane (east)	15	18
MMOR.C	MM.10	Moreton Morrell	South of John Davis Drive	24	28
NEWB.A	NEWB.01	Newbold-on-Stour	East of Stratford Road	9	11
NEWB.B	NEWB.03	Newbold-on-Stour	East of Heron Way	18	21
NEWB.C	NEWB.06	Newbold-on-Stour	North of Moss Lane (east)	24	28
OXH.A	OXH.06	Oxhill	North of Green Lane (west)	15	18
OXH.B	OXH.07	Oxhill	South of Whatcote Road	6	7
QUIN.A	QUIN.03	Quinton	North of Main Road (east)	30	35
QUIN.B	QUIN.04	Quinton	East of Back Lane (north)	12	14
QUIN.C	QUIN.07	Quinton	South of Main Road (middle)	36	42
QUIN.D	QUIN.08	Quinton	East of Goose Lane (north)	30	35
QUIN.E	QUIN.22	Quinton	East of Back Lane (south)	15	18
QUIN.F	QUIN.23	Quinton	South of Main Road	12	14
SALF.A	SALF.08	Salford Priors	West of Evesham Road (north)	24	28
SALF.B	SALF.11	Salford Priors	South of School Road (east)	60	70
SALF.C	SALF.17	Salford Priors	North of Bomford Way	24	28
STR.A	STR.11	Stratford-u-Avon	East of Banbury Road	240	280
STR.B	STR.12	Stratford-u-Avon	West of Banbury Road	330	385
STR.C	STR.14	Stratford-u-Avon	East of Shipston Road	180	210
STR.D	STR.16	Stratford-u-Avon	North of Evesham Road	75	88
STUD.A	STUD.07	Studley	East of Redditch Road (south)	21	25
TIDD.A	TIDD.03	Tiddington	East of Hamilton Road	45	53
TRED.A	TRED.04	Tredington	South of Blackwell Road	15	18
TYS.A	TYS.01	Tysoe	West of Main Street	6	7
TYS.B	TYS.12	Tysoe	South of Oxhill Road	30	35
TYS.C	TYS.14	Tysoe	West of Sandpits Lane	18	21
TYS.D	TYS.16	Tysoe	North of Saddledon Street	18	21
TYS.E	TYS.17	Tysoe	West of Meadow Lane	24	28
WELF.A	WELF.09A	Welford-on-Avon	North of Milcote Road (west)	36	42
WELF.B	WELF.10	Welford-on-Avon	East of Hunt Hall Lane (south)	30	35
WELF.C	WELF.17	Welford-on-Avon	East of Hunt Hall Lane (north)	15	18
LMD.A	LSL.06A	Long Marston P	Former Long Marston Depot	300	350
LMD.B	LSL.06B	Long Marston P	Adj. former Long Marston Depot	90	105
TOTAL DWELLINGS				3,027	3,544

Appendix 1: Methodology for defining Built-up Area Boundaries

Land to be included within settlement boundaries:

- Sites with extant planning permission;
- Community buildings and their immediate curtilage (excluding playing fields on the edge of a settlement);
- Dwellings and areas of residential curtilage (excluding areas of land that are clearly paddocks or orchards or land more appropriately defined as 'non-urban');
- Employment and commercial sites on the edge of a settlement;
- Modern agricultural buildings and their immediate curtilage (such as aprons or hardstanding), when located on the edge of a settlement [this specifically excludes associated agricultural land];
- Rural exception sites and self-build sites (upon material commencement of any associated planning permission);
- Miscellaneous uses located on the edge of a settlement (e.g. sewage treatment plants, electricity sub-stations, railway land etc);
- Caravan parks/sites (including Gypsy and Traveller sites) with permanent occupancy condition, located on the edge of a settlement

Land to be excluded from settlement boundaries:

- Playing fields on the edge of a settlement (including public, private and school playing fields);
- Play areas, recreation areas and open spaces on the edge of a settlement (including Public Open Space associated with planning permissions);
- Churches and Churchyards on the edge of a settlement;
- Miscellaneous uses which may be located on the fringe of a settlement (e.g. sewage treatment plants, electricity sub-stations, railway land etc.);
- Allotments on the edge of a settlement
- Paddocks, orchards, and other land more appropriately defined as 'non-urban' and agricultural land on the edge of a settlement;
- 'Manor Houses' and their associated curtilage on the edge of a settlement;
- Caravan parks/sites (including Gypsy and Traveller sites) with seasonal use occupancy condition, located on the edge of a settlement

Appendix 2: Status of settlements in relation to the identification of Built-up Area Boundaries

Settlement (Category)	Core Strategy	Site Allocations Plan	Neighbourhood Plan (NDP) *	Notes
Alcester (MRC)	✓	X	✓ (C)	Currently at Regulation 16 'submission' consultation. End date for comments 12 July 2019. Examination to take place August 2019.
Alderminster (LSV)	X	✓	X	No NDP in progress.
Alveston (LSV)	X	X	✓ (D)	Part of the 'made' NDP for Parish of Stratford-upon-Avon.
Aston Cantlow (LSV)	X	✓	X	No NDP in progress.
Bearley (LSV)	X	✓	✓ (B)	Plan being prepared for submission to SDC for Regulation 16 consultation – June 2019.
Bidford-on-Avon (MRC)	✓	X	✓ (D)	'Made' NDP.
Bishops Itchington (LSV)	X	✓	✓ (A)	Evidence gathering stage. No tangible documentation yet produced.
Brailes (LSV)	X	X	✓ (D)	Examination completed May 2019. Recommendation to proceed to referendum with modifications.
Claverdon (LSV)	X	X	✓ (D)	Examination completed May 2019. Recommendation to proceed to referendum with modifications.
Clifford Chambers (LSV)	X	✓	✓ (B)	Regulation 14 consultation completed January 2019.
Earlswood (LSV)	X	✓	✓ (A)	Part of Tanworth-in-Arden NDP. NDP in draft form – being prepared for Regulation 14 consultation summer 2019.
Ettington (LSV)	X	X	✓ (D)	'Made' NDP.
Fenny Compton (LSV)	X	✓	✓ (A)	Evidence gathering stage. No tangible documentation yet produced.
Gaydon (LSV)	X	✓	X	No NDP in progress.
Great Alne (LSV)	X	✓	X	No NDP in progress.
Halford (LSV)	X	✓	X	No NDP in progress.
Hampton Lucy (LSV)	X	✓	✓ (A)	'Draft' NDP produced but not yet been consulted on at Regulation 14 stage.
Harbury (LSV)	X	X	✓	'Made' NDP.
Henley-in-Arden (MRC)	✓	✓	✓ (B)	Regulation 14 consultation ended March 2019. Parish Council to carry out further Regulation 14 consultation late summer 2019

Settlement (Category)	Core Strategy	Site Allocations Plan	Neighbourhood Plan (NDP) *	Notes
				due to missing maps in first version Plan.
Ilmington (LSV)	X	✓	✓ (C)	Regulation 16 consultation ends 28 th June 2019. Independent Examination to take place July/August 2019.
Kineton (MRC)	✓	X	✓ (D)	'Made' NDP.
Lighthorne (LSV)	X	✓	X	No NDP in progress.
Lighthorne Heath (LSV)	X	✓	X	No NDP in progress.
Long Compton (LSV)	X	X	✓ (D)	'Made' NDP.
Long Itchington (LSV)	X	✓	✓ (A)	Evidence gathering stage. No tangible documentation yet produced.
Long Marston (LSV)	X	✓	✓ (A)	Evidence gathering stage. No tangible documentation yet produced.
Loxley (LSV)	X	✓	✓ (C)	Regulation 16 consultation period end of June to beginning of August 2019 with Examination August/September 2019.
Mappleborough Green (LSV)	X	✓	X	No NDP in progress.
Moreton Morrell (LSV)	X	✓	X	No NDP in progress.
Napton-on-the-Hill (LSV)	X	✓	✓ (B)	Regulation 14 consultation period ended January 2019. No further sign of a 'submission' version Plan.
Newbold-on-Stour (LSV)	X	✓	✓ (A)	Evidence gathering stage. No tangible documentation yet produced.
Northend (LSV)	X	✓	X	No NDP in progress.
Oxhill (LSV)	X	✓	X	No NDP in progress.
Pillerton Priors (LSV)	X	✓	X	No NDP in progress.
Priors Marston (LSV)	X	✓	X	No NDP in progress.
Quinton (LSV)	X	✓	✓ (A)	Evidence gathering stage. No tangible documentation yet produced.
Salford Priors (LSV)	X	✓	✓ (D)	'Made' NDP. However, a settlement boundary was not included within the NDP.
Shipston-on-Stour (MRC)	✓	X	✓ (D)	'Made' NDP.
Snitterfield (LSV)	X	X	✓ (D)	'Made' NDP.
Southam (MRC)	✓	✓	✓ (A)	Evidence gathering stage. No tangible documentation yet produced.

Settlement (Category)	Core Strategy	Site Allocations Plan	Neighbourhood Plan (NDP) *	Notes
Stockton (LSV)	X	✓	X	No NDP in progress.
Stratford-upon-Avon (Principal settlement)	✓	X	✓ (D)	'Made' NDP.
Studley (MRC)	✓	X	✓ (A)	Evidence gathering stage. No tangible documentation yet produced.
Tanworth-in-Arden (LSV)	X	✓	✓ (A)	Part of Tanworth-in-Arden NDP. NDP in draft form – being prepared for Regulation 14 consultation summer 2019.
Temple Herdewycke (LSV)	X	✓	X	No NDP in progress.
Tiddington (LSV)	X	X	✓ (D)	Part of the 'made' NDP for Parish of Stratford-upon-Avon.
Tredington (LSV)	X	✓	✓ (A)	Evidence gathering stage. No tangible documentation yet produced.
Tysoe (LSV)	X	✓	✓ (C)	Regulation 16 consultation ends 28 th June 2019. Independent Examination to take place July/August 2019.
Welford-on-Avon (LSV)	X	X	✓ (D)	'Made' NDP.
Wellesbourne (MRC)	✓	X	✓ (D)	'Made' NDP.
Wilmcote (LSV)	X	✓	✓ (D)	'Made' NDP. However, a settlement boundary was not included within the NDP.
Wood End (LSV)	X	✓	✓ (A)	Part of Tanworth-in-Arden NDP. NDP in draft form – being prepared for Regulation 14 consultation summer 2019.
Wootton Wawen (LSV)	X	X	✓ (D)	'Made' NDP.

* Neighbourhood Plan progress:

A = Pre-Regulation 14 'pre-submission' consultation

B = Post Regulation 14 consultation and pre-Regulation 16 'submission' consultation

C = Post Regulation 16 consultation and pre-Examination

D = Post Examination or 'made' NDP