

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

# **Site Allocations Plan**

**Regulation 18 Revised Preferred Options Consultation**

**June 2022**

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 267575 and ask for the Planning Policy Team

Email: [planning.policy@stratford-dc.gov.uk](mailto: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 a further Preferred Options version of its Site Allocations Plan. The consultation runs from Thursday 16 June to Friday 29 July 2022 and comments on any aspect of the Plan are invited.

## What is the Site Allocations Plan?

The Site Allocations Plan sits alongside the adopted Core Strategy and emerging Gypsy and Traveller Plan, and once finished (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 across Stratford-on-Avon District. It will also enable communities to know where new development may happen in the future.

The context for the Site Allocations Plan is set by the Core Strategy which was adopted in July 2016. As such, 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.

## What does the Site Allocations Plan include?

The Site Allocations Plan includes the following sections:

- Introduction (Section 1)
- Reserve Housing Sites (Section 2)
- Self-build and Custom Housebuilding (Section 3)
- Built-Up Area Boundaries (Section 4)
- Employment Enabling Sites (Section 5)
- A46 Safeguarding (Section 6)
- Specific Site Proposals (Section 7)
- Policies Map (Section 8)

It includes a number of planning policies and site proposals that set out the Council's approach to managing certain forms of development across the District. These are accompanied by text that explains the background to each policy and gives more information as to how the policy will be implemented.

## What is the Preferred Options stage?

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 below.

These stages are governed by regulations that set out certain rules that the Council must follow when preparing the Plan.<sup>1</sup> The Council is consulting in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Having explored initial ideas in the earlier stages, the preferred options stage allows the Council to refine its proposals before formally submitting the plan for public examination. In autumn 2019 the Council consulted on a Proposed Submission version of the Site Allocations Plan. That version is not being progressed and the Council took a step back and produced a Preferred Options version of the Plan in late 2020. Having considered the comments on that Plan, and with the passage of time, the Council has decided to publish

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<sup>1</sup> Town and Country Planning (Local Planning) (England) Regulations 2012

a revised Preferred Options Plan for consultation, before progressing to the formal submission and examination stages.

### 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
Preferred Options Consultation	(Reg.18)	October 2020
<b>Revised Preferred Options Consultation</b>	<b>(Reg.18)</b>	<b>June 2022</b>
Proposed Submission Consultation	(Reg.19)	Late 2023
Submission to Secretary of State for examination	(Reg.22)	Mid 2024
Examination	(Reg.24)	Mid 2025

## What are the main changes between the 2020 and 2022 versions of the Plan?

There are no fundamental differences in the scope of the two Preferred Options versions of the Site Allocation Plan. The main topic areas covered remain the same. However, the following key changes have been made:

- Revisions to the policies on Reserve Housing Sites
- Amended basis for identifying proposed reserve housing sites
- Adjustments to the mechanisms for releasing reserve housing sites
- Revisions to the policy on Self-Build and Custom Housebuilding
- Changes to a number of the Specific Site Proposals, particularly in relation to Meon Vale

## How has the Council decided on its proposals?

The content of the Plan is informed by national policy and guidance, the Core Strategy, technical evidence (including a Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA), and the views of stakeholders and communities. Officers have prepared the Plan which has then been formally agreed by elected Members of the Council for public consultation. The Plan seeks to address a number of specific development issues and challenges facing the District that the Core Strategy did not cover in detail or because of changing circumstances since that Plan was adopted in 2016.

## Availability of Documents

Copies of the consultation documents are available to view on the District Council's website at [www.stratford.gov.uk/sap22](http://www.stratford.gov.uk/sap22), and at the District Council Offices, Elizabeth House, Stratford-upon-Avon between 10am and 4pm Mondays to Fridays.

Copies of the consultation documents can be purchased from the Planning Policy Team. Paper copies of the Comment Form can be provided on request. A Word.doc version of the form can be emailed to you on request.

## How to Comment

The period for submitting comments is from **Thursday 16 June to 5.00pm on Friday 29 July 2022**. Comments on any aspect of the document are invited. **Comments received after the deadline will not be considered.**

To assist in providing comments the Council has prepared a consultation form which can be completed in the following ways:



**Do it online** - use our INTERACTIVE DOCUMENT which allows you to click on specific sections and comment online or use the online comment form at [www.stratford.gov.uk/sap22](http://www.stratford.gov.uk/sap22)



**Do it by email** - download and fill in a comment form and email it to [policy.consultation@stratford-dc.gov.uk](mailto:policy.consultation@stratford-dc.gov.uk)



**Do it by post** – send your completed comment form to: Planning Policy, Stratford-on-Avon District Council, Elizabeth House, Church Street, Stratford-upon-Avon, CV37 6HX or print off and complete a comment form and hand it in at the District Council offices at Elizabeth House, Church Street, Stratford-upon-Avon, CV37 6HX

## What happens next?

The Council will consider the comments received and use them as appropriate to make changes to the Plan. We then intend to publish a Proposed Submission version for a statutory period of public consultation towards the end of 2023. Following this, the Plan will be submitted to the Secretary of State for examination by an independent Inspector.

## South Warwickshire Local Plan

Stratford-on-Avon and Warwick District Councils have agreed to prepare a new Local Plan for the whole South Warwickshire area and this will replace the adopted Core Strategy in due course. The South Warwickshire Local Plan (SWLP) will set out the long-term spatial strategy and development principles for the area to 2050 and is expected to be adopted by the end of 2025. See Section 1.2 below for more information on the SWLP.

Up-to-date progress on the SWLP is available at [www.southwarwickshire.org.uk/swlp](http://www.southwarwickshire.org.uk/swlp).

## Impacts of emerging national planning legislation

In August 2020 the Government published a White Paper consulting on major reforms to the English planning system, which would have fundamentally change how local plans are prepared.

The Government has recently published a Levelling Up and Regeneration Bill which does not propose such significant changes to the content of local plans. However, regardless of any future changes, the need for development and the need for plans to manage that development across the District will not diminish. As such, it is considered appropriate to continue to progress the Site Allocations Plan.

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# 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](http://www.stratford.gov.uk/corestrategy).

## 1.2 Relationship to the South Warwickshire Local Plan

- 1.2.1 There has been a significant change of circumstance since the initial Preferred Options version of the Site Allocations Plan (SAP) was published in October 2020 regarding the manner in which the Development Plan is to be updated. A Local Plan for South Warwickshire covering the whole of Stratford-on-Avon and Warwick Districts is now being produced. Work on this Plan has already commenced and an initial scoping consultation and call for sites was undertaken in mid-2021 and an Issues & Options consultation is expected to be carried out in autumn 2022. It is expected that the Plan will be adopted by 2025, at which point it will replace the current Core Strategy and Warwick District's Local Plan.
- 1.2.2 Consequently, by the end of 2025 there should be a new strategy in place for managing future development. The South Warwickshire Local Plan (SWLP) will plan for housing and job growth for the period to 2050, having infrastructure, climate change (i.e. net zero carbon) and biodiversity at its heart. The SWLP will also address the wider development challenges facing the area, including the need for economic growth post-COVID as well as dealing with longer-term housing shortfalls. The SWLP is being prepared in two parts with Part 1 setting the new long-term spatial development strategy and development principles for South Warwickshire.
- 1.2.3 While the SAP covers the period up to 2031 to accord with the Core Strategy, it focuses on the short-term situation until the SWLP is adopted. In this way it will provide the basis for maintaining a 5-year housing land supply and meeting other housing needs in the District until it is superseded by the SWLP.
- 1.2.4 The SAP still contains policies for certain topics that the Core Strategy did not cover, in particular on Self-Build and Custom Housebuilding, Built-Up Area Boundaries and a number of specific site proposals. While the SAP will cover the same period as

the Core Strategy up to 2031, in practice it will be for the SWLP to decide the appropriate approach to managing development beyond 2025 once it is adopted. In this way, the SAP will provide a transition between the two plans.

- 1.2.5 Such a provision is established in Policy CS.17 in the Core Strategy with respect to meeting unmet housing need arising. This policy states that the Core Strategy *'will be reviewed if evidence demonstrates significant housing needs arising from outside the District should be met within the District and cannot be adequately addressed without a review.'* It goes on to affirm that *'The Council will seek to identify the most appropriate sites to meet this need and will review the [Core Strategy] to do this, should it be required.'*

### 1.3 Relationship to Neighbourhood Plans

- 1.3.1 Neighbourhood Plans are prepared by town and parish councils on behalf of local communities. To date, such plans have been approved ('made') for Alcester, Bearley, Bidford-on-Avon, Brailes, Claverdon, Clifford Chambers & Milcote, Ettington & Fulready, Harbury & Deppers Bridge, Ilmington, Kineton, Long Compton, Loxley, Napton-on-the-Hill, Salford Priors, Shipston-on-Stour, Snitterfield, Stratford-upon-Avon, Tysoe, Welford-on-Avon, Wellesbourne & Walton, Wilmcote, and Wootton Wawen.
- 1.3.2 Because Neighbourhood Plans form part of the statutory Development Plan for their area, where such a Plan has been 'made' (adopted), the Site Allocations 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.
- 1.3.3 As can be seen, a large number of parishes have prepared Neighbourhood Plans setting out how they wish development in their community to be managed. The District Council welcomes this expression of localism.
- 1.3.4 There is, however, a tension within the plan-making system between these 'bottom-up' views of the community, as expressed through a NDP, and the 'top-down' approach of a Local Plan prepared by the Local Planning Authority that has to take a strategic or District-wide perspective. This tension is further reinforced by the different methods for preparing and adopting a NDP and a Local Plan - the former having to satisfy a number of basic conditions, whereas the latter is subject to detailed scrutiny to ensure that its proposals are positively prepared, justified, and effective - although both then go on to form part of the statutory Development Plan.
- 1.3.5 This is a fundamental point and it is important to remember that Neighbourhood Plans and Local Plans sit side-by-side to manage development in their area. Importantly, both are necessary because they are able to do different things.
- 1.3.6 Given the different role of Local Plans and NDPs and the different evidence base that underpins their preparation, it is entirely appropriate that the two types of plans can co-exist even if they have reached different conclusions about the appropriateness of development in certain locations. Where the Site Allocations Plan identifies reserve sites on land not identified by an NDP, that proposal does not undermine the NDP. The policies and objectives in the NDP remain valid and all relevant policies will still be used to determine any subsequent application, e.g. design, housing mix, etc.
- 1.3.7 The Council has taken the approach of not identifying reserve sites in those settlements with a NDP that identifies such sites. This has been applied to those NDPs that are 'made' or at a significantly advanced stage, i.e. where the Council has resolved to submit the Plan for referendum. This is because it is only at this point that the content of the NDP is not liable to change.
- 1.3.8 Notwithstanding this, the Council acknowledges that the Site Allocations Plan is only at Preferred Options stage and that a number of NDPs with identified reserve

sites are progressing well. It is expected that these NDPs will have reached an advanced stage (as defined above) by the time the Site Allocations Plan is ready for submission. As such, it is fully expected that the Submission version of the Plan will be amended to reflect the changing status of these NDPs. However, at the current time, for consistency purposes, the Council has not taken into account emerging NDPs.



Find out more at [www.stratford.gov.uk/neighbourhoodplans](http://www.stratford.gov.uk/neighbourhoodplans)

## 1.4 Cross Boundary Issues

- 1.4.1 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, in particular, the identification of reserve housing sites and the proposals at Long Marston Rail Innovation Centre (formerly Quinton Rail Technology Centre) and the University of Warwick's Wellesbourne Campus.
- 1.4.2 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 a third one relates to employment growth on a site of regional significance which may generate a need for additional housing, i.e. Jaguar Land Rover at Gaydon. In respect of the Rail Innovation Centre and Wellesbourne Campus, these sites are of regional importance and, as such, the proposals could have implications, albeit indirect, beyond Stratford-on-Avon District.
- 1.4.3 Council officers meet regularly with counterparts from other Councils and with various stakeholders in both the Coventry & Warwickshire and Greater Birmingham & Black Country Housing Market Area 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. In particular, in respect of Birmingham the Site Allocations Plan proposes to release specific reserve sites to contribute to meeting any identified shortfall from the Housing Market Area.
- 1.4.4 Under the Duty to Co-operate, the Council is obliged to engage proactively with certain prescribed bodies to address strategic cross boundary issues. As part of the preparation of the Site Allocations Plan, discussions regarding strategic cross-boundary issues are ongoing. As required by the NPPF, the Council will formalise these discussions through the preparation of Statements of Common Ground which will be published alongside the Proposed Submission version of the Site Allocations Plan.
- 1.4.5 Part of the District lies in the designated Cotswolds National Landscape (formerly Area of Outstanding Natural Beauty). In accordance with the NPPF, development within it should be restricted to meeting local needs only. Given that reserve sites are to meet District-wide housing needs, such sites have not been identified within this area. Consequently, it is considered that there are no strategic cross boundary issues in this regard.

## 1.5 Vision and Strategic Objectives

- 1.5.1 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

- 1.5.2 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-upon-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.

- 1.5.3 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.*

## 1.6 Key Diagram

- 1.6.1 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 (see overpage).

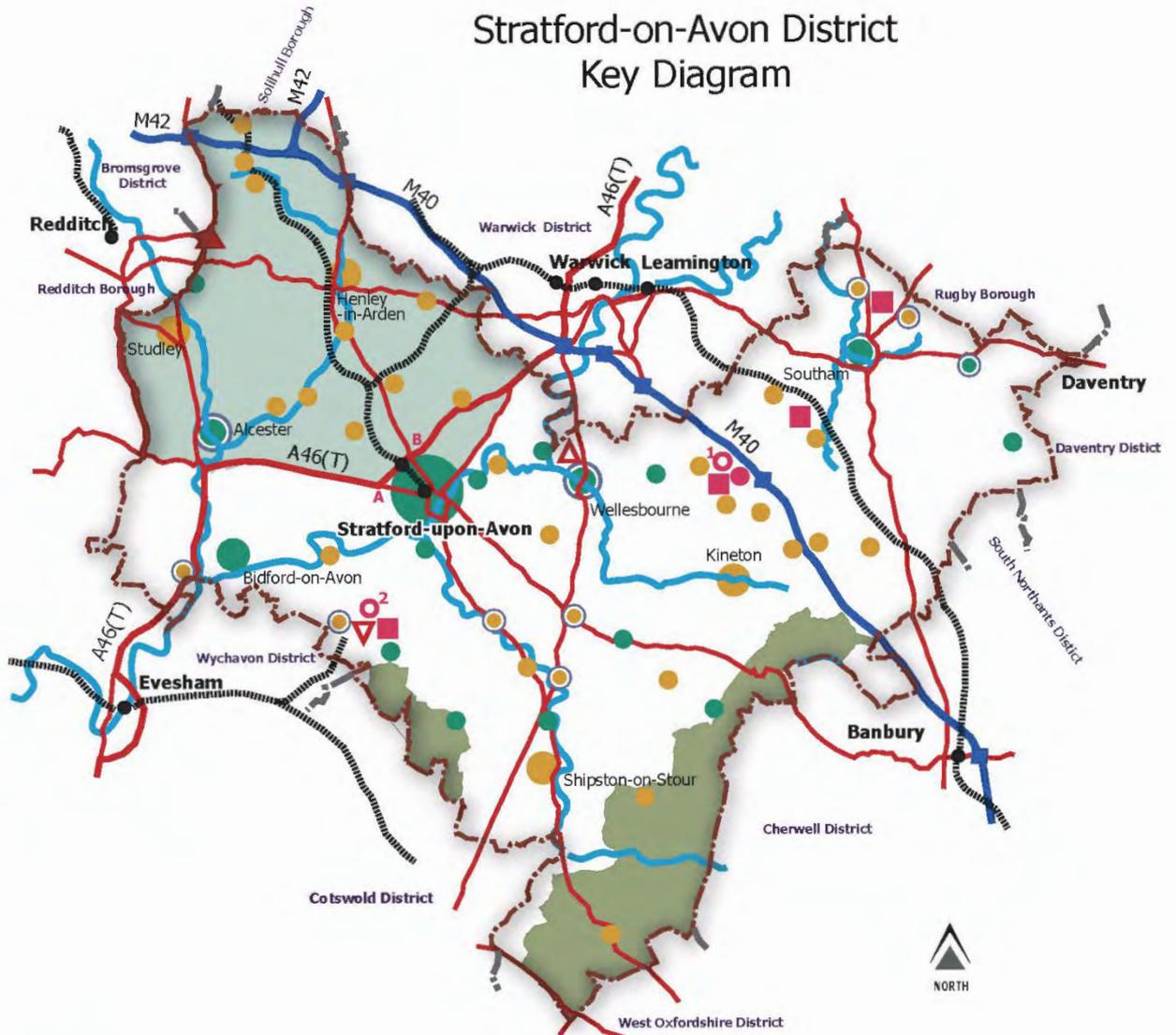
## 1.7 Infrastructure Considerations

- 1.7.1 The Council acknowledges that infrastructure constraints are a major concern for residents. The preparation of the Site Allocations Plan has been informed by discussions with infrastructure providers, as appropriate, to see how the challenges of delivering additional development within the rural District of Stratford-on-Avon can best be met.
- 1.7.2 The selection of sites takes into account such issues as far as practicable, although in the main, the planning system seeks to resolve such issues through the securing of s106 planning obligations and the charging of its Community Infrastructure Levy (CIL), ie. a per square metre charge on most forms of new housing development. Such obligations and charges can be used to pay for improvements to schools, doctor's surgeries, community facilities and emergency services, as well as fund highway works, encourage walking and cycling and contribute to public transport.
- 1.7.3 To assist with transparency the Council publishes annually its Infrastructure Funding Statement (IFS) which sets out what obligations it has secured and how its CIL monies are being spent.



Find out more about the Infrastructure Funding Statement @  
[www.stratford.gov.uk/ifs](http://www.stratford.gov.uk/ifs)

## Stratford-on-Avon District Key Diagram



- |  |   |  |  |  |  |
|--|---|--|--|--|--|
|  | Main Town with reserve housing site                                 |  | New Settlement<br>1. Gaydon / Lighthorne Heath<br>2. Long Marston Airfield |  | Employment Development to meet the needs of Redditch   |
|  | Main Rural Centre   |  | Jaguar Land Rover expansion  |  | Large Rural Brownfield Site  |
|  | Main Rural Centre with reserve housing site                         |  | University of Warwick Wellesbourne Campus                                  |  | Motorway (with junction) / Trunk Road  |
|  | Main Rural Centre with self-build site                              |  | Long Marston Rail Innovation Centre  |  | A Road   |
|  | Main Rural Centre with reserve housing site and self-build site     |  | A46 Safeguarding<br>A. Wildmoor junction<br>B. Bisphopton junction         |  | Railway (with main station)  |
|  | Local Service Village   |  |  |  | Main River   |
|  | Local Service Village with self-build site                          |  |  |  | West Midlands Green Belt<br>Cotswolds National Landscape (formerly Area of Outstanding Natural Beauty) |
|  | Local Service Village with reserve housing site                     |  |  |  |  |
|  | Local Service Village with reserve housing site and self-build site |  |  |  |  |

**NOT TO SCALE**

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SDC/1388/JUN22

## 1.8 Accompanying Technical Assessments

- 1.8.1 In addition to the discussions with infrastructure providers, the content of the Site Allocations Plan is based on the findings of various technical studies that have explored development issues facing the District or have assessed the potential impacts of specific sites on specific topics.
- 1.8.2 As a result of these technical studies, a number of potential sites have been excluded from this version of the Plan and proposals amended accordingly. Much of this technical work underpinned the previous Preferred Options version of the Plan. Updates to the technical work and additional assessments that has been undertaken since, such as the Heritage Impact Assessments, have resulted in some of the previously identified sites not being included within this version of the Plan.



Find out more about the technical evidence underpinning the Site Allocations Plan @ [www.stratford.gov.uk/sap22](http://www.stratford.gov.uk/sap22) in respect of:

- Strategic Housing Land Availability Assessment (SHLAA)
- School Capacity Assessment
- Waste-Water Treatment Works Capacity Assessment
- Strategic Flood Risk Assessments (SFRA)
- Heritage Impact Assessments (HIA)
- Highway Access Assessments
- Highway Capacity Assessments
- Employment Market Signals Study
- Affordable Workspace Study

- 1.8.3 The Site Allocations Plan has also been subject to a Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA). The SA/SEA is required by law and assesses the significant impacts of the proposed Plan as well as 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 that was produced for the initial Preferred Options SAP has been republished to accompany this revised version as the contents of the Plan have not changed substantially. An addendum to it sets out specific matters that have been addressed at this stage.



Find out more about the accompanying SA/SEA @ [www.stratford.gov.uk/sap22](http://www.stratford.gov.uk/sap22)

## 1.9 Equalities Impact Assessment

- 1.9.1 In addition to the various technical studies, the Council has produced an Equalities Impact Assessment (EqIA) to assess the impact of the Plan on our various communities. This is to ensure that the Plan does not discriminate against certain groups of individuals and that where impacts are identified, necessary adjustments and mitigation measures can be put into place.



Find out more about the Equalities Impact Assessment @ [www.stratford.gov.uk/sap22](http://www.stratford.gov.uk/sap22)

## 1.10 Consultation Responses

- 1.10.1 The policies and proposals set out in this version of the Site Allocations Plan have been informed by comments received on the original Preferred Options plan published in October 2020. Where the Council agrees with the comments, consequential changes to the plan have been made. Comments received are published on the Council's website and a Consultation Report has been produced which responds to the comments made on the previous version, setting out where it agrees with them or explaining why it disagrees.
- 1.10.2 It is therefore important to respond; not only if you disagree but also if you agree with a particular policy or proposal so that the Council knows whether it is on the right track.
- 1.10.3 Importantly, the Plan must be read in its proper context; this is one set by the adopted Core Strategy and one in which the Council faces the challenge of managing significant additional development pressures facing the District. Those pressures will not disappear without the Plan; but rather, the Council's ability to manage development will be increased by having a plan that responds to them.



View responses to previous consultations @

[www.stratford.gov.uk/consultationviewer](http://www.stratford.gov.uk/consultationviewer)

Read the accompanying consultation statement @ [www.stratford.gov.uk/sap22](http://www.stratford.gov.uk/sap22)

## 2. Reserve Housing Sites

### Core Strategy Strategic Objectives

- (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.*
- (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

Reserve sites will be released if the Council's monitoring shows that there is, or is likely to be, an undersupply of housing or if 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 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.

Reserve housing sites will be released in accordance with the mechanisms set out in Policy SAP.3.

## Explanation

### ***Rationale for identifying Reserve Sites***

- 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 are not built with the result that needs are not met, or that additional housing needs arise that should be met within the District. As part of the Council's ongoing proactive approach to place-shaping, the Site Allocations Plan identifies reserve housing sites that will be released for development if its monitoring shows that they are required.
- 2.1.2 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 up to 20% of the housing requirement to 2031, i.e. 2,920 homes. 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. This is now to be the South Warwickshire Local Plan and will cover Stratford-on-Avon and Warwick Districts.
- 2.1.3 The Council acknowledges that since the Core Strategy was adopted – and the housing requirement established - the Government has introduced its Standard Methodology for identifying Local Housing Needs. The current method results in a need of 603 dwellings per annum (as opposed to 730dpa in the Core Strategy). However, it is beyond the scope of the Site Allocations Plan to revisit the housing requirement for the period to 2031. Stratford-on-Avon District Council is satisfied that the Core Strategy housing requirement remains an appropriate basis on which to plan for the District to 2031 and for this reason, considers that basing the reserve on up to 20% of the 14,600 figure is appropriate. In any event, work is progressing on the South Warwickshire Local Plan that will deal with new housing requirements expected for the period 2025 to 2050.
- 2.1.4 Given the fact that work has now commenced on the South Warwickshire Local Plan, and it is anticipated that it will be adopted by the end of 2025, the Council believes it is justified in focusing on identifying reserve sites that would be appropriate and deliverable to meet any housing needs that are identified in the short-term. Consequently, this version of the SAP identifies a first tranche of reserve sites that can be delivered within the next five years, with a total capacity of approximately 1,000 homes. A second tranche of sites for approximately 500 homes has also been identified but the delivery of these is dependent on specific infrastructure constraints being overcome. All these sites are identified in Annex 1, giving their location and indicative dwelling capacity.
- 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. 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. Reserve housing sites can help prevent this from happening. Reserve sites would only be brought forward for development if the Council's monitoring was 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. 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.

2.1.6 It is important to remember that the Core Strategy does not restrict additional housing in any or all circumstances, and there are a number of instances where proposals for additional homes will be policy compliant and therefore granted planning consent. In summary, these include:<sup>2</sup>

- Within the built-up area of the Main Town (i.e. Stratford-upon-Avon), a Main Rural Centre, or a Local Service Village in accordance with Policy CS.16
- On a Large Rural Brownfield Site in accordance with Policy AS.11
- In other settlements in accordance with Policy AS.10
- As a local needs scheme in accordance with Policy CS.15

2.1.7 In addition to the Core Strategy, further housing will also be delivered:

- Through the permitted development / prior approvals regime
- On Allocated sites in 'made' neighbourhood plans
- As Self-Build and Custom Build housing sites, including those allocated in the Site Allocations Plan (see Section 3)
- On specific proposals in the Site Allocations Plan (see Section 7)

2.1.8 These 'windfalls' and additional provision provide a useful source of additional homes and help ensure that the supply of homes is kept 'topped-up'. Such an approach is entirely consistent with the Core Strategy housing requirement of 14,600 homes which is a *minimum* figure.

2.1.9 Information on the supply of housing is published annually in the Council's Authority Monitoring Report available at [www.stratford.gov.uk/amr](http://www.stratford.gov.uk/amr). The data shows that since adoption of the Core Strategy, an average of 13% of the annual supply has come from small windfall sites.<sup>3</sup> The AMR also sets out the Council's housing trajectory. As can be seen, there has been a positive step-change in housing delivery demonstrating that the Core Strategy is effectively delivering its objectives and ensuring that the development needs of the District are being met. The trajectory also shows that, as at 31<sup>st</sup> March 2021, about 16,000 homes are expected to be delivered across the District by 2031.

2.1.10 Importantly, this overprovision provides an additional and useful buffer that potentially defers the need to release reserve sites. This is because any homes provided over and above the figure of 14,600 are contributing to meeting housing needs not specifically envisaged within the Core Strategy, including the four purposes for reserve sites. Despite the 'overprovision' against the Core Strategy requirement, it is still considered prudent to proceed with identifying a further set of sites as a reserve which can be called upon if they are required or if circumstances (e.g. housing supply) were to change in the short-term. This will allow the Council to retain control of planning and development across the District.

#### ***Identification of Reserve Sites***

2.1.11 Core Strategy Policy CS.15 identifies seven sustainable locations across the District, setting out the types of development that are appropriate and where development will take place:

- (A) Main Town
- (B) Main Rural Centres (MRC)
- (C) New Settlements

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<sup>2</sup> See relevant policies in the adopted Core Strategy available at [www.stratford.gov.uk/corestrategy](http://www.stratford.gov.uk/corestrategy) for actual policy wording

<sup>3</sup> Table 26, Authority Monitoring Report 2020/21

- (D) Local Service Villages (LSV) – 4 categories
- (E) Large Rural Brownfield Sites
- (F) All Other Settlements
- (G) Local Needs Schemes within and adjacent to settlements

- 2.1.12 This pattern of dispersal has formed the basis of the methodology for identifying reserve housing sites. However, there are a number of differences. Firstly, reserve sites would not be consistent with the location or type of development proposed under either (F) or (G). As such, reserve sites have not been identified in these locations or to meet such needs. Secondly, the Core Strategy is supportive of development on sites covered by (E) under Policy AS.11. Consequently, it would not be appropriate to identify any brownfield land as a reserve site given that the principle of its development is acceptable in any event.
- 2.1.13 In respect of (C), although the Inspector who examined the Core Strategy did not rule out the possibility of additional new settlements being identified as reserve sites, this possibility has been considered by the Council and rejected. This is because they could not be delivered in the short-term due to the scale of development involved, the infrastructure required and the long lead-in time before any dwellings could be provided. By their nature, reserve sites need to be available to respond relatively quickly to specific circumstances that arise. It will be for the South Warwickshire Local Plan process to determine the role and location of further new settlements.
- 2.1.14 Consequently, for the reasons set out above, the location of reserve sites is limited to locations (A), (B) and (D). The exceptions to this are two sites which are suitable because they are situated adjacent to existing substantial developments in the rural part of the District. In applying this overall approach, a number of principles have been applied, as set out in the following paragraphs.
- 2.1.15 Because a Green Belt Review was not undertaken when preparing the Core Strategy, and given that the Site Allocations Plan is subsidiary to the Core Strategy, it is not appropriate to consider releasing land in the Green Belt for housing development through it being identified as a reserve site. Indeed, for those Local Service Villages 'washed over' by the Green Belt, in order to identify a site, the entire village would also have to be removed from the Green Belt.
- 2.1.16 For this reason, and in accordance with the NPPF, 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, particularly in order to cover the short-term period until the South Warwickshire Local Plan is adopted. It is for this reason that reserve sites have not been identified on the edges of Henley-in-Arden and Studley or at various Local Service Villages that lie within the Green Belt. Reserve sites identified at Alcester and Stratford-upon-Avon are outside the Green Belt. It should be noted that a Green Belt Review is to be undertaken to inform the preparation of the SWLP.
- 2.1.17 Policy CS.15 of the Core Strategy sets out the distribution of development across the District, promoting a pattern of balanced dispersal in settlements that are considered to be sustainable locations for development: i.e. Main Town, Main Rural Centres and four categories of Local Service Villages. This distribution forms the basis of the Council's approach to identifying reserve sites in the Site Allocations Plan. The Inspector who examined the Core Strategy anticipated that the distribution of reserve sites would follow a similar pattern.
- 2.1.18 The Council has considered various ways in which to identify reserve housing sites in the SAP. However, in light of the intention for it to focus on the short-term period until the SWLP is adopted, a revised approach has been applied in this version of the Plan. This is founded on three fundamental principles:

- (i) That the sites should be available and suitable as identified in the Strategic Housing Land Availability Assessment (SHLAA) and taking into account other technical evidence that has been produced.
- (ii) That the capacity of reserve sites to deliver up to 20% of the total housing requirement should be applied to individual settlements based on the indicative dwelling figures established in Core Strategy Policy CS.16. In a number of settlements, this figure has been exceeded even when applying the 20% allowance. For those settlements, the Council believes it would be inappropriate and contrary to the sustainable distribution of housing established in the Core Strategy to identify reserve sites, give the possibility that they might need to be released. To do so would mean there would be an imbalance in the scale of housing development in individual settlements that would be contrary to the findings of the Inspector who examined the Core Strategy who found the distribution to be a sound approach given the nature of the District. This approach applies to the reserve sites identified in both tranches in Annex 1. The assessment of dwelling provision by settlement based on this principle is provided in Annex 2. In relation to certain settlements a choice had to be made as to which sites should be identified. A comparative assessment of these sites is provided in a supporting document to this Plan.
- (iii) That the reserve sites identified should be capable of delivery within the next five years or so since they need to be available to respond to circumstances that may arise. There are a number of significant infrastructure capacity constraints that apply to various parts of the District, particularly in relation to the highway network, education and water treatment, which are not readily capable of being resolved. This situation is evident from various technical documents that have been published to accompany this Plan. Given the relatively modest scale of development associated with reserve sites it would not be realistic or viable for such constraints to be overcome through their development, at least in the short-term. The sites identified in the second tranche in Annex 1 may be capable of being delivered in the longer term, subject to significant infrastructure constraints that affect them being overcome.

2.1.19 In respect of the Local Service Villages, whilst on the one hand the Core Strategy Inspector concluded that the approximate figure for 2,000 homes for the plan period reasonable, the same Inspector also concluded that the LSVs were appropriate locations in which to identify reserve sites. As such, reserve site numbers have to be in addition to the figure of 2,000 homes for the LSVs set out in the Core Strategy. The suitability of the LSVs for development is addressed in the Inspector's conclusions at paragraphs 197-199, respectively:<sup>4</sup>

*197. There has been some criticism of the level of housing proposed for LSVs, but in the context of a large rural District some level of housing in villages would be appropriate. The housing strategy in the adopted Local Plan, and its predecessors, appears to have been successful in directing new housing to the main towns. There is evidence before the examination that this pattern has continued to be quite marked since 2015. Amongst other things the growth in the number of households in the urban part of the District is said to be nearly ten times higher in percentage terms than in the rural area and this is said to have given rise to a disproportionate ageing demographic within the rural area. In the context of a District in which 45 % of the existing population lives outside the main towns, the level of housing that is proposed to be directed to the main villages would help to address these problems and sustain their long-term future. I have no*

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<sup>4</sup> Core Strategy Inspector's Interim Conclusions 2015 available at [www.stratford.gov.uk/corestrategy](http://www.stratford.gov.uk/corestrategy)

*reason to doubt the Council's claim that there are another 100 villages below category 4, which underlines that the housing is being directed to the largest, most sustainable, rural settlements.*

*198. Inevitably such an approach is subject to the complaint that this would lead to a less sustainable pattern of development, in terms of, among other things, transport patterns and access to retail facilities. However the LSV methodology has expressly taken account of the existence of public transport and village shops, as well as settlement size and whether there is a primary school, in categorising villages. It might have been better if the methodology had taken account of employment, but I am not convinced that the end result is unfit for purpose. In my view the list of villages, as proposed to be modified, is a reasonable basis on which to direct the 2,000 dwellings currently proposed, in order to achieve a sustainable outcome. This level of housing would help to sustain the existing services and facilities in these villages, including public transport, primary schools and shops. At a minimum it would maintain the vitality of rural communities and therefore comply with the policy in paragraph 55 of the Framework, which seeks to promote sustainable development in rural areas.*

*199. I acknowledge that the rationale for the current figure of 2,000 dwellings appears to be rather arbitrary. The Council's explanation is that the overall quantum has been derived using a bottom-up approach taking the approximate mid-point of the ranges deemed appropriate for each category of LSV. However the chosen ranges necessarily involve a value judgment and so it is hard to escape the view they were established in order to achieve the residual number of dwellings specified in the CS. Nevertheless, for the reasons discussed, I am not convinced that the end result is inappropriate.*

2.1.20 Core Strategy Policy CS.15 also sets out on which sites additional housing development will be supported in principle. This includes sites located within the Built-up Area Boundaries (BUAB) of settlements – see Section 4. Because sites located within the BUABs can come forward in any event, it is not appropriate to identify reserve sites (which will only be brought forward if they are needed) inside these boundaries. As such, reserve sites are explicitly identified outside, but closely related to the defined BUAB for a settlement. In due course, the BUABs will be redrawn to include any reserve sites that have been released for development.



Find out more about the Core Strategy and Policies CS.15 and CS.16 @ [www.stratford.gov.uk/corestrategy](http://www.stratford.gov.uk/corestrategy)

2.1.21 The proposed reserve housing sites identified in this version of the Site Allocations Plan are listed in Annex 1. The boundaries for most of these sites are shown in Section 8 Policies Map, Part A. However, those reserve housing sites identified in 'made' NDPs that should be available for release if needed based on the approach set out in this Plan are listed in Policy SAP.2 and shown on the maps in Section 8 Policies Map, Part B.

2.1.22 The provisions for each site, apart from those identified in 'made' NDPs, are provided in a set of Site Proformas at the end of Policy SAP.5. These identify relevant development considerations that are specific to each site.

2.1.23 In respect of the Site Allocations Plan, the Council has applied indicative densities to reserve sites as follows:

- Main Town: 35 dwellings per hectare (net site area)
- Main Rural Centres, Large Rural Sites, Category 1 Local Service Villages and Category 2 Local Service Villages: 30 dwellings per hectare (net site area)
- Category 3 and Category 4 Local Service Villages: 25 dwellings per hectare (net site area)

2.1.24 The rationale for this approach is to ensure that development on those reserve sites that do come forward reflects the character of their locality. This approach is also consistent with the NPPF which seeks to make the most effective use of land by increasing densities in more sustainable settlements. The appropriate density for individual sites will be determined on a case-by-case basis through the planning application process, taking into the local character and context.

2.1.25 The selection of the reserve housing sites identified in Annex 1 has been based on various sources of evidence. This includes information in relation to infrastructure capacity, including highways, schools and water treatment works (see 1.7 above), and on specific technical issues, such as flood risk and heritage (see 1.8 above).



Find out more about the technical evidence underpinning the Site Allocations Plan @ [www.stratford.gov.uk/sap22](http://www.stratford.gov.uk/sap22)

2.1.26 A key technical study which has informed the site selection process is the Strategic Housing Land Availability Assessment (SHLAA) that assesses the deliverability of land parcels for potential housing development. The NPPF requires the Council to prepare and keep up-to-date a SHLAA to inform plan-making. Applying a standardised methodology and consistent approach, an extensive range of land parcels across the District have been assessed to test their availability, suitability (subject to appropriate mitigation measures being undertaken), and achievability (subject to the necessary technical works being carried out). A standard density of 30 dwellings per hectare has been applied to the net developable area to calculate the potential capacity of land parcels for the purposes of the SHLAA, although this has been adjusted when applied to reserve sites as explained above.



Find out more about the Strategic Housing Land Availability Assessment @ [www.stratford.gov.uk/shlaa](http://www.stratford.gov.uk/shlaa)

2.1.27 It should be noted that a number of sites are identified in the SHLAA as being potentially deliverable, but they have not been identified as reserve housing sites in this Plan due to one or more of the following reasons:

- Because they are on the edge of a settlement that has already exceeded its dwelling requirement identified in Core Strategy Policy CS.16 plus an additional 20%, as explained in more detail above.
- Within the Green Belt – as explained above, 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.
- Within the Cotswolds National Landscape – the purpose of reserve sites is to meet a District-wide housing need if required, whereas housing development in this area should be restricted to meeting local housing needs.

- As a result of more detailed technical assessment, for example in relation to impact on heritage assets.
- Certain sites are already allocated or identified as reserve sites in made Neighbourhood Development Plans.
- Allocated specifically for Self-Build and Custom Build housing development in this Plan.

2.1.28 The Plan has also been subject to a Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA) at various stages of its preparation.

## 2.2 Reserve Housing Sites in Neighbourhood Plans

### Policy SAP.2

#### Reserve Housing Sites in Neighbourhood Plans

To ensure a consistent approach to the release of reserve sites across the District, the following reserve sites, as identified in the respective made NDPs, will be released in accordance with the mechanisms set out in the Site Allocations Plan. All specific aspects of each site will be brought forward in accordance with the relevant NDP and in the Site Proformas at the end of this section of the Plan.

- Clifford Chambers – East of Campden Road
- Ilmington – Mabel's Farm, Back Street
- Tysoe – Herbert's Farm, Saddledon Street
- Wellesbourne – East of Warwick Road
- Wellesbourne – East of Kineton Road
- Wellesbourne – North of Moreton Morrell Road

Only those sites that are consistent with the approach to identifying reserve sites set out in Policy SAP.3 are identified in this Policy.

These sites are included in Annex 1 Schedule of Proposed Reserve Housing Sites, giving their indicative dwelling capacity.

### Explanation

2.2.1 The Council is supportive of those communities that have taken the initiative to identify reserve sites in their NDP to be released if the need arises. The Council has taken the approach of not identifying reserve sites in those settlements with a reserve site identified in its NDP. The Council has applied this approach to those NDPs that are 'made' or at a significantly advanced stage, i.e. where the Council has made a formal decision to submit the Plan for referendum. This is because it is only at this point that the content of the NDP is not liable to change.

2.2.2 Not surprisingly, there are very slight inconsistencies in the wording of the various reserve sites policies in NDPs. To ensure a consistent approach, and for the avoidance of doubt, Policy SAP.2 seeks to standardise the release mechanisms for Neighbourhood Plan reserve sites to ensure consistency with those reserve sites identified though the SAP itself.<sup>5</sup>

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<sup>5</sup> The reserve site identified as Area 2 in the made Wellesbourne & Walton NDP has been identified although it is acknowledged that the NDP states that it is to meet housing needs post 2030. Only part of the site is required based on the methodology that has been applied in the Site Allocations Plan.

- 2.2.3 The Council acknowledges that the Site Allocations Plan is only at Preferred Options stage and that there are NDPs currently being prepared which may identify reserve housing sites. It is expected that any such NDPs will have reached an advanced stage by the time the Site Allocations Plan is ready for submission. The Submission version of the Plan will be amended accordingly to reflect the changing status of these NDPs. However, at the current time, for consistency purposes, the Council has not taken into account these emerging NDPs.
- 2.2.4 The boundaries of each site are shown on the maps in Section 8 Policies Map, Part B.



Find out more about the relevant Neighbourhood Development Plans @ [www.stratford.gov.uk/neighbourhoodplans](http://www.stratford.gov.uk/neighbourhoodplans)

## 2.3 Releasing Reserve Housing Sites

### Policy SAP.3

#### Releasing Reserve Housing Sites

To ensure that an appropriate number of additional homes are available if required to meet the purposes of reserve sites, particularly to cover the period up until the South Warwickshire Local Plan is adopted, the following mechanism will be applied.

##### A. To rectify an identified shortfall in housing delivery

Reserve sites will be released for this purpose when the Council calculates that either its 5 year supply falls below 5.5 years (applying the appropriate buffer), or its Housing Delivery Test trajectory shows that delivery is expected to fall below 100% in the following three years.

If a shortfall is identified due to either of the above circumstances, the Council will consider releasing certain reserve housing sites from the first tranche in Annex 1. The release of appropriate sites to meet this purpose will be dependent on the scale of any shortfall in supply.

To be released for this purpose, the site must be capable of meaningful delivery within 5 years of the site's release. In considering whether to release a site, the Council will assess whether it can make a realistic contribution to the 5 year supply, taking into account the site delivery information provided by the site promoters.

##### B. To respond to the growth in jobs by Jaguar Land Rover on land at Gaydon/Lighthorne Heath

The Council does not anticipate this purpose will take effect during the period before the South Warwickshire Local Plan is adopted.

If a shortfall is identified due to this purpose, the Council will consider releasing reserve housing sites from the second tranche in Annex 1.

##### C. To contribute to meeting a shortfall in housing arising from within the Coventry & Warwickshire Housing Market Area

The Council does not anticipate this purpose will take effect during the period before the South Warwickshire Local Plan is adopted.

If a shortfall is identified due to this purpose, the Council will consider releasing reserve housing sites from the second tranche in Annex 1.

**D. To contribute to meeting a shortfall in housing arising from outside the Coventry & Warwickshire Housing Market Area**

Reserve sites will be released for this purpose in accordance with Policy SAP.4.

**Explanation**

- 2.3.1 As stipulated in Policy CS.16D, and in accordance with the conclusions of the Inspector who examined the Core Strategy, reserve housing sites are to be identified to meet four specific and very different purposes. To date, only the purpose relating to the Greater Birmingham & Black Country Housing Market Area (GB&BC HMA) has been confirmed as taking effect.
- 2.3.2 As explained earlier in the Plan, it is now intended that its focus should be on the period until the South Warwickshire Local Plan is adopted, as that will establish the appropriate amount and location of future housing development in the longer term. As a consequence of this, it is clear that two of the purposes, ie. with respect to housing needs from within the Coventry & Warwickshire HMA and as a result of further expansion of Jaguar Land Rover's operations at Gaydon/Lighthorne Heath, are unlikely to apply during this shorter timescale.
- 2.3.3 As a result, the mechanism for releasing reserve housing sites set out in the previous Preferred Options version of the SAP published in October 2020 has been superseded. The focus in the short-term is now on maintaining a 5 year housing land supply in the District and to provide for an appropriate level of contribution to the housing needs of the Greater Birmingham & Black Country HMA.

***Purpose A - Five Year Housing Land Supply***

- 2.3.4 The Council is required to demonstrate that it can deliver the equivalent of 5 years' worth of housing on an ongoing basis. Based on a standard methodology the Council calculates its supply position as at 31<sup>st</sup> March each year with the calculation and result published during the course of the following summer.<sup>6</sup> The calculation includes a 5% buffer to '*ensure choice and competition in the market for land*'.<sup>7</sup> As at March 2021, Stratford-on-Avon District Council can demonstrate the equivalent of 8.42 years' worth of supply.
- 2.3.5 The 5 year supply is important because it is the test that ensures that the planning policies set out in the Core Strategy remain up-to-date. In circumstances where the Council cannot demonstrate 5 years supply, the NPPF presumption in favour of sustainable development applies and applications for housing should be approved.<sup>8</sup>
- 2.3.6 The Council will calculate its 5 year supply position and Housing Delivery Test Projection each year as at 31<sup>st</sup> March publishing the calculation no later than 30th September. Confirmation that this purpose has been triggered will be via a formal decision of The Cabinet, alongside or following publication of the calculation by the Council of its 5 year supply position and its Housing Delivery Test projection. The Council will confirm the ending of such arrangements via a formal decision of The Cabinet once it is satisfied that supply has been re-established.
- 2.3.7 It would be tempting to wait until supply falls below 5.0 years before seeking to remedy the failure through the granting of permissions for additional homes. However, such an approach would be reactive and could, because the failure of supply is current, lead to the Council being compelled to grant applications that are inconsistent with the objectives of the Core Strategy (e.g. not adequately mitigating climate change, of poor design, lacking in affordable housing). In short, Stratford-

<sup>6</sup> Available at [www.stratford.gov.uk/5yearsupply](http://www.stratford.gov.uk/5yearsupply)

<sup>7</sup> NPPF paragraph 74 (July 2021)

<sup>8</sup> Subject to the caveats set out in NPPF paragraph 11 (July 2021)

on-Avon District Council would be in a very weak position in respect of managing development across the District.

- 2.3.8 As such, the Council will release reserve sites when it calculates that its 5 year supply falls below 5.5 years. This approach is both pragmatic and sensible should supply take a downward trend. Such an approach would enable the Council to effectively remedy the housing supply issue without losing control of the decision-taking process.
- 2.3.9 To be released for this purpose, the site must be capable of meaningful delivery within 5 years of its release. This is defined as being able to reasonably deliver at least two full years' worth of homes within the 5 year period.
- 2.3.10 Since the Core Strategy was adopted, the Government has introduced the Housing Delivery Test (HDT) as an additional measure of housing delivery. It is a retrospective assessment calculated over the past 3 years with the results published by the Department of Levelling Up, Housing and Communities. The presumption in favour of sustainable development applies in circumstances where authorities can only demonstrate less than 75% of supply against annual targets. The latest situation published in January 2022 showed that Stratford-on-Avon District Council can demonstrate a measurement of 240%.
- 2.3.11 Core Strategy Policy CS.16 pre-dates the creation of the HDT, hence why there is no specific reference to it in that plan. However, the wording of the Policy is "to rectify any identified shortfall in housing delivery". Continuing to satisfy the HDT would have a beneficial impact on the 5 year housing land supply and so the Council considers it prudent to use both measures as triggers for the release of reserve sites.<sup>9</sup> As part of its annual monitoring the Council will endeavour to publish a HDT trajectory to assist in maintaining supply.

***Purpose B - Jaguar Land Rover expansion at Gaydon/Lighthorne Heath***

- 2.3.12 An area of 100ha is identified in Core Strategy Proposal GLH for Jaguar Land Rover's expansion. This is in addition to JLR's established Gaydon site to the west of the B4100. Its size and relationship to the activities of JLR make it strategically important to the West Midlands region. It should be noted that this allocation is on top of the Core Strategy requirement for 35ha (net) of employment land to 2031.
- 2.3.13 The provision of employment uses on this site will generate additional jobs. The number of jobs will be determined by the scale and mix of employment uses and until an application is submitted, is not currently known.<sup>10</sup> However, because in a free market economy, the relationship between jobs and homes is indirect, and given the substantial increase of housing across the District (based on a migration and economic derived housing requirement), further homes do not need to be provided simultaneously. Indeed, additional homes will only be required when the buildings begin to be occupied, and often this will be on a phased based.
- 2.3.14 Since the Core Strategy was adopted in July 2016, JLR has not indicated to the District Council how and when it intends to bring forward the land identified for its use as part of Proposal GLH. On that basis, there would appear to be no likelihood that any substantive implementation of this land will take place in the short-term, to the extent that additional housing should be provided in response to any significant increase in jobs. Consequently, the Council takes the view that the release of reserve housing sites to meet this purpose is unlikely to be required in the foreseeable future. It will be for the South Warwickshire Local Plan to consider how the expansion of JLR's activities will affect the need for homes in the longer term.

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<sup>9</sup> Such an approach would anticipate the proposed changes to the planning system published in August 2020.

<sup>10</sup> Different employment uses (e.g. offices, light industrial, distribution) generate different numbers of jobs per sqm / hectare. These ratios are also changing in light of structural changes to the economy.

***Purpose C - Unmet Housing Needs from within Coventry and Warwickshire***

- 2.3.15 Put simply, a housing market area (HMA) is the geographic area to which the majority of its current residents would look to move house, based on previous patterns of migration. However, it is worth noting that the importance of HMAs has declined in the current version of the NPPF with its shift towards meeting local housing needs. Stratford-on-Avon District falls within two housing market areas (HMAs), namely Coventry & Warwickshire and Greater Birmingham & Black Country.
- 2.3.16 In respect of Coventry and Warwickshire, Stratford-on-Avon District Council works closely with its partner authorities (including Warwickshire County Council and the Coventry & Warwickshire Local Enterprise Partnership) in matters relating to plan-making. The Core Strategy was prepared on a joint evidence base including housing and employment requirements established through agreed memorandums of understanding signed by each of the local planning authorities.<sup>11</sup>
- 2.3.17 Local Plans have now been found sound and adopted in all six Council areas and all of them are starting to deliver as expected. It should be noted that additional homes provided under this reserve purpose within Stratford-on-Avon District would be in response to an identified additional need (shortfall in housing) arising from the HMA and confirmation that it is appropriate to meet the need within Stratford-on-Avon.
- 2.3.18 The wording '*to contribute to*' in Core Strategy Policy CS.16 is important because this purpose relates to sub-regional scale housing needs. It is not for Stratford-on-Avon District to accommodate any growth in full but to play its part to help ensure that the housing needs of the wider housing market area are met.
- 2.3.19 Based on the situation outlined above, there is no expectation that Stratford-on-Avon District will be identified as being expected to meet any additional housing need generated within this HMA that cannot be met by each of its constituent authorities in the short-term. Again, it will be for the South Warwickshire Local Plan, based on an up-to-date Housing and Economic Development Need Assessment (HEDNA), to consider how to meet any future housing needs, including that generated from across the wider Coventry and Warwickshire area.

***Purpose D - Unmet Housing Needs from outside Coventry and Warwickshire***

- 2.3.20 Stratford-on-Avon District is adjoined by a number of HMAs, namely, Cheltenham, Northampton, Oxford and Worcester. The linkages between the District and these HMAs are relatively weak but the Council does liaise with relevant neighbouring authorities as appropriate. To date, none of the relevant authorities has sought to request that Stratford-on-Avon District contributes to meeting their housing needs and ongoing dialogue has confirmed that any such future request before 2031 is unlikely.
- 2.3.21 It is accepted that for statistical purposes Stratford-on-Avon District falls within the Greater Birmingham & Black Country Housing Market Area (HMA), as well as within the Coventry & Warwickshire HMA, and, as such, homes built in the District can contribute towards the housing numbers for that HMA. However, given the size of the District and its limited connectivity to the conurbation, the relationship of the District to the HMA is relatively weak.<sup>12</sup> Those areas of the District that are more closely related to the HMA fall within the West Midlands Green Belt, and as a tier 2 plan, it is not appropriate for the SAP to review the Green Belt. This issue will be

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<sup>11</sup> Available on the Joint Committee webpages hosted by Rugby Borough Council at [https://www.rugby.gov.uk/info/20086/partnerships/265/coventry\\_warwickshire\\_and\\_hinckley\\_and\\_bosworth\\_joint\\_committee\\_for\\_economic\\_growth\\_and\\_prosperity](https://www.rugby.gov.uk/info/20086/partnerships/265/coventry_warwickshire_and_hinckley_and_bosworth_joint_committee_for_economic_growth_and_prosperity)

<sup>12</sup> The technical work prepared by GL Hearn and Wood plc for the 14 local authorities that comprise the Greater Birmingham and Black Country HMA confirms that the western part of the District relates more to this HMA than the eastern part. Available at [www.stratford.gov.uk/strategicplanning](http://www.stratford.gov.uk/strategicplanning).

properly considered through the South Warwickshire Local Plan currently in preparation that will supersede both the Core Strategy and SAP in due course.

- 2.3.22 In respect of Birmingham, it is acknowledged that a housing shortfall of 37,900 was confirmed through the adoption of the Birmingham City Plan in February 2018. The GB&BC HMA has a complex geography with 14 local planning authorities each at different stages of plan preparation. However, officers from these authorities have formed an officer group to co-ordinate work to resolve the issue of the housing shortfall, including co-ordinating the monitoring of housing delivery. The group jointly commissioned consultants to undertake a Strategic Growth Study to help to address the original shortfall.<sup>13</sup>
- 2.3.23 The authorities also published Position Statements in 2018 and 2020 setting out progress to remedying that shortfall.<sup>14</sup> An updated position statement addendum has since been prepared as of December 2021.<sup>15</sup> This confirms the shortfall across the housing market area as now being 6,302 homes to 2031.
- 2.3.24 The Council accepts that there is expected to be a significant shortfall arising from Birmingham post 2031. The Site Allocations Plan does not address that shortfall as it would not be appropriate to do so given that the Core Strategy only runs to 2031. It will be for the preparation of the South Warwickshire Local Plan, which will cover the period beyond 2031 to establish a new development strategy capable of sustainably accommodating additional development to assess and respond to Birmingham's housing needs for the longer term.
- 2.3.25 As with needs arising within Coventry and Warwickshire, the wording '*to contribute to*' in Core Strategy Policy CS.16 is important because this purpose relates to sub-regional scale housing needs. It is not for Stratford-on-Avon District to accommodate any growth in full but to play its part to help ensure that the housing needs of the wider housing market are met.
- 2.3.26 Reserve sites will be released for this purpose in accordance with the above approach, and, if necessary, following the endorsement of a joint monitoring statement or statement of common ground prepared by Stratford-on-Avon District Council and its partner authorities showing that a shortfall of housing exists.
- 2.3.27 Confirmation of this approach, including the scale of any provision, will be through a formal decision of The Cabinet alongside or following endorsement of the joint monitoring position by Stratford-on-Avon District Council.

***Procedure for assessing the release of reserve sites***

- 2.3.28 It is acknowledged that there is some cross-over between the four purposes of reserve sites. For example, releasing homes to maintain a five-year housing land supply would simultaneously contribute to the needs of the Greater Birmingham & Black Country HMA. Having said that, it is only the five-year supply purpose that relates to *replacement* provision, ie. alternative sites to deliver the existing 14,600 Core Strategy housing requirement. Housing provided under the other three purposes identified in Policy CS.16 relate to *additional* homes that might need to be accommodated within the District, ie. over and above the 14,600. It should be noted that housing delivered for purposes B, C and D could only count towards supply (as measured against the Core Strategy housing requirement) if it was first *added* to that requirement. If this were to be done, the overall net effect would be zero.

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<sup>13</sup> This study did not specify or agree the quantum of dwellings that it is appropriate to distribute to individual local planning authorities. It forms part of the evidence base to inform decisions about where and how any shortfall should be accommodated. Any such locations are still subject to further testing through the plan-making process as appropriate.

<sup>14</sup> Available at [www.stratford.gov.uk/strategicplanning](http://www.stratford.gov.uk/strategicplanning)

<sup>15</sup> Available at [www.stratford.gov.uk/strategicplanning](http://www.stratford.gov.uk/strategicplanning)

2.3.29 Where reserve sites are justified for release, applications will be expected to come forward in accordance with Policy SAP.5. Where this is not the case, the Council may withhold the release of a particular site. The rationale for this approach is that reserve sites are there to meet a need that exists at the point of release and should therefore be capable of being delivered in the short-term. Sites that are deemed not to be deliverable will remain as reserve sites as the constraints to delivery may just require more time to be overcome. They will then be considered again for release, should a purpose remain to be met, in accordance with Policies SAP.1 and SAP.3.

2.3.30 The Council will, on at least an annual basis, require promoters of reserve sites to submit the Site Delivery Assessment using the form provided in Annex 3 to this Plan. Completed assessments will set out expected realistic delivery timescales, as well as a summary of discussions with the relevant infrastructure and statutory service providers, to ensure that the Council has the most accurate and up-to-date information in respect of site delivery in order to inform the release of reserve sites. In accordance with the NPPF, the Council will also take into account the house builder's delivery record in Stratford-on-Avon District.

## 2.4 Meeting the needs of Greater Birmingham & Black Country Housing Market Area

### Policy SAP.4

#### Meeting the needs of Greater Birmingham & Black Country Housing Market Area

The following sites will be released to provide Stratford-on-Avon District's contribution to meeting the shortfall in dwelling provision in the Greater Birmingham & Black Country Housing Market Area:

- STR.A – North of Evesham Road, Stratford-upon-Avon
- STR.B – East of Shipston Road, Stratford-upon-Avon
- STR.C – South of Alcester Road, Stratford-upon-Avon
- MAPP.A – West of Birmingham Road, Mappleborough Green

The total capacity of these sites is approximately 380 homes in accordance with the first tranche of sites as identified in Annex 1.

The following additional site totalling 150 homes as identified in the second tranche of sites in Annex 1 will also be released if specific infrastructure constraints can be overcome by 2031:

- STR.D – East of Banbury Road, Stratford-upon-Avon

All planning applications for these sites will be required to meet the provisions of Policy SAP.5.

### Explanation

2.4.1 As at December 2021, the housing shortfall in the Greater Birmingham & Black Country Housing Market Area (GB&BC HMA) that cannot be met within its boundaries is identified as being 6,302 homes up to 2031.<sup>16</sup>

<sup>16</sup> Position Statement available at [www.stratford.gov.uk/strategicplanning](http://www.stratford.gov.uk/strategicplanning)

- 2.4.2 Although the whole of Stratford-on-Avon District notionally falls within the GB&BC HMA, both the physical and functional relationship with it is much stronger in the north-western part of the District.
- 2.4.3 Having said that, the Green Belt designation extends from the northern and north-western boundaries of the District to Alcester and the northern edge of Stratford-upon-Avon. This reflects the national purposes of Green Belt to, inter alia, restrict the sprawl of large built-up areas, prevent neighbouring towns from merging into one another and preserve the setting and special character of historic towns.
- 2.4.4 The Council has not undertaken a Green Belt Review as part of the process of producing the SAP. This is because the Plan should be consistent with the 'parent' Core Strategy which itself does not provide for development in the Green Belt, except for that identified in Policy CS.10.
- 2.4.5 The strength of the functional relationship of the District with Birmingham is relatively weak with commuting flows of just 2.1% (based on the 2011 Census). Applying this ratio, the District should accommodate just 132 homes. However, that assumes that the other authorities are capable of meeting their share. The Council is aware that the Black Country authorities also have very limited capacity to accommodate additional growth.<sup>17</sup> Stratford-on-Avon District Council is working with its partner authorities within the housing market area to remedy the identified shortfall. A signed Statement of Common Ground confirming this approach will be prepared to accompany the submission version of the Site Allocations Plan.
- 2.4.6 The existence of the shortfall as set out in the Position Statement confirms that the trigger for the release of reserve sites under Purpose D has been met. Taking a proactive approach, it is appropriate to release the reserve sites identified in this policy.
- 2.4.7 These sites are listed in Annex 1 and a Site Proforma for each one is provided at the end of this section of the Plan. The boundaries of these sites are shown on the relevant maps in Section 8 Policies Map, Part A.
- 2.4.8 The identification of sites in Policy SAP.4 reflects the sustainability of those locations in respect of meeting housing needs arising from the GB&BC HMA. These are housing needs that, if capable of being accommodated within Birmingham and the Black Country, would be provided there. Aside from being the largest and most sustainable settlement in the District, Stratford-upon-Avon town benefits from direct rail services to and from Birmingham and the Black Country. It is therefore an appropriate location for housing to meet the needs of the conurbation. The small site at Mappleborough Green is not within the Green Belt, is located on the edge of Redditch, and proposed to come forward alongside a housing allocation in the Redditch Borough Local Plan. It has a direct functional relationship with the conurbation and it is therefore appropriate to contribute to meeting the shortfall. Both Stratford-upon-Avon and Mappleborough Green are well-related to the source of the housing need in Birmingham.

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<sup>17</sup> Available land has already been allocated and identified in these Plans to meet existing needs and is in the process of coming forward for development. On that basis, it is reasonable to assume there is limited capacity in these local authority areas for further housing development.

## 2.5 Applications for Reserve Housing Site

### Policy SAP.5

#### Applications for Reserve Housing Sites

Proposals for reserve housing sites must be brought forward in accordance with Parts A and B of this policy. Applications for reserve sites will not be supported in advance of confirmation of the need for that reserve site to be released, in accordance with Policies SAP.3 to SAP.4.

##### A. Delivery Timescales

A valid outline application or full application must have been submitted to Stratford-on-Avon District Council within 6 months or 12 months respectively of the date of confirmation by the Council of the need to release a reserve site. A valid reserved matters application must have been submitted within 12 months of the date of decision granting outline consent. The Council will also impose a condition on full and reserved matters permissions to require that the construction of dwellings starts on site within 6 months of the date of consent, unless there are justifiable reasons why that has not been possible.

Applications on reserve sites must be fully compliant with all relevant planning policies, including Neighbourhood Plans, taking into account relevant supplementary guidance. In particular, applications must provide for the full provision of affordable housing and preferred housing mix in accordance with Core Strategy Policies CS.18 and CS.19, respectively, or any relevant Neighbourhood Plan policies, unless evidence regarding viability has been submitted and verified to demonstrate that this is not achievable.

In the event that a reserve site is not progressed in accordance with the above timescales, the Council will consider whether an alternative, replacement site should be released.

##### B. Zero and Low Carbon Homes

Proposals for zero carbon development on Reserve Housing Sites are strongly supported. As a minimum, new dwellings on all such sites are required to achieve a 31% reduction in carbon emissions relative to the relevant Target Emission Rate (TER) set out in the Building Regulations 2013 (as amended) (Part L1A), or until national policy establishes a different approach or procedure.

This can be achieved through a range of measures such as the installation of carbon-saving technologies such as the use of low-carbon heating systems, renewable energy sources and better fabric standards.

Applicants will be required to submit a Sustainability Statement with their planning application outlining how the development proposal meets this low-carbon standard, or any replacement standard that is introduced by the government. This requirement should be achieved as a minimum unless, in exceptional circumstances, it can be clearly demonstrated that this is either not feasible or not viable.

Guidance on improving energy efficiency in buildings is available in Part V (Climate Change Adaptation and Mitigation) of the Development Requirements SPD.

##### C. Other Requirements

All applications submitted for a Reserve Housing Site will be required to:

- (a) Meet the provisions of all relevant policies in the Core Strategy and the National Planning Policy Framework that are applicable to the site.
- (b) Deliver infrastructure and services that are necessary in order for the site to be developed satisfactorily.

- (c) Satisfy the Site Development Considerations specified in the relevant Site Proforma included in this Plan, and other matters that ensure an acceptable form of development.
- (d) Promote a comprehensive scheme for the entire site identified in the Site Proforma. For sites shown with areas of cross-hatching, housing will be restricted to the cross-hatched area only and any proposal must also assist in delivering appropriate community and/or environmental uses on the remainder of the site.
- (e) Submit a design concept for the site that has been prepared in conjunction with the District Council and the local community.

## Explanation

- 2.5.1 The fundamental purpose of a reserve site is to meet an identified housing need that is not being met elsewhere. The Council will publish a regular statement to establish whether the release of any reserve site is justified in accordance with the provisions of this Plan.
- 2.5.2 It is crucial that homes on a reserve site are built expeditiously. For that reason, the Council will require a valid outline application to be submitted within 6 months of the date of confirmation of the need to release a particular reserve site, or a full application to be submitted within 12 months of such confirmation.
- 2.5.3 The Planning Act allows development to come forward as a full application or as an outline application in the first place (which confirms the development principles of the scheme) followed by a reserved matters application (setting out the detail of the scheme). Reserved matters applications are typically required within 3 years of the decision of an outline consent but this period can be less in justifiable cases. To ensure that applications come forward quickly, the Council believes it is appropriate to require such applications to be submitted within 12 months of the grant of outline planning permission to ensure the timely implementation of a reserve site to meet a specific purpose.
- 2.5.4 The Council will also impose a condition to ensure that a material commencement starts on site within 6 months of the grant of a full or reserved matters consent. The Council acknowledges that these timescales are challenging, although they are not unachievable. In order to meet identified housing needs, homes should be built in a timely manner.
- 2.5.5 The Council will engage with the applicants of individual sites that have been released so that both parties are fully aware of the situation in order to ensure that the necessary progress is being made to achieve the timescales specified.
- 2.5.6 The NPPF recognises the role of the planning system in supporting the transition to a low carbon future by helping to shape places that contribute to reductions in greenhouse gas emissions, minimise vulnerability and improve resilience. Achieving sustainable development means that plans should secure net gains within economic, social and environmental objectives (NPPF, paragraph 8). Environmental objectives include using natural resources prudently, minimising waste, mitigating and adapting to climate change and moving to a low carbon economy.
- 2.5.7 The Council is committed to tackling climate change, and in July 2019 it declared a 'Climate Emergency' as a pledge to take local action to contribute to national carbon neutral targets through the development of practices and policies, with the aim of being carbon neutral in the District by 2030. Core Strategy Policy CS.2 (Climate Change and Sustainable Construction) requires new development to include measures that mitigate and adapt to the impacts of climate change.

- 2.5.8 Under the 2008 Planning and Energy Act, local planning authorities are able to require development in their area to comply with energy efficiency standards that exceed the energy requirements of building regulations.
- 2.5.9 A government consultation in 2019 set out plans for a Future Homes Standard for new build homes so that they are future proofed with low carbon heating and increased levels of energy efficiency. The consultation included options to increase energy efficiency requirements as a meaningful and achievable stepping-stone to the Future Homes Standard in 2025. The government's preferred option as an interim standard is for a 31% reduction in carbon emissions, and in order to align with the government's intention the Council believes it is appropriate to set this standard in Policy SAP.5.
- 2.5.10 It is acknowledged that the Government is intending to introduce carbon emission reduction measures through the Building Regulations. Once that takes effect, the provisions of this policy will be superseded and not be applied. For now, however, in the circumstances the Council believes it is appropriate to require applicants to provide evidence on viability if they wish to contend this provision. A Whole Plan Viability Assessment will be produced to accompany the submission version of the Plan.
- 2.5.11 The policy provides for some flexibility in exceptional circumstances where it can be clearly demonstrated that achieving the required standard for the type and scale of development in question would either be not feasible or not viable. In such circumstances the Council may agree to lower energy efficiency standards being achieved, having regard to other merits of the scheme.
- 2.5.12 It is essential that any proposed scheme for a reserve housing site should achieve a high quality form of development that is appropriate for the site and the character of the surrounding area. For that reason, all applications should approach the overall site in a comprehensive manner in respect to both on-site and off-site requirements, including the provision of the necessary infrastructure. This will ensure consistency with national and local planning policies and ensure effective and appropriate delivery of development.
- 2.5.13 The Site Proformas below provide a wide range of site specific information and identify the expectations of each reserve housing site, including the net development area and an indicative dwelling capacity.
- 2.5.14 In advance of a planning application being submitted, preferably as part of the pre-application process with the District Council, the Council will expect a design concept to be produced by the promoter of the site, as stated in paragraph 5.2.15 in the Core Strategy. This will help to ensure that what is proposed meets the expectations of the Council and the community, in accordance with the provisions of the Site Proforma and other considerations.
- 2.5.15 Up-front engagement with the local community about the proposed form of development is recommended. This will accord with the District Council's Statement of Community Involvement and help to ensure that what is proposed meets the community's expectations as far as is reasonable.

## 2.6 Reserve Sites Proformas

A Proforma has been produced for each of the reserve housing sites identified in Annex 1.

The following points should be borne in mind in relation to their content:

- Site information provided is taken from the Strategic Housing Land Availability Assessment (SHLAA) 2021 Update.
- Net area excludes those parts of the site that are unsuitable for housing development as identified in the SHLAA.
- Dwelling capacity of each site is calculated from the net area by applying the densities specified in the explanation to Policy SAP.1.
- Site development considerations are based on the findings of the SHLAA and other sources of technical evidence.
- Timescale for delivery refers to the construction of dwellings not site preparation works.

The boundaries of each site are shown on the maps in Section 8 Policies Map, Parts A & B.

**NB. For those reserve housing sites identified in made Neighbourhood Development Plans, the specific provisions of those Plans should also be taken into account.**

### FIRST TRANCHE

<b>SITE REF: ALC.A</b>	<b>SHLAA REF: ALC.12</b>	<b>SITE NAME: South of Allimore Lane (west), Alcester</b>
<b>NET SITE AREA (HA) 2.0</b>		<b>DWELLING CAPACITY @ 30 DPH 60</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to northern part of the site as shown by cross-hatched area on the Alcester map in Section 8, Part A</li> <li>• Provide a vehicular access through committed housing development to north of Allimore Lane and preclude access along Allimore Lane</li> <li>• Provide access for walking and cycling along Allimore Lane</li> <li>• Produce a Transport Assessment to consider impact on local and strategic road network</li> <li>• Ensure development avoids flood risk area on southern part of the site</li> <li>• Undertake an archaeological evaluation of the site</li> <li>• Provide and convey an area of public open space on southern part of the site</li> <li>• Incorporate public footpath which crosses the site</li> <li>• Provide appropriate noise mitigation from Bypass along western boundary of the site</li> <li>• Retain existing trees and hedgerows on the site as far as possible</li> </ul> <p>A Flood Risk Assessment incorporating a Sequential Test and Exception Test, together with a Flood Risk Management and Drainage Strategy, will be required to be submitted with any planning application for this site.</p>		

<b>SITE REF:</b> <b>ALC.B</b>	<b>SHLAA REF:</b> <b>ALC.13</b>	<b>SITE NAME:</b> <b>South of Allimore Lane (east), Alcester</b>
<b>NET SITE AREA (HA)</b> <b>1.0</b>		<b>DWELLING CAPACITY @ 30 DPH</b> <b>30</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to western part of the site as shown by cross-hatched area on the Alcester map in Section 8, Part A</li> <li>• Provide a vehicular access from ALC.A and preclude access along Allimore Lane</li> <li>• Provide access for walking and cycling along Allimore Lane</li> <li>• Produce a Transport Assessment to consider impact on local and strategic road network</li> <li>• Ensure development avoids flood risk area on southern part of the site</li> <li>• Undertake an archaeological evaluation of the site</li> <li>• Provide and convey an area of public open space on southern part of the site</li> <li>• Incorporate public footpath which crosses the site</li> <li>• Retain existing trees and hedgerows on the site as far as possible</li> </ul> <p>A Flood Risk Assessment incorporating a Sequential Test and Exception Test, together with a Flood Risk Management and Drainage Strategy, will be required to be submitted with any planning application for this site.</p>		

<b>SITE REF:</b> <b>BID.A</b>	<b>SHLAA REF:</b> <b>11A</b>	<b>SITE NAME:</b> <b>East of Jacksons Meadow, Bidford-on- Avon</b>
<b>NET SITE AREA (HA)</b> <b>1.3</b>		<b>DWELLING CAPACITY @ 30 DPH</b> <b>40</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to southern part of the site as shown by cross-hatched area on the Bidford-on-Avon map in Section 8, Part A</li> <li>• Undertake hydraulic modelling to assess impact on sewerage network</li> <li>• Provide a vehicular access through housing development to south of the site only</li> <li>• Produce a Transport Assessment to consider impact on local and strategic road network</li> <li>• Incorporate a network of public open spaces and green infrastructure in the development in conjunction with development to south of the site</li> </ul> <p>A Flood Risk Assessment incorporating a Sequential Test and Exception Test, together with a Flood Risk Management and Drainage Strategy, will be required to be submitted with any planning application for this site.</p>		

<b>SITE REF: BID.B</b>	<b>SHLAA REF: 11B</b>	<b>SITE NAME: Moorland Lodge, off Victoria Road</b>
<b>NET SITE AREA (HA) 0.2</b>		<b>DWELLING CAPACITY @ 30 DPH 6</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to western part of the site as shown by cross-hatched area on the Bidford-on-Avon map in Section 8, Part A</li> <li>• Provide access off Victoria Road or through housing development to west of the site</li> <li>• Ensure character and environs of Small Brook are protected</li> </ul>		

<b>SITE REF: CLIF.A [also see Policy H1 in made Clifford Chambers &amp; Milcote NDP]</b>	<b>SHLAA REF: CLIF.01</b>	<b>SITE NAME: East of Campden Road, Clifford Chambers</b>
<b>NET SITE AREA (HA) 1.0</b>		<b>DWELLING CAPACITY @ 25 DPH 25</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to southern part of the site as shown by cross-hatched area on the Clifford Chambers map in Section 8, Part</li> <li>• Restrict uses on northern part of the site to those of an agricultural or outdoor recreational nature</li> <li>• Create a hedgerow with intermittent trees along northern boundary of proposed development area</li> <li>• Provide a vehicular access from Stourfield Close only</li> </ul> <p>A Flood Risk Assessment incorporating a Sequential Test and Exception Test, together with a Flood Risk Management and Drainage Strategy, will be required to be submitted with any planning application for this site.</p>		

<b>SITE REF: HAMP.A</b>	<b>SHLAA REF: HAMP.03</b>	<b>SITE NAME: East of Snitterfield Street, Hampton Lucy</b>
<b>NET SITE AREA (HA) 0.5</b>		<b>DWELLING CAPACITY @ 25 DPH 13</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p>		

- Restrict housing to northern part of the site as shown by cross-hatched area on the Hampton Lucy map in Section 8, Part A
- Provide a vehicular access either off Snitterfield Street or Bridge Street
- Create an access for walking and cycling onto Bridge Street
- Provide and convey an area of public open space on southern part of the site
- Preserve character of Conservation Area and setting of listed building adjacent to eastern boundary of the site and incorporate appropriate mitigation measures
- Undertake an archaeological evaluation of the site
- Create hedgerow with intermittent trees along northern boundary of the site

<b>SITE REF:</b> <b>ILM.A</b> [also see site 1a in made Ilmington NDP]	<b>SHLAA REF:</b> <b>ILM.10</b>	<b>SITE NAME:</b> <b>Mabel's Farm, Back Street, Ilmington</b>
<b>NET SITE AREA (HA)</b> <b>0.3</b>		<b>DWELLING CAPACITY @ 25 DPH</b> <b>8</b>
<b>SITE DEVELOPMENT CONSIDERATIONS</b>		
<p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development scheme for the site:</p> <ul style="list-style-type: none"> <li>• Preserve character of Conservation Area and setting of adjacent listed buildings and incorporate appropriate mitigation measures</li> <li>• Assess cumulative impact of vehicle movements in association with development of allocated site in NDP to the north</li> <li>• Create a woodland copse on northern part of the site</li> </ul>		

<b>SITE REF:</b> <b>MAPP.A</b>	<b>SHLAA REF:</b> <b>MAPP.01B</b>	<b>SITE NAME:</b> <b>West of Birmingham Road, Mappleborough Green</b>
<b>NET SITE AREA (HA)</b> <b>1.0</b>		<b>DWELLING CAPACITY @ 25 DPH</b> <b>25</b>
<b>SITE DEVELOPMENT CONSIDERATIONS</b>		
<p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Promote a comprehensive form of development in conjunction with adjacent land in Redditch Borough</li> <li>• Restrict housing to south-western part of the site as shown by cross-hatched area on the Mappleborough Green map in Section 8, Part A</li> <li>• Provide a vehicular access onto Far Moor Lane, Redditch only</li> <li>• Identify appropriate means of managing surface water within and off site</li> <li>• Take a comprehensive approach to habitat enhancement and management across the site as whole</li> <li>• Take a comprehensive approach to the retention and suitable replacement of trees and woodland across the site as whole</li> </ul>		

- Replace existing plantation with appropriate native deciduous trees
- Create extensive landscaping belt on eastern part of the site alongside A435
- Provide and convey an area of public open space with landscaping on northern part of the site

<b>SITE REF:</b> <b>MM.A</b>	<b>SHLAA REF:</b> <b>MM.03</b>	<b>SITE NAME:</b> <b>North of Brook Lane, Moreton Morrell</b>
<b>NET SITE AREA (HA)</b> <b>0.2</b>		<b>DWELLING CAPACITY @ 25 DPH</b> <b>5</b>

**SITE DEVELOPMENT CONSIDERATIONS**

The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:

- Restrict housing to south-western part of the site as shown by cross-hatched area on the Moreton Morrell map in Section 8, Part A
- Provide a single point of access off Brook Lane
- Provide visibility splays of 70m to the west and 160m to the east of the vehicular access point
- Extend 30mph speed limit along Brook Lane up to the access point
- Widen Brook Lane up to access point to enable two-way vehicle movements
- Ensure a separation distance of at least 15m between access to this site and access to site opposite (MM.B)
- Extend footway along northern side of Brook Lane up to access into the site
- Produce a Flood Risk Assessment and Drainage Strategy for the site
- Undertake hydraulic modelling to establish impact on flood risk from watercourse
- Create a hedgerow with intermittent trees along northern boundary of the development area
- Create a woodland copse on eastern part of the site

<b>SITE REF:</b> <b>MM.B</b>	<b>SHLAA REF:</b> <b>MM.04</b>	<b>SITE NAME:</b> <b>South of Brook Lane, Moreton Morrell</b>
<b>NET SITE AREA (HA)</b> <b>0.3</b>		<b>DWELLING CAPACITY @ 25 DPH</b> <b>8</b>

**SITE DEVELOPMENT CONSIDERATIONS**

The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:

- Restrict housing to north-western part of the site as shown by cross-hatched area on the Moreton Morrell map in Section 8, Part A
- Provide a single point of access off Brook Lane
- Provide visibility splays of 70m to the west and 160m to the east of the vehicular access point
- Extend 30mph speed limit along Brook Lane up to the access point
- Widen Brook Lane up to access point to enable two-way vehicle movements
- Ensure a separation distance of at least 15m between access to this site and access to site opposite (MM.A)
- Extend footway along northern side of Brook Lane up to access into the site

- Produce a Flood Risk Assessment and Drainage Strategy for the site
- Undertake hydraulic modelling to establish impact on flood risk from watercourse
- Create a hedgerow with intermittent trees along southern boundary of the development area
- Create a woodland copse on eastern part of the site

<b>SITE REF:</b> MM.C	<b>SHLAA REF:</b> MM.10	<b>SITE NAME:</b> South of John Davis Drive, Moreton Morrell
<b>NET SITE AREA (HA)</b> 0.8		<b>DWELLING CAPACITY @ 25 DPH</b> 20

**SITE DEVELOPMENT CONSIDERATIONS**

The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:

- Restrict housing to eastern part of the site as shown by cross-hatched area on the Moreton Morrell map in Section 8, Part A
- Extend footway along southern side of John Taylor Way up to access into the site
- Create a hedgerow with intermittent trees along northern boundary of the site
- Create a woodland copse on western part of the site

<b>SITE REF:</b> NAP.A	<b>SHLAA REF:</b> NAP.03	<b>SITE NAME:</b> East of Butt Hill, Napton-on-the-Hill
<b>NET SITE AREA (HA)</b> 0.2		<b>DWELLING CAPACITY @ 30 DPH</b> 6

**SITE DEVELOPMENT CONSIDERATIONS**

The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:

- Preserve setting of listed building to south of the site and incorporate appropriate mitigation measures
- Undertake an archaeological evaluation of the site
- Provide a vehicular access at least 30m away from the Butt Hill/Hillside junction
- Provide visibility splays of 43m in each direction when measured 2.4m back from edge of the carriageway
- Provide an uncontrolled pedestrian crossing from vehicular access to existing footway on opposite side of the carriageway
- Create a hedgerow with intermittent trees along north-eastern boundary of the site
- Incorporate public footpath which crosses the site
- Assess impact of and on adjacent farm to south of the site

<b>SITE REF: PILL.A</b>	<b>SHLAA REF: PILL.13</b>	<b>SITE NAME: East of Kineton Road, Pillerton Priors</b>
<b>NET SITE AREA (HA) 0.5</b>		<b>DWELLING CAPACITY @ 25 DPH 13</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to western part of the site as shown by cross-hatched area on the Pillerton Priors map in Section 8, Part A</li> <li>• Provide a single point of access onto Kineton Road</li> <li>• Provide visibility splays that are sufficient in each direction at the access dependent on the results of a speed survey</li> <li>• Extend footway along eastern side of Kineton Road up to access into the site</li> <li>• Assess and manage impact of flood risk downstream to Pillerton Hersey</li> <li>• Create a hedgerow with intermittent trees along eastern boundary of the development area</li> </ul>		

<b>SITE REF: PM.A</b>	<b>SHLAA REF: PM.07</b>	<b>SITE NAME: South of Byfield Road, Priors Marston</b>
<b>NET SITE AREA (HA) 0.4</b>		<b>DWELLING CAPACITY @ 25 DPH 10</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to north-western part of the site as shown by cross-hatched area on the Priors Marston map in Section 8, Part A</li> <li>• Preserve character of Conservation Area and setting of listed buildings to north of the site and incorporate appropriate mitigation measures</li> <li>• Undertake an archaeological evaluation of the site</li> <li>• Provide visibility splays of 43m in each direction when measured 2.4m back from edge of the carriageway</li> <li>• Extend footway along Byfield Road up to access into the site</li> <li>• Create a hedgerow with intermittent trees along northern boundary of the development area</li> <li>• Ensure development takes into account impact of adjacent playing field and does not prejudice its use</li> <li>• Assess the scope to extend sports facilities on eastern part of the site</li> </ul>		

<b>SITE REF: QUIN.A</b>	<b>SHLAA REF: QUIN.08</b>	<b>SITE NAME: East of Goose Lane, Quinton</b>
<b>NET SITE AREA (HA) 1.0</b>		<b>DWELLING CAPACITY @ 30 DPH 30</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Assess and manage the impact of surface water flood risk and drainage</li> <li>• Extend footway on eastern side of Goose Lane up to access into the site</li> <li>• Reinforce hedgerow along eastern and southern boundaries of the site along with intermittent trees</li> <li>• Assess impact of development on setting of Meon Hill Scheduled Monument to south of the site</li> </ul> <p>A Flood Risk Assessment incorporating a Flood Risk Management and Drainage Strategy will be required to be submitted with any planning application for this site.</p>		

<b>SITE REF: SOU.A</b>	<b>SHLAA REF: SOU.15</b>	<b>SITE NAME: West of Banbury Road, Southam</b>
<b>NET SITE AREA (HA) 2.5</b>		<b>DWELLING CAPACITY @ 30 DPH 75</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to northern part of the site as shown by cross-hatched area on the Southam map in Section 8, Part A</li> <li>• Provide replacement playing fields on southern part of the site equivalent or greater in quantity and quality than those that would be lost</li> <li>• Provide a right turn junction on Banbury Road into the site</li> <li>• Undertake an archaeological evaluation of the site</li> <li>• Assess and manage the impact of surface water flood risk and drainage</li> <li>• Incorporate public footpath which crosses the site and provide linkages into pedestrian/cycle routes through housing development to the north</li> <li>• Take into account impact of High Speed Two railway</li> </ul> <p>A Flood Risk Assessment incorporating a Flood Risk Management and Drainage Strategy will be required to be submitted with any planning application for this site.</p>		

<b>SITE REF: SOU.B</b>	<b>SHLAA REF: SOU.4</b>	<b>SITE NAME: East of Banbury Road, Southam</b>
<b>NET SITE AREA (HA) 4.0</b>		<b>DWELLING CAPACITY @ 30 DPH 120</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to north-western part of the site as shown by cross-hatched area on the Southam map in Section 8, Part A</li> <li>• Provide a primary access from roundabout at southern end of the Bypass and an emergency access off Banbury Road</li> <li>• Undertake an archaeological evaluation of the site</li> <li>• Assess and manage the impact of surface water flood risk and drainage</li> <li>• Provide a network of public open spaces throughout the site</li> <li>• Retain and reinforce hedgerows along eastern boundary of the site along with intermittent trees</li> <li>• Incorporate public footpath which runs through northern part of the site</li> </ul>		

<b>SITE REF: STR.A</b>	<b>SHLAA REF: STR.16</b>	<b>SITE NAME: North of Evesham Road, Stratford-upon-Avon</b>
<b>NET SITE AREA (HA) 2.5</b>		<b>DWELLING CAPACITY @ 35 DPH 88</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to northern part of the site as shown by cross-hatched area on the Stratford-upon-Avon map in Section 8, Part A</li> <li>• Provide and convey an area of public open space on western part of the site</li> <li>• Produce a Transport Assessment to determine the impact of development on the highway network in Stratford-upon-Avon</li> <li>• Undertake an archaeological evaluation of the site</li> <li>• Retain and reinforce hedgerows around outer boundaries of the site along with intermittent trees</li> <li>• Incorporate public footpath which runs along western boundary of the site</li> </ul>		

<b>SITE REF: STR.B</b>	<b>SHLAA REF: STR.14</b>	<b>SITE NAME: East of Shipston Road, Stratford-upon-Avon</b>
<b>NET SITE AREA (HA) 6.0</b>		<b>DWELLING CAPACITY @ 35 DPH 210</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to south-eastern part of the site as shown by cross-hatched area on the Stratford-upon-Avon map in Section 8, Part A</li> <li>• Facilitate delivery of business development on north-western part of the site</li> <li>• Produce a Transport Assessment to determine the impact of development on the highway network in Stratford-upon-Avon</li> <li>• Provide a roundabout access on Shipston Road and an additional emergency access</li> <li>• Retain and reinforce hedgerows within and around outer boundaries of the site along with intermittent trees</li> <li>• Provide walking and cycling links to public open space to north of the site</li> </ul> <p>The disposition of uses on the site can be reconsidered through a comprehensive masterplanning exercise at the planning application stage.</p>		

<b>SITE REF: STR.C</b>	<b>SHLAA REF: STR.18</b>	<b>SITE NAME: South of Alcester Road, Stratford-upon-Avon</b>
<b>NET SITE AREA (HA) 1.6</b>		<b>DWELLING CAPACITY @ 35 DPH 56</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to northern part of the site as shown by cross-hatched area on the Stratford-upon-Avon map in Section 8, Part A</li> <li>• Preserve character of Conservation Area to west of the site and incorporate appropriate mitigation measures</li> <li>• Undertake an archaeological evaluation of the site</li> <li>• Restrict uses on southern part of the site to those of an agricultural or outdoor recreational nature</li> <li>• Produce a Transport Statement to assess the impact of additional vehicle flows on surrounding highway network</li> <li>• Undertake a Stage 1 Road Safety Audit in respect of proposed access</li> <li>• Create an extension from the site to the existing pedestrian/cycle shared route along Alcester Road</li> </ul>		

<b>SITE REF:</b> <b>TIDD.A</b>	<b>SHLAA REF:</b> <b>TIDD.11</b>	<b>SITE NAME:</b> <b>South of Sid Courtney Road, Tiddington</b>
<b>NET SITE AREA (HA)</b> <b>0.8</b>		<b>DWELLING CAPACITY @ 30 DPH</b> <b>24</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Provide a vehicular access off Main Street through Sid Courtney Road only</li> <li>• Replace playing field on adjacent land to a comparable size and specification in advance of existing facility being lost</li> <li>• Produce a Flood Risk Management and Drainage Strategy for the site</li> </ul>		

<b>SITE REF:</b> <b>TRED.A</b>	<b>SHLAA REF:</b> <b>TRED.04</b>	<b>SITE NAME:</b> <b>South of Blackwell Road, Tredington</b>
<b>NET SITE AREA (HA)</b> <b>0.5</b>		<b>DWELLING CAPACITY @ 25 DPH</b> <b>13</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Undertake a Stage 1 Road Safety Audit to assess junction of Blackwell Road and Shipston Road</li> <li>• Provide a footway connection to the bus stop on Blackwell Road</li> <li>• Preserve character of Conservation Area to east of the site and incorporate appropriate mitigation measures</li> <li>• Undertake an archaeological evaluation of the site</li> <li>• Create hedgerows with intermittent trees along outer boundaries of the site</li> <li>• Produce a Flood Risk Management and Drainage Strategy for the site</li> </ul>		

<b>SITE REF:</b> <b>TYS.A</b> <b>[also see Housing Policy 3 in made Tysoe NDP]</b>	<b>SHLAA REF:</b> <b>TYS.16</b>	<b>SITE NAME:</b> <b>Herbert's Farm, Saddledon Street, Tysoe</b>
<b>NET SITE AREA (HA)</b> <b>0.5</b>		<b>DWELLING CAPACITY @ 30 DPH</b> <b>15</b>
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Assess and mitigate impact of development on heritage assets adjacent to the site</li> </ul>		

- Preserve character of Conservation Area and listed buildings within and adjacent to the site and incorporate appropriate mitigation measures
- Undertake an archaeological evaluation of the site
- Retain and re-use traditional farm buildings as far as possible
- Retain and improve the existing access off Saddledon Street to the satisfaction of the County Highway Authority
- Produce a Flood Risk Management and Drainage Strategy for the site
- Identify a suitable site for relocating existing farm complex if required
- Undertake comprehensive assessment of site for potential contamination

<b>SITE REF: WELL.A</b> [also see Policy WW7 in made Wellesbourne & Walton NDP]	<b>SHLAA REF: WELL.01</b>	<b>SITE NAME: East of Warwick Road, Wellesbourne</b>
<b>NET SITE AREA (HA)</b> 0.8	<b>DWELLING CAPACITY @ 30 DPH</b> 25	
<b>SITE DEVELOPMENT CONSIDERATIONS</b>		
<p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to southern part of the site as shown by cross-hatched area on the Wellesbourne map in Section 8, Part A</li> <li>• Provide and convey community open space on remaining parts of the site</li> <li>• Provide a link to existing open space and public footpath to east of the site</li> <li>• Retain and bolster perimeter hedgerows and trees</li> </ul>		

<b>SITE REF: LRS.A</b>	<b>SHLAA REF: LSL.06B</b>	<b>SITE NAME: Adjacent former Long Marston Depot, west of Campden Road [Quinton Parish]</b>
<b>NET SITE AREA (HA)</b> 3.0	<b>DWELLING CAPACITY @ 30 DPH</b> 90	
<b>SITE DEVELOPMENT CONSIDERATIONS</b>		
<p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Provide a vehicular access off Station Road and improve junction with Campden Road to the satisfaction of the County Highway Authority</li> <li>• Produce a Transport Assessment to determine the impact of development on the highway network in Stratford-upon-Avon</li> <li>• Provide a footway along Station Road to its junction with Campden Road</li> <li>• Provide walking and cycling access into development to south of the site</li> <li>• Undertake an archaeological evaluation of the site</li> <li>• Take into account impact of adjacent playing fields in layout and design of the development</li> </ul>		

**SECOND TRANCHE**

<b>SITE REF: STR.D</b>	<b>SHLAA REF: STR.11</b>	<b>SITE NAME: East of Banbury Road, Stratford-upon-Avon</b>
<b>NET SITE AREA (HA) 4.3</b>	<b>DWELLING CAPACITY @ 35 DPH 150</b>	
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Restrict housing to south-western part of the site as shown by cross-hatched area on the Stratford-upon-Avon map in Section 8, Part A</li> <li>• Avoid development within the safeguarded zone of high pressure gas pipeline that crosses the site</li> <li>• Incorporate extensive landscaping within and around the edges of the site</li> <li>• Provide a network of public open spaces throughout the site</li> <li>• Assess impact of additional traffic movements on operation of the highway network within Stratford-upon-Avon and the scope for mitigation</li> </ul>		

<b>SITE REF: WELL.B</b> [also see Policy WW7 in made Wellesbourne & Walton NDP]	<b>SHLAA REF: WELL.03</b>	<b>SITE NAME: East of Kineton Road, Wellesbourne</b>
<b>NET SITE AREA (HA) 2.2</b>	<b>DWELLING CAPACITY @ 30 DPH 67</b>	
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p> <p>The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:</p> <ul style="list-style-type: none"> <li>• Consider scope for retaining some of the existing allotments on the site</li> <li>• Relocate remainder of existing allotments to a suitable site of comparable size and specification in the village</li> <li>• Retain and bolster hedgerows and trees around outer edges of the site</li> </ul>		

<b>SITE REF: WELL.C</b> [also see Policy WW7 in made Wellesbourne & Walton NDP]	<b>SHLAA REF: WELL.04</b>	<b>SITE NAME: North of Moreton Morrell Road, Wellesbourne</b>
<b>NET SITE AREA (HA) 2.5</b>	<b>DWELLING CAPACITY @ 30 DPH 75</b>	
<p><b>SITE DEVELOPMENT CONSIDERATIONS</b></p>		

The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:

- Restrict housing to southern part of the site as shown by cross-hatched area on the Wellesbourne map in Section 8, Part A
- Manage the impact of surface water drainage effectively
- Provide vehicular access off Moreton Morrell Road and improve junction with Kineton Road to satisfaction of the County Highway Authority
- Incorporate public right of way that crosses proposed development area within a public open space corridor
- Upgrade existing pedestrian/cycle link to Kineton Road
- Create extensive landscaping belt along outer boundary of proposed development area

<b>SITE REF: LRS.B</b>	<b>SHLAA REF: LSL.04B</b>	<b>SITE NAME: North of former Harbury Cement Works, east of Station Road [part Harbury Parish, part Bishop's Itchington Parish</b>
<b>NET SITE AREA (HA) 7.0</b>		<b>DWELLING CAPACITY @ 30 DPH 210</b>

**SITE DEVELOPMENT CONSIDERATIONS**

The provisions of all relevant policies in the Core Strategy, Site Allocations Plan and associated planning guidance will need to be satisfied. The following specific matters should be incorporated into any development proposal for the site:

- Produce a Transport Assessment to determine the impact of development on various junction on the highway network
- Identify suitable and achievable means of providing access to Bishop's Itchington by means other than the car
- Provide internal pedestrian/cycle link to housing development to south of the site
- Incorporate extensive landscaping within and around the edges of the site including alongside the railway line

# 3. Self-Build and Custom Housebuilding

## Core Strategy Strategic Objectives

- (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 Providing for Self-Build and Custom Housebuilding

### Policy SAP.6

#### Providing for Self-Build and Custom Housebuilding

The provision of self-build and custom-build dwellings is supported in principle. The scale of such provision will be dependent on robust evidence regarding the demand for and supply of plots for this specific purpose. To be acceptable, the initial owner of each plot will be required to have a primary input into the final design and layout of the dwelling.

#### 1. Overall principles

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

1. As an integral part of the housing mix in the new settlements at Gaydon/Lighthorne Heath and Long Marston Airfield.
2. On sites allocated for this specific purpose in accordance with Site Specific Proposals SCB.1 to SCB.12.
3. On unallocated sites in accordance with Part 2 of this Policy.
4. On single plots and small groups of plots within and adjacent to settlements to meet a local need, including replacement dwellings.

With respect to all schemes promoted under 2 and 3 above, planning applications will be required to include evidence regarding the demand for and supply of self-build and custom-build dwellings. The Council will only grant permission if there is a proven need for further plots to be provided.

All schemes promoted under 3 above should be small-scale and appropriate to the size and character of the settlement where the site is located.

All schemes comprising multiple plots will be subject to a legal agreement requiring:

- (i) 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.
- (ii) A marketing strategy which specifies the minimum length of time for advertising plots and the appropriate means of doing so.
- (iii) An independent valuation of each plot taking into account the specific restrictions that apply to such schemes.
- (iv) Each plot to be fully serviced by the site developer prior to first occupation of the development.

- (v) Any other matters that are deemed appropriate by the District Council, including those introduced by national legislation.

Self-Build and Custom Housebuilding sites are intended to help meet a specific form of identified housing need. Applications for schemes that provide for general market housing on such sites will not be supported.

Hybrid schemes incorporating self-build and custom-build plots, together with dwellings to meet other forms of local housing need that accord with District Council policy, are acceptable in principle.

## 2. Unallocated Self-Build and Custom Build Housing Sites

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

- (i) As individual and small groups of plots within the Built-Up Area Boundaries of Stratford-upon-Avon, Main Rural Centres and Local Service Villages.
- (ii) 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 or the Cotswolds National Landscape (formerly Area of Outstanding Natural Beauty), unless it is to meet a local need identified by the local community.

### Explanation

- 3.1.1 The Government believes that self-build and custom-build housing can play an important role in diversifying the housing market and increasing consumer choice. This has been encapsulated in the Self-Build and Custom Housebuilding Act 2015. However, the Government does not expect local authorities to provide such opportunities on plots or sites that would otherwise not be acceptable for other forms of housing development, such as in open countryside.
- 3.1.2 The 2015 Act (as amended by the Housing and Planning Act 2016) does not distinguish between self-build and custom housebuilding and provides that both are where an individual, an association of individuals, or persons working with or for individuals or associations of individuals, build or complete houses to be occupied as homes by those individuals.
- 3.1.3 Self-build and custom housebuilding covers a wide spectrum, from projects where individuals are involved in building or managing the construction of their home from beginning to end, to projects where individuals commission their home, making key design and layout decisions, but the home is built ready for occupation ('turnkey').
- 3.1.4 Government guidance makes it clear that, in considering whether a home is genuinely self-build or custom-build, a local authority must be satisfied that the initial owner has a primary input to its final design and layout. This should include both the external and internal aspects of the dwelling. Conversely, off-plan dwellings purchased prior to construction and without such input from the initial owner are not considered to meet the definition of self-build and custom-build housing.
- 3.1.5 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.



You can apply to be on Stratford-on-Avon District Council's Self-Build and Custom-Build Register @ [www.stratford.gov.uk/selfbuild](http://www.stratford.gov.uk/selfbuild)

- 3.1.6 Because the Core Strategy was at an advanced stage before this Government initiative took effect, it does not contain a policy on self-build and custom housebuilding. The Site Allocations Plan provides an opportunity to establish such a policy. The proposed approach in the SAP 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. However, it is emphasised that the South Warwickshire Local Plan will incorporate a comprehensive policy approach on this subject for the longer term.
- 3.1.7 In accordance with the provisions of the Housing & Planning Act 2016, 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. Government guidance advises that the level of demand is established by reference to the number of entries on a local authority's Self-Build and Custom Housebuilding Register.
- 3.1.8 The Self-Build and Custom Housebuilding Regulations 2016 specify that Councils have three years to provide sufficient dwellings to equate to the number of people coming onto the Register during an individual base period.
- 3.1.9 It is not appropriate or helpful to state specific figures in the Plan as they would be at a point in time and quickly become out-of-date. The Council will monitor closely the data in relation to the demand for and supply of plots and assess the situation based on good practice established nationally when an individual planning application is determined.
- 3.1.10 In considering the situation on demand and supply on an ongoing basis, it is important to understand that the three-year period is a rolling one. For that reason, it is essential to ensure that the supply of permitted plots is maintained over time and that the situation does not become stagnated.
- 3.1.11 The Regulations indicate that secondary sources of demand data can be taken into account when a Council assesses how many plots for this specific form of dwelling should be provided. The Council will consider such sources if they are proven to be reliable and robust when applied to Stratford-on-Avon District. However, the Council's starting point in assessing demand will be its own Register.
- 3.1.12 National guidance on assessing demand for and supply of plots is still developing and is likely to change over time. For this reason, the provisions of this Policy are not specific and individual planning applications will be assessed against the circumstances that apply at the point of determination. As things stand, the source of supply of dwellings will be taken as those that have been given CIL exemption.
- 3.1.13 It should be recognised that the provision of self-build and custom-build dwellings is based on the District-wide demand and not solely to meet a local need. In this respect, sites comprising multiple plots are intended to relate to the wider District situation, whereas single plots are more likely to meet the need of a specific household.
- 3.1.14 There is no expectation in the Regulations that the needs of those people on the Register should be met by the granting of planning permission for plots that comply with their specific wishes with regard to the location or nature of a dwelling. Furthermore, it is not a requirement that the names on the Register should match with the names of people securing planning permission for such dwellings.
- 3.1.15 In order to provide for a variety of supply options to satisfy different needs, it is important not to rely solely on individual dwellings for which CIL exemption has been given. As such Policy SAP.6 allows for plots to be provided through a variety of mechanisms. It facilitates the provision of plots on small self-contained sites specifically for self-build and custom-build dwellings. It is appropriate to restrict this form of development to Stratford-upon-Avon, Main Rural Centres and Local

Service Villages in order to comply with the provisions of Policy CS.15 in the Core Strategy. This is because self-build schemes will invariably not be restricted solely to meeting the needs of the immediate community.

- 3.1.16 This Plan also allocates a number of suitable sites to be developed solely for self-build and/or custom-build dwellings. Each of these sites lie directly adjacent to the relevant Built-Up Area Boundaries and relate well to the physical form of the settlements. The sites have been promoted for this specific type of housing scheme by the landowner.
- 3.1.17 The policy refers to the need for a legal agreement to be completed for all schemes comprising self-build and custom-build dwellings. The provisions of these will vary depending on the nature of the proposed development and may well be revised over time as a result of changing circumstances and experience. For these reasons, it is not possible or appropriate for this Plan to be specific about the contents of such legal agreements. Each Agreement will set out what is deemed necessary to control and deliver the specific planning permission and provide the necessary definitions.
- 3.1.18 It will be necessary to have a condition or legal agreement (whichever is the most appropriate in each case) 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. In most cases, a s106 Agreement will be used to control the nature and occupancy of dwellings. These matters, and others, will be established through negotiation of such legal agreements between the applicant, District Council and other relevant parties.
- 3.1.19 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. The length of the marketing period is identified as being 24 months. However, this could be reviewed over time based on experience and circumstances.
- 3.1.20 Plots for self-build and custom-build dwellings are also expected to be provided on both new settlements being developed in the District, at Gaydon/Lighthorne Heath and Long Marston Airfield. The provision of a proportion of dwellings in this form would widen the mix of homes that are offered on these two new communities that are currently being created. The Garden Village status afforded to Long Marston Airfield makes specific reference to the provision of such plots, but the principle of doing so is equally applicable to Gaydon/Lighthorne Heath (now known as Upper Lighthorne). It would not be appropriate to be prescriptive about the actual proportion of this type of dwelling that should be provided as circumstances regarding demand and supply are likely to change over time and will partly reflect the specific nature of the new settlements.
- 3.1.21 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.

## 3.2 Delivering Self-Build and Custom Housebuilding

### Policy SAP.7

#### Delivering Self-Build and Custom Housebuilding

All sites promoted in accordance with Policy SAP.6 will be required to satisfy relevant policies in the Core Strategy and the National Planning Policy Framework that are applicable to the site. In addition, the following criteria will be required to be met:

- (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, sewerage, internet, at the boundary of each plot.
- (c) Provision of suitable arrangements for surface water outfall, including the provision of SUDS where appropriate.
- (d) Achieving a minimum 31% reduction in carbon emissions

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 sites comprising multiple plots. These will be approved by the District Council and form part of the outline planning permission for the site.

The Council supports the application of Modern Methods of Construction (MMC) on self-build and custom-build homes. This does not preclude the use of more traditional construction techniques where appropriate, particularly where they are applied in order to deliver new homes that provide high levels of environmental sustainability and performance.

#### Zero and Low Carbon Homes

Proposals for zero carbon development on Self-Build and Custom Housebuilding Sites are strongly supported. As a minimum, new dwellings on all such sites are required to achieve a 31% reduction in carbon emissions relative to the relevant Target Emission Rate (TER) set out in the Building Regulations 2013 (as amended) (Part L1A), or until national policy establishes a different approach or procedure.

This can be achieved through a range of measures such as the installation of carbon-saving technologies such as the use of low-carbon heating systems, renewable energy sources and better fabric standards.

Applicants will be required to submit a Sustainability Statement with their planning application outlining how the development proposal meets this low-carbon standard, or any replacement standard that is introduced by the Government. This requirement should be achieved as a minimum unless, in exceptional circumstances, it can be clearly demonstrated that this is either not feasible or not viable.

Guidance on improving energy efficiency in buildings is available in Part V (Climate Change Adaptation and Mitigation) of the Development Requirements SPD.

#### Integrating Self-Build and Custom-Build housing plots

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

- (i) Provision of plots in small clusters (usually between 5-10 plots) and not as individual plots throughout a site so as to prevent an inharmonious street scene.

- (ii) 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.

#### Site specific considerations

As well as all self-build and custom housebuilding schemes being expected to satisfy the provisions of national and local planning policy regarding environmental and technical matters, the following will be addressed:

- Scale of the proposed development in relation to the size and character of settlement involved and relationship of the site to it.
- Proposed density of the proposal in relation to the character of its setting.
- Design characteristics that have been used to define the character of the development.
- Treatment of highways, drives and paths, including all internal roads and shared private drives.
- Relationship of dwellings to adjacent road frontage, including boundary treatment.
- Identification of all open spaces outside plots and how they are intended to be managed and maintained.
- Identification of all structural landscaping outside plots and how it is intended to be managed and maintained.

In the case of outline planning applications for schemes involving multiple plots, all matters relating to the development that lie outside individual plots should be covered at that stage and not through a reserved matters application. This includes access, roads and footways, drainage, landscaping and open space, together with arrangements for their maintenance.

The production of a Construction Management Plan for an individual site will be considered, in collaboration between the applicant, District Council and the local community.

For schemes comprising over ten plots, the development should be implemented in two or more phases to ensure that the marketing of plots and the impact of construction are managed in an appropriate manner.

#### Explanation

3.2.1 It is essential that schemes for self-build and custom housebuilding achieve high quality standards of development, while providing sufficient scope for individual plot purchasers to design their own homes. The policy sets out a range of factors that need to be addressed in bringing forward such schemes, particularly those comprising multiple plots. This is to ensure that:

- the whole site is laid out in a comprehensive manner at the outset
- individual dwellings can be constructed without undue restrictions
- the communal aspects of the scheme are managed and maintained.

3.2.2 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.

- 3.2.3 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. That relates likewise to custom-build schemes. However, such a provision will be considered for inclusion in the South Warwickshire Local Plan, particularly with respect to housing allocations identified in that Plan. 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.
- 3.2.4 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 phasing, building form, density, footprint of dwellings, building lines, materials, boundary treatment, public open space, landscaping and waste facilities. It is likely that conditions and/or developer obligations will be required to secure the delivery of on-site infrastructure at appropriate points during the construction period of the site. 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.
- 3.2.5 Modern Methods of Construction (MMC) includes on-site techniques and off-site manufacturing that provide alternatives to traditional house building, encompassing the latest technologies in materials, design and construction to increase the levels of sustainability, quality and viability of a development.
- 3.2.6 The NPPF recognises the role of the planning system in supporting the transition to a low carbon future by helping to shape places that contribute to reductions in greenhouse gas emissions, minimise vulnerability and improve resilience. Achieving sustainable development means that plans should secure net gains within economic, social and environmental objectives (NPPF, paragraph 8). Environmental objectives include using natural resources prudently, minimising waste, mitigating and adapting to climate change and moving to a low carbon economy.
- 3.2.7 The Council is committed to tackling climate change, and in July 2019 the Council declared a 'Climate Emergency' as a pledge to take local action to contribute to national carbon neutral targets through the development of practices and policies, with the aim to being carbon neutral in the District by 2030. Core Strategy Policy CS.2 (Climate Change and Sustainable Construction) requires new development to include measures that mitigate and adapt to the impacts of climate change.
- 3.2.8 Under the 2008 Planning and Energy Act local planning authorities are able to require development in their area to comply with energy efficiency standards that exceed the energy requirements of building regulations.
- 3.2.9 A government consultation in 2019 set out plans for a Future Homes Standard for new build homes so that they are future-proofed with low carbon heating and increased levels of energy efficiency. The consultation included options to increase energy efficiency requirements as a meaningful and achievable stepping stone to the Future Homes Standard in 2025. The government's preferred option as an interim standard is for a 31% reduction in carbon emissions, and in order to align with the government's intention the Council believes it is appropriate to set this standard in Policy SAP.7.
- 3.2.10 It is acknowledged that the Government is intending to introduce carbon emission reduction measures through the Building Regulations. Once that takes effect, the provisions of this policy will be superseded and not be applied. For now, however,

in the circumstances the Council believes it is appropriate to require applicants to provide evidence on viability if they wish to contend this provision. This would apply to full applications for dwellings on single plots or on reserved matters applications for each dwelling on a site comprising multiple plots which has outline permission.

### 3.3 Self-Build and Custom Housebuilding Sites

- 3.3.1 The following sites have been identified in the Site Allocations Plan for the specific purpose of contributing to meeting the self-build and custom housebuilding needs of Stratford-on-Avon District.
- 3.3.2 In doing so, the Council is responding to the statutory requirement that local authorities give planning permission for enough suitable serviced plots to meet the demand within the District. However, their release is dependent on an assessment of the demand for and supply of such plots over time and at the point when an application for a specific site is determined.
- 3.3.3 The sites have been promoted solely for self-build and/or custom-build housing. An assessment has been carried out which has shown that, subject to specific requirements being satisfied, they are suitable for the proposed use in terms of both their suitability and availability.
- 3.3.4 Certain sites are relatively large and the Council believes it is appropriate to split their development into more than one phase. This is justified in order to spread the marketing of plots over discrete periods of time and also to help manage the impact of construction as far as is practicable.
- 3.3.5 The boundaries for Proposals SCB.1 – SCB.12 are identified in Section 8 Policies Map, Part C.

<b>Proposal SCB.1: North of Allimore Lane, Alcester</b>	
Where it is to be delivered	Land to the north of Allimore Lane Approx. 1.8 hectares
What is to be delivered	Capacity for approximately 10 self-build and/or custom-build dwellings This is based on a net site area of 0.5 hectares @ 20 dwellings per hectare
When it is to be delivered	As required
How it is to be delivered	Private sector, individual plot purchasers
Specific requirements in addition to provisions of Policy SAP.7	<ul style="list-style-type: none"> <li>• Provide a vehicular access off Allimore Lane, incorporating pedestrian and cycle facilities, to the satisfaction of the County Highways Authority</li> <li>• Retain trees covered by Tree Preservation Order on the edge of the site</li> <li>• Assess impact of development on below ground heritage assets on the site</li> <li>• Ensure that any ecological harm is either avoided or suitably mitigated.</li> </ul>

<b>Proposal SCB.2: East of Skylark Road, Alderminster</b>	
Where it is to be delivered	Land to the east of Skylark Road Approx. 3.2 hectares
What is to be delivered	Capacity for approximately 20 self-build and/or custom-build dwellings This is based on a net site area of 1.0 hectares @ 20 dwellings per hectare
When it is to be delivered	As required
How it is to be delivered	Private sector, individual plot purchasers
Specific requirements in addition to provisions of Policy SAP.7	<ul style="list-style-type: none"> <li>• Convey and manage an area of public open space on north-eastern part of the site</li> <li>• Create a hedgerow with intermittent trees along the north-eastern boundary of the site</li> <li>• Provide an access off Skylark Road only, taking into account its junction with Shipston Road</li> <li>• Assess impact of development on heritage assets adjacent to the site</li> </ul> <p>The site should come forward in two phases, with the first phase comprising no more than 10 plots.</p>

<b>Proposal SCB.3: South of Banbury Road, Ettington</b>	
Where it is to be delivered	Land to the south of Banbury Road Approx. 1.0 hectares
What is to be delivered	Capacity for approximately 16 self-build and/or custom-build dwellings This is based on a net site area of 0.8 hectares @ 20 dwellings per hectare
When it is to be delivered	As required
How it is to be delivered	Private sector, individual plot purchasers
Specific requirements in addition to provisions of Policy SAP.7	<ul style="list-style-type: none"> <li>• Provide an access off Banbury Road through reserve housing site identified in Neighbourhood Development Plan</li> <li>• Ensure ongoing use of the adjacent playing field is not affected</li> <li>• Consider scope to provide an access through the site to serve the playing field</li> </ul> <p>The site should come forward in two phases, with the first phase comprising no more than 10 plots.</p>

<b>Proposal SCB.4: North of Idlicote Road, Halford</b>	
Where it is to be delivered	Land to the north of Idlicote Road Approx. 1.0 hectares
What is to be delivered	Capacity for approximately 12 self-build and/or custom-build dwellings This is based on a net site area of 0.6 hectares @ 20 dwellings per hectare
When it is to be delivered	As required
How it is to be delivered	Private sector, individual plot purchasers
Specific requirements in addition to provisions of Policy SAP.7	<ul style="list-style-type: none"> <li>Retain mature trees on the site as far as possible</li> <li>Incorporate a suitable ecological feature within the development</li> <li>Assess impact of development on heritage assets adjacent to the site</li> </ul> <p>The site should come forward in two phases, with the first phase comprising no more than 10 plots.</p>

<b>Proposal SCB.5: North of Collingham Lane, Long Itchington</b>	
Where it is to be delivered	Land to the north of Collingham Lane Approx. 0.7 hectares
What is to be delivered	Capacity for approximately 10 self-build and/or custom-build dwellings This is based on a net site area of 0.5 hectares @ 20 dwellings per hectare
When it is to be delivered	As required
How it is to be delivered	Private sector, individual plot purchasers
Specific requirements in addition to provisions of Policy SAP.7	<ul style="list-style-type: none"> <li>Retain mature trees on the site</li> <li>Protect the watercourse that runs along northern boundary of the site</li> <li>Mitigate any flood risk arising from development of the site</li> <li>Extend footway to junction of Collingham Lane and Stockton Road</li> <li>Ensure that any ecological harm is either avoided or suitably mitigated.</li> </ul>

<b>Proposal SCB.6: East of Welford Road, Long Marston</b>	
Where it is to be delivered	Land at Park House, east of Welford Road Approx. 0.8 hectares
What is to be delivered	Capacity for approximately 10 self-build and/or custom-build dwellings This is based on a net site area of 0.5 hectares @ 20 dwellings per hectare
When it is to be delivered	As required
How it is to be delivered	Private sector, individual plot purchasers
Specific requirements in addition to provisions of Policy SAP.7	<ul style="list-style-type: none"> <li>• Provide a single point of access off Welford Road</li> <li>• Retain existing mature hedgerow and trees along frontage of site as far as possible</li> <li>• Create new hedgerow along eastern and southern boundaries of site.</li> </ul>

<b>Proposal SCB.7: North of Dog Lane, Napton-on-the-Hill</b>	
Where it is to be delivered	Land to the north of Dog Lane Approx. 0.7 hectares
What is to be delivered	Capacity for approximately 10 self-build and/or custom-build dwellings This is based on a net site area of 0.5 hectares @ 20 dwellings per hectare
When it is to be delivered	As required
How it is to be delivered	Private sector, individual plot purchasers
Specific requirements in addition to provisions of Policy SAP.7	<ul style="list-style-type: none"> <li>• Create a hedgerow with intermittent trees along the north-eastern boundary of the site</li> <li>• Secure an access off Dog Lane or Fells Lane to the satisfaction of the County Highway Authority</li> <li>• Assess impact of development on below ground heritage assets on the site</li> </ul>

<b>Proposal SCB.8: West of Evesham Road, Salford Priors</b>	
Where it is to be delivered	Land to the west of Evesham Road Approx. 2.0 hectares
What is to be delivered	Capacity for approximately 16 self-build and/or custom-build dwellings

	This is based on a net site area of 0.8 hectares @ 20 dwellings per hectare
When it is to be delivered	As required
How it is to be delivered	Private sector, individual plot purchasers
Specific requirements in addition to provisions of Policy SAP.7	<ul style="list-style-type: none"> <li>• Conserve the setting of the adjacent Conservation Area</li> <li>• Submit a Heritage Statement that assesses impact of development on Conservation Area and listed Orchards Farmhouse</li> <li>• Create hedgerows with intermittent trees along outer boundaries of development area</li> <li>• Undertake a traffic speed survey to establish required visibility splays for the access</li> <li>• Consider introduction of traffic calming measures on Evesham Road entrance to the village</li> </ul> <p>The site should come forward in two phases, with the first phase comprising no more than 10 plots.</p>

### Proposal SCB.9: West of Coventry Road, Southam

Where it is to be delivered	Land at Greenacres, west of Coventry Road Approx. 1.0 hectares
What is to be delivered	Capacity for approximately 10 self-build and/or custom-build dwellings This is based on a net site area of 0.5 hectares @ 20 dwellings per hectare
When it is to be delivered	As required
How it is to be delivered	Private sector, individual plot purchasers
Specific requirements in addition to provisions of Policy SAP.7	<ul style="list-style-type: none"> <li>• Provide landscape mitigation around the outer (northern and western) boundaries of the site</li> <li>• Provide an access off Coventry Road taking into account the access to the petrol filling station</li> <li>• Assess impact of development on potential below ground heritage assets on the site</li> </ul>

### Proposal SCB.10: West of Jubilee Fields, Stockton

Where it is to be delivered	Land to the west of Jubilee Fields Approx. 1.0 hectares
What is to be delivered	Capacity for approximately 10 self-build and/or custom-build dwellings

	This is based on a net site area of 0.5 hectares @ 20 dwellings per hectare
When it is to be delivered	As required
How it is to be delivered	Private sector, individual plot purchasers
Specific requirements in addition to provisions of Policy SAP.7	<ul style="list-style-type: none"> <li>• Provide land and services for a replacement Scout building within the site</li> <li>• Provide a vehicular access off Jubilee Fields only</li> <li>• Provide a walking and cycling route to St Michaels Crescent</li> <li>• Retain hedgerows along the outer boundaries of the site and incorporate intermittent trees</li> <li>• Undertake an archaeological evaluation of the site</li> </ul>

### Proposal SCB.11: North of Millers Close, Welford-on-Avon

Where it is to be delivered	Land to the north of Millers Close Approx. 0.9 hectares
What is to be delivered	Capacity for approximately 8 self-build and/or custom-build dwellings This is based on a net site area of 0.4 hectares @ 20 dwellings per hectare
When it is to be delivered	As required
How it is to be delivered	Private sector, individual plot purchasers
Specific requirements in addition to provisions of Policy SAP.7	<ul style="list-style-type: none"> <li>• Conserve the setting of the Conservation Area</li> <li>• Submit a Heritage Statement which assesses impact of development on Conservation Area and listed buildings</li> <li>• Undertake an archaeological evaluation of the site</li> <li>• Reinforce the hedgerow along the northern boundary of the site incorporating intermittent trees</li> <li>• Provide an access off Millers Close incorporating the necessary visibility splays</li> <li>• Provide a crossing point on Millers Close to create pedestrian route to High Street via footpath off Frasers Way</li> </ul>

### Proposal SCB.12: North of Walton Road, Wellesbourne

Where it is to be delivered	Land to the north of Walton Road Approx. 1.5 hectares
What is to be delivered	Capacity for approximately 10 self-build and/or custom-build dwellings

	This is based on a net site area of 0.5 hectares @ 20 dwellings per hectare
When it is to be delivered	As required
How it is to be delivered	Private sector, individual plot purchasers
Specific requirements in addition to provisions of Policy SAP.7	<ul style="list-style-type: none"> <li>• Manage land outside the development area for ecological purposes</li> <li>• Bolster existing hedgerows around boundaries of the site</li> <li>• Improve Walton Road between the site access and its junction with Lowes Lane, including provision of a footway</li> <li>• Provide an off-road walking and cycling route from the site to Lowes Lane</li> <li>• Undertake hydraulic modelling to assess potential impact on drainage network</li> <li>• Assess impact of development on adjacent Conservation Area</li> <li>• Undertake an archaeological evaluation of the site</li> </ul>

# 4. Built-up Area Boundaries

## Core Strategy Strategic Objectives

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

### 4.1 Identifying and applying Built-up Area Boundaries

#### Policy SAP.8

#### Identifying and applying Built-up Area Boundaries

Proposals for new development within the Built-up Area Boundaries (BUABs), as shown on the maps in Part D 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 and the site not being situated within the Green Belt.

#### 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 the Main Modifications on the Core Strategy, the Inspector 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 (LSVs) to coincide with the physical confines of these settlements as the two are clearly meant to be inter-changeable 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. The methodology that the Council has applied in defining BUABs in a succession of plans is provided in Annex 4.

- 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 Alcester, 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 Henley-in-Arden, Southam and Studley are identified in Part D in Section 8 of this Plan. Only the BUAB for Southam has been revised as those for the other two 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 the Core Strategy 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. have passed Independent Examination and the District Council has made a decision to send the Plan to referendum) and are not included in the Plan. As at May 2022, these are:
- Alveston (through the Stratford-upon-Avon NDP)
  - Bearley
  - Brailes
  - Claverdon
  - Clifford Chambers
  - Earlswood
  - Ettington
  - Harbury
  - Ilmington
  - Long Compton
  - Loxley
  - Napton-on-the-Hill
  - Snitterfield
  - Tanworth-in-Arden
  - Tiddington (through the Stratford-upon-Avon NDP)
  - Tysoe
  - Welford-on-Avon
  - Wellesbourne
  - Wood End
  - Wootton Wawen
- 4.1.9 Boundaries have been drawn around the existing extent of the built-up area of each of the remaining LSVs, including land allocated for development or with extant 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 This includes drawing up BUABs for the villages of Salford Priors and Wilmcote. Whilst both settlements are covered by 'made' NDPs, the communities decided not to promote a BUAB through the NDP and has left it to SDC to define the boundaries through the SAP.
- 4.1.11 Eight 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.

- 4.1.12 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 Annex 4. The criteria have been derived from those used for previous Local Plans and amended in light of further consideration, taking into account comments on previous versions of the Site Allocations Plan.
- 4.1.13 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.
- 4.1.14 Additionally, the definition of BUABs does not include every single dwelling associated with a settlement. In some instances, a small number of dwellings on the periphery of a settlement have been excluded from the BUAB. In such circumstances, it will be due to the existence of intervening land parcels deemed to be non-domestic in nature and which would not meet any of the criteria set out in the methodology at Annex 4 identifying land to be excluded from BUABs. Dwellings which fall outside a BUAB remain part of the settlement and will retain the same planning rights as those properties located within the BUAB.
- 4.1.15 A table of all the settlements for which a BUAB is applicable indicating their current position in the Plan process is attached at Appendix 3.
- 4.1.16 The maps in Part D 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.

Alderminster	Moreton Morrell
Aston Cantlow	Newbold-on-Stour
Bishop's Itchington	Northend
Fenny Compton	Oxhill
Gaydon	Pillerton Priors
Great Alne	Priors Marston
Halford	Quinton
Hampton Lucy	Salford Priors
Henley-in-Arden	Southam
Lighthorne	Stockton
Lighthorne Heath	Studley
Long Itchington	Temple Herdewycke
Long Marston	Tredington
Mappleborough Green	Wilmcote

- 4.1.17 Amendments were made to a number of BUABs following the Regulation 18 Preferred Options consultation held between October and December 2020. These amendments have been shown on the settlement maps affected in Part D of Section 8 by the use of dashed lines indicating the revised alignment.
- 4.1.18 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.

# 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.9

#### Employment Enabling Sites

##### A. Principles

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, or as an extension to an existing employment site. 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.

Development falling within Use Classes E(g), B1, B2 and B8 is appropriate in principle, although other business activities will be assessed on a case-by-case basis. However, 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 or on allocated employment sites for the proposed form of development and uses.

Development proposed under this policy would only be acceptable in the Green Belt if it meets an employment need identified by the local community, in accordance with Policy CS.10 in the Core Strategy, or in the Cotswolds National Landscape if it meets a local need.

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.

It is confirmed that this policy does not apply to sites and proposals that accord with the provisions of the Core Strategy and those identified in Section 7 of this Plan.

##### B. Affordable Floorspace Provision

Schemes promoted under this policy will only be supported where at least 20% of the gross internal floorspace is provided at a maximum of 75% of local market rents. This affordable rent will apply in perpetuity and secured through a Section 106 Agreement.

Where this requirement cannot be met, the applicant will be required to submit a comprehensive financial appraisal that demonstrates the lack of viability in providing the full amount of affordable floorspace alongside the market-facing floorspace. The primary and overriding objective behind this policy is to maximise the quantum of deliverable, affordable employment floorspace, not to provide additional employment

land per se. As such, schemes that cannot deliver a meaningful quantum of affordable space will not be supported under this policy.

The affordable floorspace will be delivered in parallel with the market-facing floorspace and secured via a s106 legal agreement.

### C. Requirements

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

- (i) 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 Economic Strategy.
- (ii) Whether the location is appropriate for the intended use/occupier of the site, taking into account the following factors:
  - physical and functional relationship of the site to the settlement or existing employment area;
  - impact on the amenity of occupiers of neighbouring or nearby properties;
  - impact on the amenity and character of the local area;
  - impact on landscape character;
  - relationship to, and impact of traffic on, the local highway network;
  - scope to access the site conveniently and safely by foot and cycle;
  - availability of existing public transport services; and
  - provisions of other relevant national and local planning policies.

### Explanation

5.1.1 The last paragraph in Policy CS.22 in the Core Strategy makes the following provision:

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

5.1.2 The Site Allocations Plan is an appropriate mechanism to provide additional guidance on the appropriate locations for such proposals and how they should be justified, together with other specific requirements. In particular, the policy focuses on the opportunity to provide affordable business floorspace in Stratford-on-Avon District. By this, the Council means the incorporation of a proportion of new build, high quality units at lower than market value rents on employment development through cross-subsidisation.

5.1.3 It is apparent that there is a shortage of available and affordable smaller business floorspace in the 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 that can command higher rents (e.g. logistics) and Government policy driving the conversion of brownfield employment sites to housing resulting in a dramatic loss of space potentially available for employment uses. Research commissioned by the Council also confirms that rents reflect current development costs (in other words you can't build it any cheaper).

5.1.4 Whilst there are important variables such as the age, size and geographic location of employment buildings, there does appear to be a consistent picture of office rents at £18 per sq.ft and industrial/commercial rents at £9.50 per sq.ft (for units of less than 3,000sq.ft). Contrast this with what are considered to be more

affordable rents of between £9.50psf and £12.00psf for offices and between £4.50psf and £5.50psf for industrial/commercial uses.



Find out more about the:

Coventry and Warwickshire Employment Land and Market Signals Study and the Stratford-on-Avon Provision of Affordable Employment Accommodation Study @ [www.stratford.gov.uk/sap22](http://www.stratford.gov.uk/sap22)

- 5.1.5 This lack of affordable employment space is having a significant negative impact on the local economy because it is primarily preventing existing businesses from expanding or new start-up ventures from forming. Indeed, ensuring that there is enough land for businesses to expand has always been crucial to supporting the local economy, even more so in light of the COVID-19 pandemic. There is also a shortage of space for so-called 'dirty uses' (e.g. scrap metal yards, car storage etc) that are necessary in any successful economy.
- 5.1.6 The Council's Local Economic 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. The COVID-19 Pandemic has had a massive impact on the local economy with the District being the fourth most badly affected in the country. Diversifying the local economy, helping existing businesses to grow and attracting new inward investment to the District will be critical to ensuring the continued prosperity of the District.



Find out more about the Stratford-on-Avon Local Industrial and Economic Development Strategy @ [www.stratford.gov.uk/enterprise](http://www.stratford.gov.uk/enterprise)

- 5.1.7 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.
- 5.1.8 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.
- 5.1.9 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, with the transfer secured through a s106 Agreement.

- 5.1.10 To be clear, this policy does not apply to allocated employment sites or sites coming forward under Core Strategy Policies CS.22 and/or AS.10. As such, the requirement for affordable employment space is only applicable to sites promoted under Policy SAP.9. The Council is, therefore, not relying on these sites to meet its employment land requirements; and sites would be a positive 'windfall' helping to further boost supply.
- 5.1.11 The Council acknowledges that in some cases it may not be viable to bring forward schemes in accordance with this policy. As such, some have queried the effectiveness of the policy. However, because sites brought forward under this policy will be in addition to the District's employment needs, the Council is not relying on them to come forward. The Council is optimistic that there will be some landowners who will be prepared to accept a lower land value in order to facilitate such schemes. In this respect, the policy is considered to be appropriate and effective.
- 5.1.12 For the purposes of this policy, 'available' is defined as being available for occupation by the business in question at a rent that the business is realistically prepared to pay.
- 5.1.13 The Council is flexible about how the affordable employment space can be delivered and managed in perpetuity. This could include discounted market sales / fixed equity where the units are always sold at 75% of the market rate. Alternatively, where the units are offered for rent, these would be at 75% of the market rate for comparable units in the locality. The definition of comparable will change over time and the locality will depend on the level of market activity in the area. In bringing forward a scheme, applicants should engage a public sector body from the outset to ensure that the layout, type of units and rental levels are acceptable to the public body.

# 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.10

#### A46 Safeguarding

In order to facilitate improvements to the A46 within Stratford-on-Avon District, it is proposed to safeguard land at the following two 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)

The purpose of this safeguarding is to introduce a presumption against any development that would prejudice the implementation of these A46 highway improvement schemes. The proposed extent of the safeguarding is shown on the maps in Section 8 Policies Map, Part E.

### 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 Partnership Prospectus, which promotes the upgrading of the A46/M69 as a key strategic route,<sup>18</sup> 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.

<sup>18</sup> [A46 Partnership Prospectus \(stratford.gov.uk\)](https://www.stratford.gov.uk)

- 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 on the maps in Part D in Section 8 Policies Map.
- 6.1.6 For the avoidance of doubt, a previous version of the Site Allocations Plan proposed to safeguard land at the A439 Warwick Road junction with the A46 (Marraway). Given that the purpose of this policy is to safeguard land at those junctions that are more likely to be under pressure from development, and to be consistent with the exclusion of other junctions along the A46 route, the proposal for safeguarding land at Marraway is no longer identified.



Find out more about the A46 Partnership @ [www.gloucestershire.gov.uk/council-and-democracy/joint-ventures/a46-partnership](http://www.gloucestershire.gov.uk/council-and-democracy/joint-ventures/a46-partnership)

Find out more about the A46 Study @ [www.midlandsconnect.uk/projects/roads/a46-corridor/](http://www.midlandsconnect.uk/projects/roads/a46-corridor/)

# 7. Specific Site Proposals

## Core Strategy Strategic Objectives

All Strategic Objectives are relevant to these Proposals.

### 7.1 South of Alcester Road, Stratford-upon-Avon

<b>Proposal SUA.2: South of Alcester Road, Stratford-upon-Avon</b>	
Where it is to be delivered	South of Alcester Road Approx. 23 hectares (gross)
What is to be delivered	Employment uses comprising: <ol style="list-style-type: none"> <li>1. Employment uses within Classes B1 (Business), B2 (General Industrial and B8 (Storage and Distribution)</li> <li>2. Relocation of businesses from the Canal Quarter Regeneration Zone</li> <li>3. Car Dealerships on a maximum of 7 hectares</li> <li>4. Bulky goods retail store on a maximum of 2 hectares, subject to a sequential assessment and retail impact assessment</li> </ol>
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"> <li>• provide a vehicle access directly off the A46</li> <li>• improve Wildmoor Roundabout as required by Highways England and Warwickshire County Council</li> <li>• provide for improvements to A46 adjacent to the site as required by Highways England</li> <li>• provide extensive landscaping on the southern and western boundaries of the employment development</li> <li>• provide appropriate treatment and management of mature hedgerows along road frontages</li> <li>• protect and enhance ecological features</li> <li>• provide a frequent bus service into the development</li> <li>• provide appropriate facilities for pedestrians and cyclists</li> <li>• submission and approval of a Travel Plan</li> </ul> <p>An appropriate marketing strategy to attract Class B1(a) offices and B1(b) research and development uses to the site.</p> <p>An appropriate marketing strategy to attract businesses in the Canal Quarter to relocate to the site.</p> <p>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</p>

	a unit is vacated within that period it should be remarketed to attract another Canal Quarter business.
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### 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](http://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 It should be noted that outline planning permission was granted on 12 December 2019 for a mixed use business park comprising offices, research and development, car showrooms and a bulky goods retail store. Associated with this is a full planning permission for a new roundabout access from the A46 and a spine road through the site.
- 7.1.6 The revised boundary for the site allocation is identified within Part F: Site Specific Proposals, in Section 8 Policies Map.

## 7.2 Atherstone Airfield, near Stratford-upon-Avon

<b>Proposal SUA.4: Atherstone Airfield</b>	
Where it is to be delivered	Atherstone Airfield, east of Shipston Road, Atherstone-on-Stour  Approx. 19 hectares gross (10 hectares net) to assist in the delivery of the Canal Quarter Regeneration Zone (see Proposal SUA.1) and the needs of businesses elsewhere in the District
What is to be delivered	Employment uses comprising: <ol style="list-style-type: none"> <li>1. The relocation of businesses from the Canal Quarter Regeneration Zone falling within Class B, and other appropriate uses taking into account relevant policies in the Core Strategy</li> <li>2. The relocation of businesses from elsewhere in the District falling within Class B, and other appropriate uses taking into account relevant policies in the Core Strategy, including those already operating on other parts of Atherstone Airfield (Alscot Estate)</li> <li>3. The relocation of businesses from outside the District falling within Use Classes B1c, B2 or B8_but only insofar as this would help to facilitate 1. and 2. above</li> </ol>
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"> <li>• improve the access off Shipston Road as required in order to achieve a satisfactory access</li> <li>• mitigate impact on the local and strategic road network as identified in a detailed transport assessment which should accompany a planning application</li> <li>• provide structural landscaping around the boundaries of the site to consolidate and complement that which already exists</li> </ul>

### 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](http://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 F: Specific Site Proposals, in Section 8 Policies Map.

### 7.3 East of Shipston Road, Stratford-upon-Avon

<b>Proposal SUA.5: East of Shipston Road, Stratford-upon-Avon</b>	
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"> <li>provide a satisfactory access off Shipston Road to be identified in a Transport Assessment mitigate impact on the local and strategic road network where identified in a detailed transport assessment which should accompany a planning application</li> <li>provide pedestrian and cycle access to the adjacent Rosebird Centre and the wider network of existing routes</li> <li>provide extensive structural landscaping around the boundaries of the site</li> <li>incorporate small (less than 3,000sqft) business units aimed at business start-ups</li> </ul>

	<ul style="list-style-type: none"> <li>• locate buildings and activities on the site to avoid unacceptable impact on neighbouring existing and proposed residential uses</li> <li>• a Legal Agreement to ensure that the occupation of the site is restricted to specific named companies relocating from the Canal Quarter Regeneration Zone</li> <li>• a marketing exercise to be undertaken for an agreed period of time following the commencement of development</li> <li>• an application for planning consent on this site should be sought in tandem with any application for redevelopment of the Wharf Road site to ensure that the Council can ensure, as far as is practicable, that the relocated employment uses are delivered.</li> <li>• if necessary, the commissioning of independent consultants to confirm the viability of any proposal</li> </ul>
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### 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](http://www.stratford.gov.uk/corestrategy) and the accompanying Canal Quarter Masterplan Supplementary Planning Document @ [www.stratford.gov.uk/cq-spd](http://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 the Canal Quarter Regeneration Zone which is a key component of the Core Strategy comprising 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 a large retail area and two schemes for older persons' accommodation. Furthermore, there are no other known means of achieving the situation outlined above.

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 Council acknowledges the viability issues of relocating existing businesses from Wharf Road. There is an intrinsic relationship between the Wharf Road site, this proposal and the adjacent reserve housing site STR.B. The Council accepts that site STR.B may need to act as enabling development in order to bring forward this proposal and the Wharf Road site. As such, any viability issues will need to be independently assessed.
- 7.3.9 The boundary for the site allocation is identified within Part F: Specific Site Proposals, in Section 8 Policies Map. Given its location adjacent to reserve housing site STR.B, which is identified for release under Policy SAP.4, a comprehensive approach to the development of both sites would be appropriate. As such, the disposition of uses on this site in conjunction with the potential development of the adjacent reserve housing site can be reconsidered through a comprehensive masterplanning exercise at the planning application stage.

## 7.4 Stratford-upon-Avon Gateway

<b>Proposal SUA.6: Stratford-upon-Avon Gateway</b>	
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	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"> <li>• visitor attractions and accommodation</li> <li>• retail and other class A commercial uses</li> <li>• offices and other business uses</li> <li>• leisure, community and educational facilities</li> <li>• residential</li> </ul>
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"> <li>• ensure high quality buildings and public realm including enhancements to green and blue infrastructure (as appropriate)</li> <li>• provide a new 'gateway' building at the junction of Arden Street, Clopton Road and Birmingham Road</li> <li>• incorporate new permeable and legible pedestrian (and cycle if appropriate) route from the junction of Arden</li> </ul>

	<p>Street, Clopton Road and Birmingham Road to Windsor Street improve the junction of Arden Street, Clopton Road and Birmingham Road in terms of highway, pedestrian and cycle flows and the quality of the public realm</p> <ul style="list-style-type: none"> <li>• improve legibility to key destinations e.g. railway station and canal</li> <li>• enhance the appearance of Greenhill Street</li> <li>• protect and enhance the character and appearance of the Conservation Area including significance of Henley Street</li> <li>• replace or improve public car parking facilities</li> <li>• replace or improve coach/bus station / drop-off facility</li> <li>• replace or improve health facilities (as appropriate)</li> <li>• take account of and fully integrate with proposals for the adjacent areas e.g. Canal Quarter Regeneration Zone</li> <li>• ensure that any specific proposals enhance and do not dilute the vitality of the town centre</li> <li>• mitigate flood risk and surface water drainage as appropriate through appropriate layout/design</li> <li>• ensure that the provision of residential uses does not undermine the operation of any existing businesses</li> <li>• ensure that the provision of new commercial uses does not detrimentally impact upon the amenity and enjoyment of existing dwellings in the locality</li> </ul> <p>A Site Concept Statement and/or Vision and Framework Masterplan SPD will be produced (as appropriate)</p>
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### 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](http://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 Warwickshire County Council and Stratford-on-Avon District Council have prepared a Stratford-upon-Avon Area Transport Strategy that seeks to address the various transport issues facing the town. This proposal should accord with the Strategy, taking into account its objectives and maximising the opportunity for this site to address the town's transport issues. Both Councils are also commissioning a Parking Strategy for the town. This study will inform the nature of future any parking provision on this site.
- 7.4.9 The boundary for the site allocation is identified within Part F: Specific Site Proposals, in Section 8 Policies Map.

Find out more about:



Policies CS.23 and AS.1 of the Core Strategy @ [www.stratford.gov.uk/corestrategy](http://www.stratford.gov.uk/corestrategy)

Stratford-upon-Avon Neighbourhood Plan  
@[www.stratford.gov.uk/neighbourhoodplans](http://www.stratford.gov.uk/neighbourhoodplans)

Stratford-upon-Avon Area Transport Strategy @ [www.stratford.gov.uk/transport](http://www.stratford.gov.uk/transport)

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

<b>Proposal SUA.7: Rother Street/Grove Road, Stratford-upon-Avon</b>	
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"> <li>• visitor attractions and accommodation</li> <li>• retail and other commercial uses</li> <li>• offices and other business floorspace</li> <li>• community facilities</li> <li>• residential</li> </ul>
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"> <li>• protect and enhance the character and appearance of the Conservation Area</li> <li>• retain listed buildings and those of local historic significance</li> <li>• undertake an archaeological assessment for sites when they come forward to be developed</li> <li>• consider the scope to redevelop all or part of the public car park, in conjunction with Stratford-upon-Avon Town Council</li> <li>• retain existing residential properties in the area unless fully justified</li> <li>• ensure that the provision of residential uses does not undermine the operation of any existing businesses, leisure or community premises</li> </ul>

### 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. A range of uses would be appropriate

including commercial, business and service (Use Class E), learning and non-residential institutions (Use Class F1) and local community use (Use Class F2).

7.5.3 The boundary for the site allocation is identified within Part F: Specific Site Proposals, in Section 8 Policies Map.

## 7.6 Land at Stratford-upon-Avon College

<b>Proposal SUA.8: Land at Stratford-upon-Avon College, Alcester Road, Stratford-upon-Avon</b>	
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 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"> <li>• assess impact on the highway network</li> <li>• ensure sufficient on-site car parking is provided for use by the College and Stratford-upon-Avon School</li> <li>• take into account the electricity sub-station on the site</li> <li>• undertake a Level 2 Strategic Flood Risk Assessment</li> </ul>

### 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 site in order to safeguard it to enable the adjacent Stratford-upon-Avon High School site to expand. The form and nature of any development is currently unknown. It is highly likely that the site could simply be utilised in its current use to facilitate additional built development on the existing school site.
- 7.6.3 The site is located within Flood Zone 2 and 3. Depending on the proposed uses, a Level 2 Flood Risk Assessment would be required.
- 7.6.4 The boundary for the site allocation is identified within Part F: Specific Site Proposals, in Section 8 Policies Map.

## 7.7 Studley Centre, Studley

Proposal <b>STUD.1: Studley Centre</b>	
Where it is to be delivered	South of High Street, Studley Approx. 1 hectare
What is to be delivered	Public space to act as new village centre supported by a mix of uses including offices, retail, community, health and residential units and open space.
When it is to be delivered	Phase 3 – 4 (2020/21 – 2030/31)
How it is to be delivered	Private & public sector
Specific requirements	<ul style="list-style-type: none"> <li>• retain existing businesses and community uses</li> <li>• create a high quality public realm to act as focal point for the village</li> <li>• retain existing car parking provision</li> <li>• consider alternative access to car park</li> <li>• provide a pedestrian and cycle routes to connect into existing routes to improve legibility and connectivity</li> <li>• ensure adjacent properties and occupiers are not unduly affected</li> <li>• enhance the overall appearance of the site, including hard and soft landscaping</li> <li>• consider relationship and integration of the proposal with the village hall/library building</li> </ul>

### 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.
- 7.7.3 The Council previously consulted on including the former youth club site within the Site Allocations Plan. The Council also submitted a bid to the Government's Future High Street Fund in 2019. Unfortunately, this bid was not successful with

suggestions that this was due to its lack of scale and ambition. Reflecting on this, and the need to address some of the bigger challenges facing Studley, it is proposed to broaden the scope of this proposal to stimulate wider regeneration in order to help facilitate a more comprehensive scheme; in essence to create a new civic centre for Studley (Proposal STUD.1). A range of uses would be appropriate including commercial, business and service (Use Class E), learning and non-residential institutions (Use Class F1) and local community use (Use Class F2). 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 This Proposal supports the Studley Area Strategy as set out in the Core Strategy, in particular principles A2, B1, B3 and C2 of Policy AS.8.
- 7.7.5 The boundary for the site allocation is identified within Part F: Specific Site Proposals, in Section 8 Policies Map. The Proposal covers a variety of land uses both in public and private ownership, including a number of successful businesses and organisations (including shops, offices, voluntary groups, healthcare, a play area and car park). Of critical importance is the need to ensure that all existing uses and owners/occupiers of the site are retained but in improved premises, benefitting both the business and the wider village. Delivery of this proposal will be dependent upon the willingness of landowners and the Council will work with existing businesses and groups as well as the Parish Council to deliver this proposal. However, it is stressed that the purpose of the proposal is the desire to regenerate the area over time and there is no intention to force the existing successful and viable businesses out of their existing premises.
- 7.7.6 Aside from the desire to create a civic centre for Studley, the rationale for this proposal stems from the opportunity that the site (comprising a number of adjoining land parcels) offers in terms of a better-quality built environment and a more efficient use of land, for example making better use of a number of single storey buildings. From a design perspective, there are a number of key considerations including successfully integrating the scheme with the adjacent village hall and library complex (and the treatment of the space in between) and the need to formalise the pedestrian and cycle routes through the site to improve legibility connecting High Street/Station Road, Pool Road and Foredraught/Needle Close. The Proposal also provides the opportunity to reconsider access to the car park in order to reduce vehicular traffic on Pool Road in particular.



Find out more about Policy AS.8 of the Stratford-on-Avon Core Strategy @ [www.stratford.gov.uk/corestrategy](http://www.stratford.gov.uk/corestrategy).

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

<b>Proposal RURAL.1: Napton Brickworks</b>	
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"> <li>• Housing – up to 80 dwellings</li> <li>• Public open space</li> <li>• Nature reserve or similar managed ecological area</li> <li>• Mooring points and facilities for canal users (optional)</li> </ul>
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"> <li>• restrict housing development to previously developed parts of the site unless fully justified</li> <li>• produce a comprehensive management plan to be implemented for the whole site</li> <li>• assess the impact of development on the local highway network</li> <li>• contribute to the provision of public transport</li> <li>• undertake comprehensive archaeological, ecological and geological assessments of the site</li> <li>• avoid harm to the Local Wildlife Site and seek biodiversity enhancements</li> <li>• secure appropriate treatment of any contamination</li> <li>• retain existing hedgerows and trees along site boundaries wherever possible</li> <li>• ensure the former quarry slopes remain stable to avoid slippage</li> <li>• ensure drainage into the canal is regulated and managed</li> <li>• ensure development minimises the risk of creating land instability and does not have an adverse impact on the structural integrity of the canal</li> <li>• design and layout of the development must be well-related to the canal</li> <li>• undertake a landscape assessment to ensure development does not have an unacceptable detrimental impact upon the setting of the site, including associated public views</li> <li>• mitigate the noise impacts of adjacent business uses through the layout and design of development</li> <li>• provide measures to enhance connections between the site and the village along the A425, Brickyard Lane and Public Rights of Way</li> </ul>

## Explanation

- 7.8.1 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.
- 7.8.2 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.
- 7.8.3 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.
- 7.8.4 The owners of the site 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. There is a current outline application proposing up to 100 residential dwellings which is yet to be determined.
- 7.8.5 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](http://www.stratford.gov.uk/corestrategy)

- 7.8.6 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.
- 7.8.7 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.
- 7.8.8 The boundary for the site allocation is identified within Part F: Specific Site Proposals, in Section 8 Policies Map.

## 7.9 University of Warwick Campus, near Wellesbourne

<b>Proposal RURAL.2: University of Warwick Campus, near Wellesbourne</b>	
Where it is to be delivered	West of Warwick Road, north of Wellesbourne [Charlecote Parish] Approx. 190 hectares (gross)
What is to be delivered	Innovation Campus comprising a facility for advanced research, development and skills
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"> <li>• development in the first phase should be restricted to the cross-hatched areas as shown on the map in Section 8, Part E</li> <li>• create an extensive landscaping and planting buffer along the western and northern boundaries of the northern development area</li> <li>• ensure that character and appearance of Charlecote Conservation Area is conserved</li> <li>• ensure that character and setting of Charlecote House and associated Registered Park and other listed buildings are preserved</li> <li>• protect the Scheduled Monuments within the site</li> <li>• undertake a Level 2 Strategic Flood Risk Assessment which should cover the wider catchment of the watercourse that crosses the site</li> <li>• assess scope to improve biodiversity of watercourse that crosses the site</li> <li>• mitigate the impacts on any designated Local Wildlife Sites on or immediately adjacent to the site</li> <li>• provide extensive landscaping and areas of open space</li> <li>• retain hedgerows and mature trees within and along boundaries of the site</li> <li>• retain or relocate existing sports pitches on the site</li> <li>• undertake a comprehensive Transport Assessment to establish the nature of highway improvements required including on the local and strategic highway network</li> <li>• undertake a landscape assessment</li> <li>• take into account the operational requirements of Wellesbourne Airfield</li> <li>• incorporate public footpath which runs along northern boundary of the site</li> <li>• take into account onsite infrastructure constraints, including the high-pressure gas pipeline which crosses the Campus site</li> <li>• assess the implications of sand and gravel deposits within the site</li> </ul>

	<ul style="list-style-type: none"> <li>consider scope to provide a bus route past the site</li> </ul> <p>A comprehensive Masterplan for the Campus site as a whole should be produced in conjunction with the University of Warwick, with input from local communities and appropriate agencies.</p>
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## Explanation

- 7.9.1 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.
- 7.9.2 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.
- 7.9.3 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 3 main sectors, namely, crop science, agri-tech and life sciences; automotive and autonomous vehicles; and medical research.
- 7.9.4 Such a facility 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.
- 7.9.5 It is possible that the expanded use of the site could lead to interest in providing some residential accommodation for staff employed and students based at the site. The purpose, scale and nature of such provision will need to be fully justified.
- 7.9.6 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. The local road network suffers from significant congestion and the transport impacts arising from additional development will need to be mitigated through any subsequent planning application, in conjunction with County Highways Authority and Highways England.
- 7.9.7 It should be noted that much of the site comprises Grade 2 agricultural land. Consequently, as indicated in the NPPF (see footnote on page 58), the loss of a significant amount of best and most versatile agricultural land to development and associated uses will need to be fully justified.
- 7.9.8 It also needs to be recognised that the Campus site lies within an area of sand and gravel deposits that may be of sufficient quality to be extracted in the future. Warwickshire County Council, as the Minerals Authority, should be consulted on any development proposals for the site.
- 7.9.9 A watercourse crosses the main part of the Wellesbourne Campus site and it runs along the southern boundary of the proposed development areas. A Level 2

Strategic Flood Risk Assessment will be required to determine the effect of development on the flood zones associated with this watercourse. The opportunity should be taken to consider how the characteristics of this watercourse, known as Newbold Brook, could be modified to make it more natural in order to increase its biodiversity value and help to manage flood risk upstream.

- 7.9.10 A high pressure gas pipeline runs across the south-eastern part of the site as a whole. The Health & Safety Executive will need to be consulted about any proposal that affects the safeguarded zone of the pipeline.
- 7.9.11 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.
- 7.9.12 The boundary for the site allocation is identified within Part F: Specific Site Proposals, in Section 8 Policies Map. Whilst the whole area owned by the University of Warwick extends to approximately 190 hectares, the existing campus buildings and related uses cover only 23 hectares. Three specific areas have been identified for development within the site in this Plan:
- a) Land to the north-west of the existing campus – approx. 18 hectares
  - b) Land to the south-east of the existing campus – approx. 2 hectares
  - c) Land fronting Stratford Road – approx. 7 hectares
- 7.9.13 The purpose of the land on Stratford Road is to provide an opportunity for business development that is associated with the function of the main Campus itself. For this reason, the Council will need to be satisfied that any proposal to develop the area fulfilled this relationship. Development of the site would have an enabling function by assisting the delivery of infrastructure and other features relating to the Campus as a whole. The land involved is adjacent to existing employment uses on the edge of Wellesbourne and is readily accessible off the A429.
- 7.9.14 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. Further phases of development on the site as a whole will be considered through the production of the South Warwickshire Local Plan. This will take into account the economic benefits of such investment to the local and sub-regional economy, the impacts on a wide range of sensitive issues and the scope to mitigate them, and the opportunity to incorporate facilities for the local community, such as sports pitches and open spaces along the River Dene corridor. All of these issues should be covered by a comprehensive Vision and Masterplan document.

## 7.10 Long Marston Rail Innovation Centre

<b>Proposal RURAL.3: Long Marston Rail Innovation Centre</b>	
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 employment including innovation and technology
When it is to be delivered	Phase 2 – 4 (2016/17 – 2030/31)

How it is to be delivered	<u>Porterbrook</u> , private & public sector
Specific requirements	<ul style="list-style-type: none"> <li>• ensure proposals will not impede the area of safeguarding shown on the Core Strategy Policies map for possible reinstatement of the Stratford-Honeybourne line</li> <li>• retain operational rail connection to the national rail network</li> <li>• avoid development on Flood Zone which crosses the site and mitigate flood risk and surface water drainage as appropriate</li> <li>• incorporate comprehensive management of ecological features on the site</li> <li>• retain existing trees on the site wherever possible</li> <li>• undertake a landscape assessment</li> <li>• undertake a comprehensive Transport Assessment for any large-scale increases in employment proposed on the site, taking account of the different types and scales of development</li> <li>• assess opportunities for additional tree planting to be provided throughout the site</li> <li>• minimise impact on the Cotswolds National Landscape (formerly AONB)</li> </ul> <p>A comprehensive Management Plan should be produced to protect and enhance the ecological and landscape value of the entire site.</p>

### Explanation

7.10.1 The Long Marston Rail Innovation Centre (formerly known as the Quinton Rail Technology Centre) 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 Innovation Centre 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 Centre 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](http://www.stratford.gov.uk/corestrategy).

7.10.2 Established in 2005, the Centre 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 Centre 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. It forms one of a small number of 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.

- 7.10.3 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.
- 7.10.4 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 Centre 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.
- 7.10.5 The Council's 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 it was called at the time) 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](http://www.stratford.gov.uk/enterprise).

- 7.10.6 In addition, the Centre 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.
- 7.10.7 The Centre 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.
- 7.10.8 Given the economic potential of the Centre 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.

7.10.9 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.

7.10.10 The boundary for the site allocation is identified within Part F: 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 Meon Vale Local Green Space

<b>Proposal RURAL.4: Meon Vale Local Green Space</b>	
Where it is to be delivered	Meon Vale, Long Marston Parish Approx. 48 hectares
What is to be delivered	Local Green Space
When it is to be delivered	Ongoing
How it is to be delivered	Responsible agencies, local community
Specific requirements	<ul style="list-style-type: none"> <li>• prevent development on the Local Green Space that would harm its special character or its significance and value to the local community, unless there are very special circumstances which outweigh the harm to it</li> <li>• protect and enhance the biodiversity value and interest of the area</li> <li>• protect significant trees and secure additional tree planting</li> <li>• safeguard and improve the accessibility of the woodland</li> <li>• use the woodland, wetland and open areas as an educational resource</li> </ul>

### Explanation

7.11.1 The National Planning Policy Framework (NPPF) enables Local Plans to identify and protect green spaces of particular importance. Once designated, these spaces would have protection consistent with that in respect of Green Belt. Paragraph 102 of the NPPF (July 2021) sets out the three requirements for green space to enable it to be designated a Local Green Space:

- (a) in reasonably close proximity to the community it serves;
- (b) demonstrably special to a local community and olds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- (c) local in character and is not an extensive tract of land.

7.11.2 Meon Vale is currently being developed as a new community that will eventually comprise around 2,500 residents. The designation of a Local Green Space on its doorstep, comprising accessible woodland areas, ecological features and recreational facilities, will make a major contribution to the quality and enjoyment

of the area. These features are also visited and valued by people who live in villages nearby, such as Quinton and Long Marston. It should be borne in mind that the woodland is a single entity in terms of character and, as such, should be treated in a consistent manner.

- 7.11.3 The component parts of the overall area that is proposed to be designated as a Local Green Space have been assessed against the NPPF criteria. This assessment has been published as a supporting document to this Plan.
- 7.11.4 Development should not be permitted within a Local Green Space, except in very special circumstances. These will not exist unless the potential harm to the Local Green Space is clearly outweighed by other considerations. The development of new buildings within a Local Green Space is unlikely to be appropriate, however, other forms of development may not be inappropriate provided that they preserve the attributes which distinguish the Local Green Space as being suitable for designation.
- 7.11.5 A substantial part of the LGS area has recently been designated as a Local Wildlife Site, reflecting its diverse and valuable biodiversity character. As such, the area will be managed to ensure that its ecological quality is maintained. This should involve responsible agencies such as the Warwickshire Wildlife Trust and the Woodland Trust, as well as the local community. It is anticipated that a comprehensive Management Plan will be produced.
- 7.11.6 The boundary for the designation is identified within Part F: Specific Site Proposals, in Section 8 Policies Map.

## 7.12 Long Marston Airfield - Phase 1b

<b>Proposal RURAL.5: Long Marston Airfield Phase 1b</b>	
Where it is to be delivered	Long Marston Airfield Garden Village Approx. 37 hectares
What is to be delivered	Up to 500 homes, of which 35% are to be provided as affordable housing in accordance with Core Strategy Policy CS.18  Approx. 6 hectares of employment land
When it is to be delivered	Phase 3 – 4 (2020/21 – 2030/31)
How it is to be delivered	Private sector

<p>Specific requirements</p>	<ul style="list-style-type: none"> <li>• ensure development is in accordance with the Supplementary Planning Document Framework Masterplan</li> <li>• ensure full integration of the different phases of development, including structural landscaping and provision of vehicular, pedestrian and cycle connections between phases</li> <li>• provide land for a primary school at the southern end of the site</li> <li>• incorporate an open space network throughout the development</li> <li>• provide an additional vehicular access from Campden Road to serve the employment land</li> <li>• undertake a comprehensive Transport Assessment to identify impact on the highway network and improvements required</li> </ul>
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### Explanation

7.12.1 Proposal LMA of the Core Strategy identifies Long Marston Airfield as a new settlement delivering some 3,500 homes, employment land, local centres with a range of services and facilities and public open space. The site is also one of a number of Garden Villages identified across the Country.

7.12.2 To co-ordinate the delivery of the Garden Village, the Council has prepared a Supplementary Planning Document which establishes a Masterplan for the entire site. It sets out the following vision for the Garden Village:

*'Long Marston Airfield will be a thriving new Garden Village that offers the best of town and country living. A rich mix of uses including residential, education, employment and community facilities, alongside access to a wide variety of exciting open spaces and landscapes, will provide for the everyday needs of residents.'*

*The Garden Village will be known for its sense of community, high quality buildings and exciting green spaces. A vibrant local centre, generous landscapes and a variety of homes and mixed uses will attract new residents, locals and visitors to enjoy this new place.'*

7.12.3 The overall concept for the Masterplan is of one village and three hamlets, where two swathes of sweeping landscape cross to create four distinct neighbourhoods. As set out in the SPD, this concept is based on contextual analysis of the surrounding area:

*'The high quality of the surrounding villages is in part due to their scale. Passing through the surrounding villages the link to the countryside is constant, the village never reaching a scale where the countryside fades into the distance'.*

7.12.4 Phase 1 of LMA for 400 homes and a local centre has planning consent and is under construction.

7.12.5 It is acknowledged that there is an overriding constraint to the highway network in Stratford-upon-Avon where the number of vehicular movements to the south of the River Avon are constrained by the flows over the historic Clopton Bridge. At the time of the Core Strategy examination, based on the evidence of traffic flows available, this was understood to be equivalent circa 400 homes.

7.12.6 As such, Core Strategy Proposal LMA specifically requires the construction of a south-western relief road to Stratford-upon-Avon *'before more than 400 dwellings can be occupied, unless a transport assessment demonstrates a higher threshold is appropriate'.*

- 7.12.7 However, the most recent transport assessment undertaken to inform the preparation of this version of the Site Allocations Plan confirms that there is some additional capacity within the highway network to enable further development for about 750 dwellings to the south of Stratford-upon-Avon in advance of the SWRR being constructed. This assessment is published as part of the technical evidence supporting this Plan.
- 7.12.8 The Council considers that the bulk of this spare capacity should be ascribed to Long Marston Airfield as opposed to alternative reserve sites. This is because Proposal LMA is an existing Core Strategy allocation which the Council should deliver in the first instance. Indeed, it would be perverse to identify reserve sites, that are only to be released if needed, in preference to additional land at LMA unless there was an overriding reason for doing so. This is the case with land East of Shipston Road at Stratford-upon-Avon because it will assist in the delivery of the Canal Quarter Regeneration Zone which is identified in the Core Strategy.
- 7.12.9 To ensure that development at LMA continues to come forward in accordance with the adopted Masterplan and that the necessary infrastructure is provided alongside new homes, Proposal RURAL.5 seeks to provide clarity regarding the next phase of housing development which should include land for the primary school and accompanying open space. In addition, the Council would support the development of the employment land in the form of a business park fronting Campden Road, together with the provision of a northern access off Campden Road.
- 7.12.10 The intention of the Masterplan is that the different neighbourhoods would have their own identity to help create a sense of place not only for LMA as a whole, but within the Garden Village itself. This is reflected in both the density of development and the building styles. The areas where different phases interact is fundamental and integral to the success of the Garden Village as a whole and it is crucial that the design of these areas is right.
- 7.12.11 The boundary for the site allocation is identified within Part F: Specific Site Proposals, in Section 8 Policies Map.



Find out more about Proposal LMA of the Core Strategy @ [www.stratford.gov.uk/corestrategy](http://www.stratford.gov.uk/corestrategy) and Long Marston Airfield Garden Village Framework Masterplan Supplementary Planning Document @ [www.stratford.gov.uk/lma-spd](http://www.stratford.gov.uk/lma-spd).

## 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 Site Allocations Plan Preferred Options. These will form the basis of revisions to the Policies Map when these policies and proposals are included in the Plan once adopted.

The maps are set out in the following parts:

**Part A: Reserve Housing Sites**

**Part B: Reserve Housing Sites identified in made Neighbourhood Development Plans**

**Part C: Self-Build and Custom Housebuilding Sites**

**Part D: Built-Up Area Boundaries**

**Part E: A46 Safeguarding**

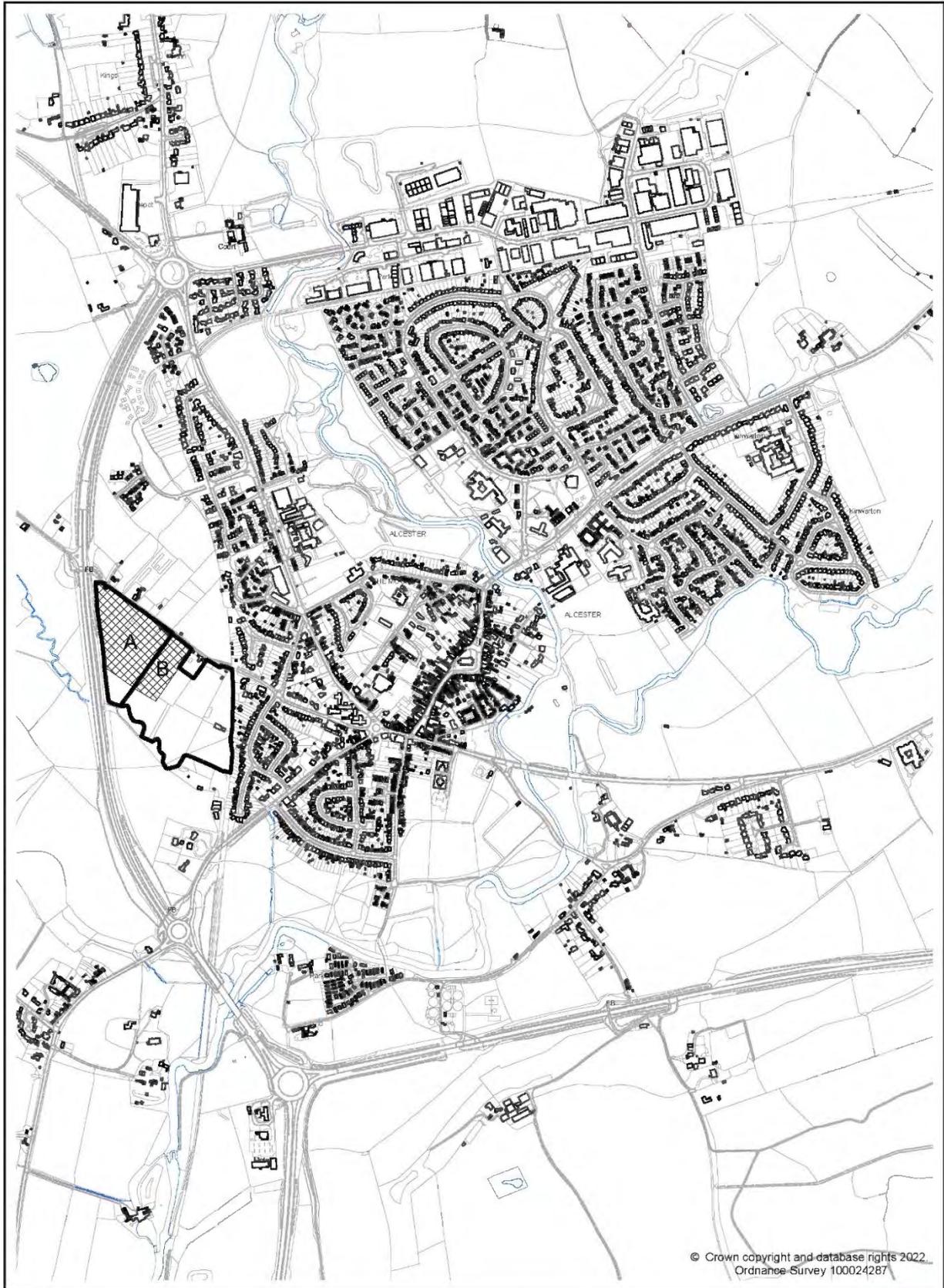
**Part F: Specific Site Proposals**

## Part A: Reserve Housing Sites

### Explanatory Note:

The cross hatching on certain sites represents the specific part of the site that is suitable for development due to environmental or other constraints that apply to 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.

Site Proformas for the reserve sites can be found at the end of Section 2 in the Plan. These identify the specific provisions and requirements for each site should they come forward for development.



Reserve Housing Sites - Alcester

Please refer to Explanatory Note on page 97

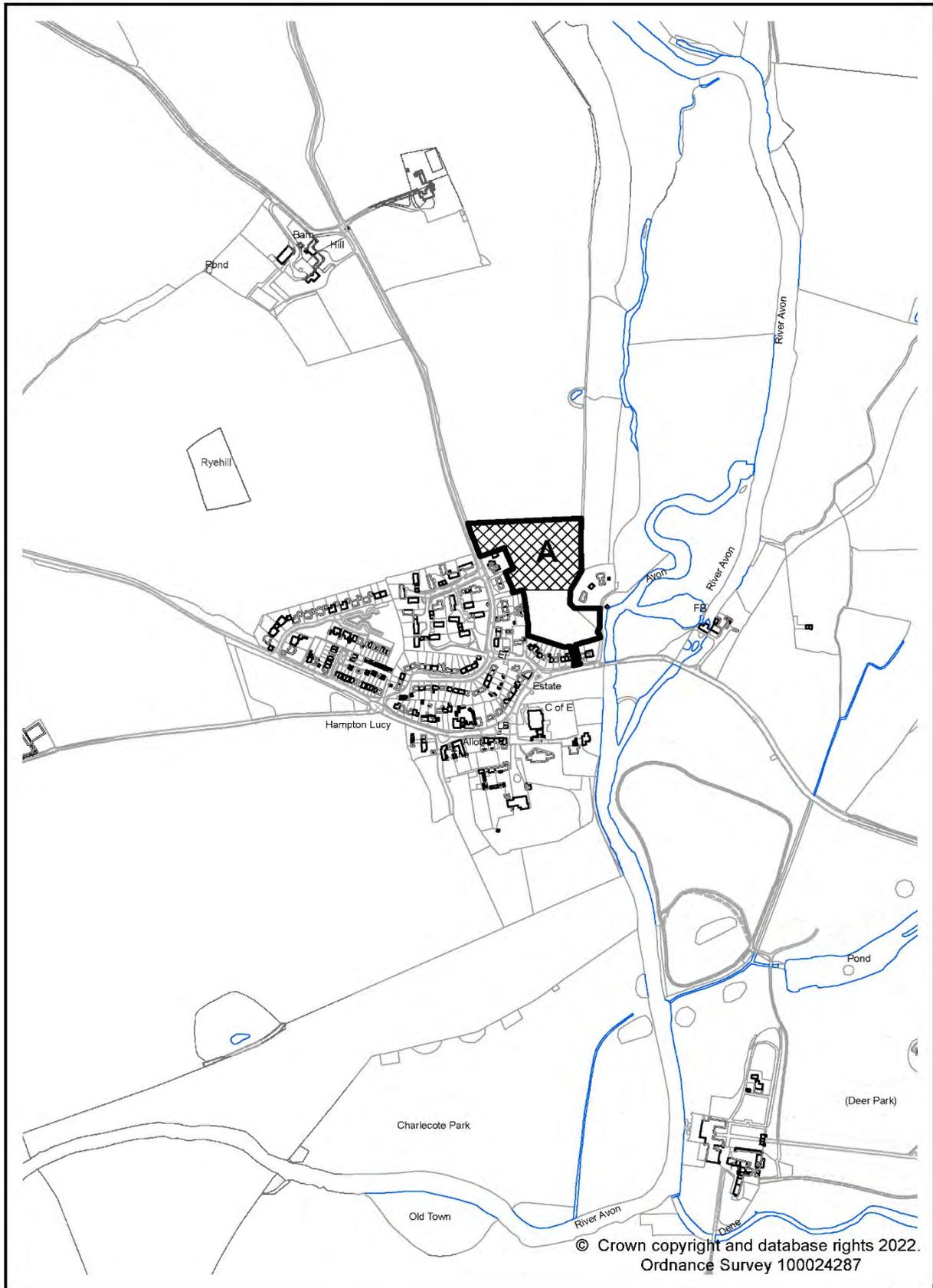




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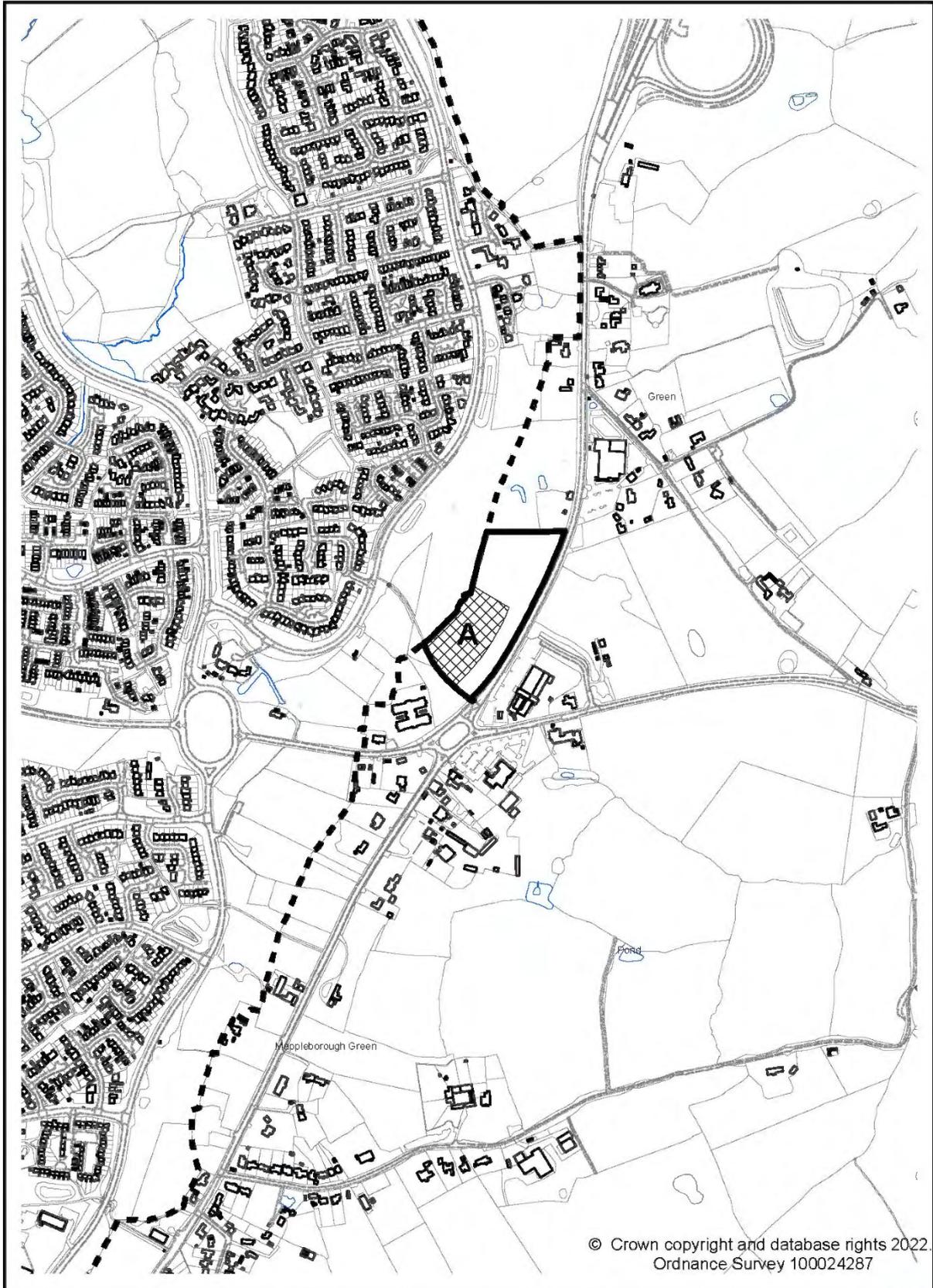
Reserve Housing Sites - Bidford-on-Avon

Please refer to Explanatory Note on page 97



## Reserve Housing Sites - Hampton Lucy

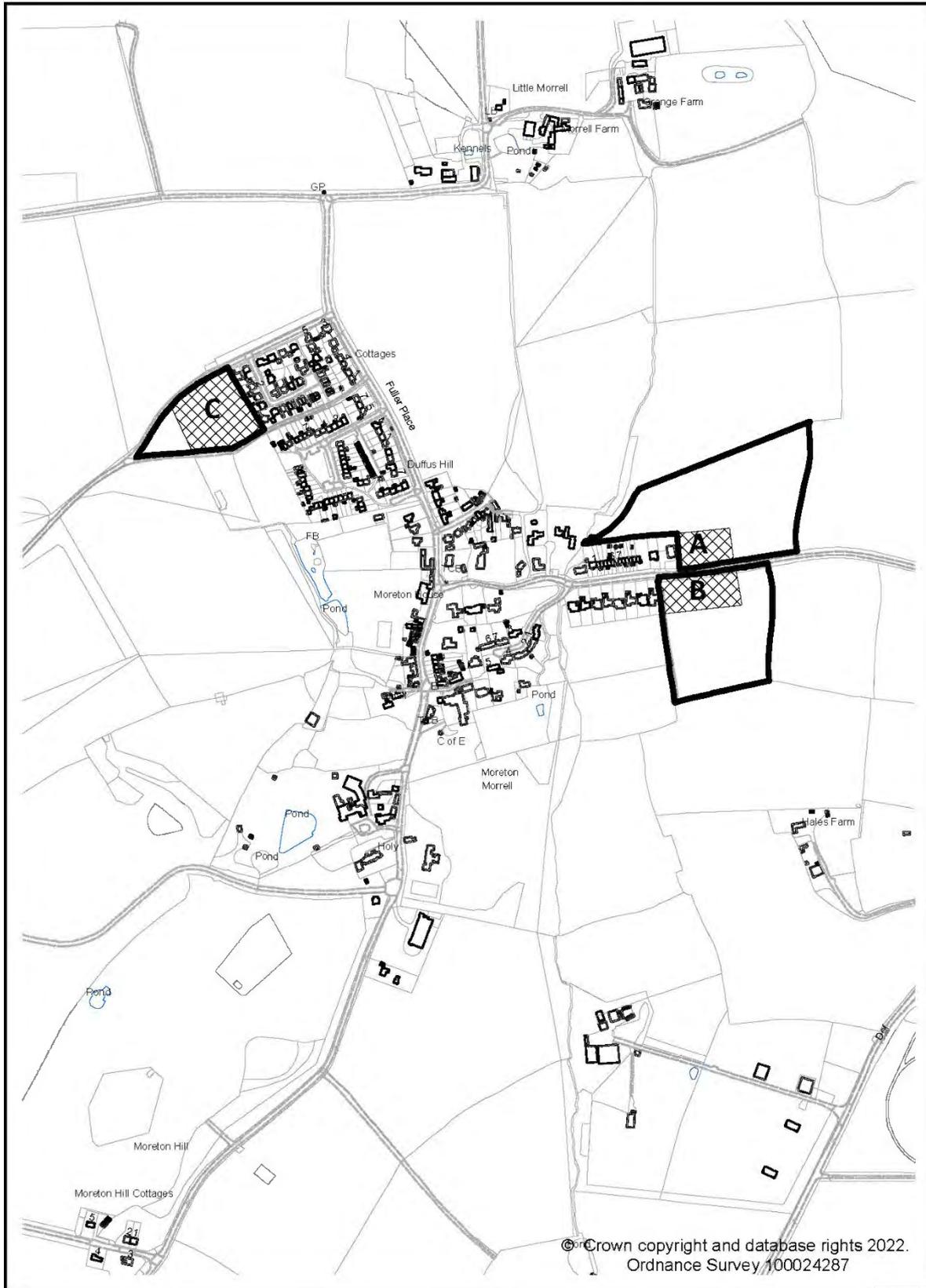
Please refer to Explanatory Note on page 97



## Reserve Housing Sites - Mappleborough Green



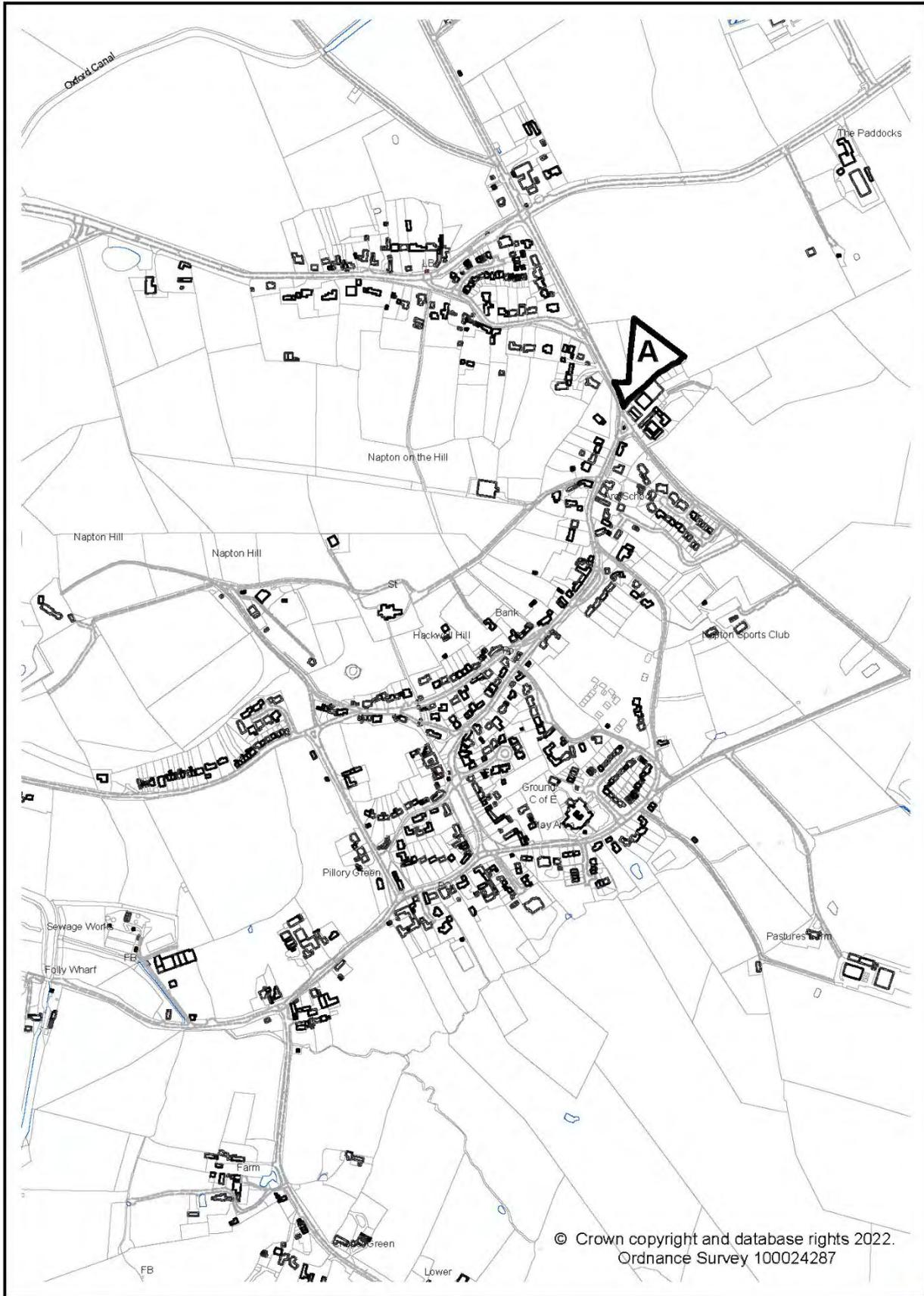
Please refer to Explanatory Note on page 97



### Reserve Housing Sites - Moreton Morrell



Please refer to Explanatory Note on page 97

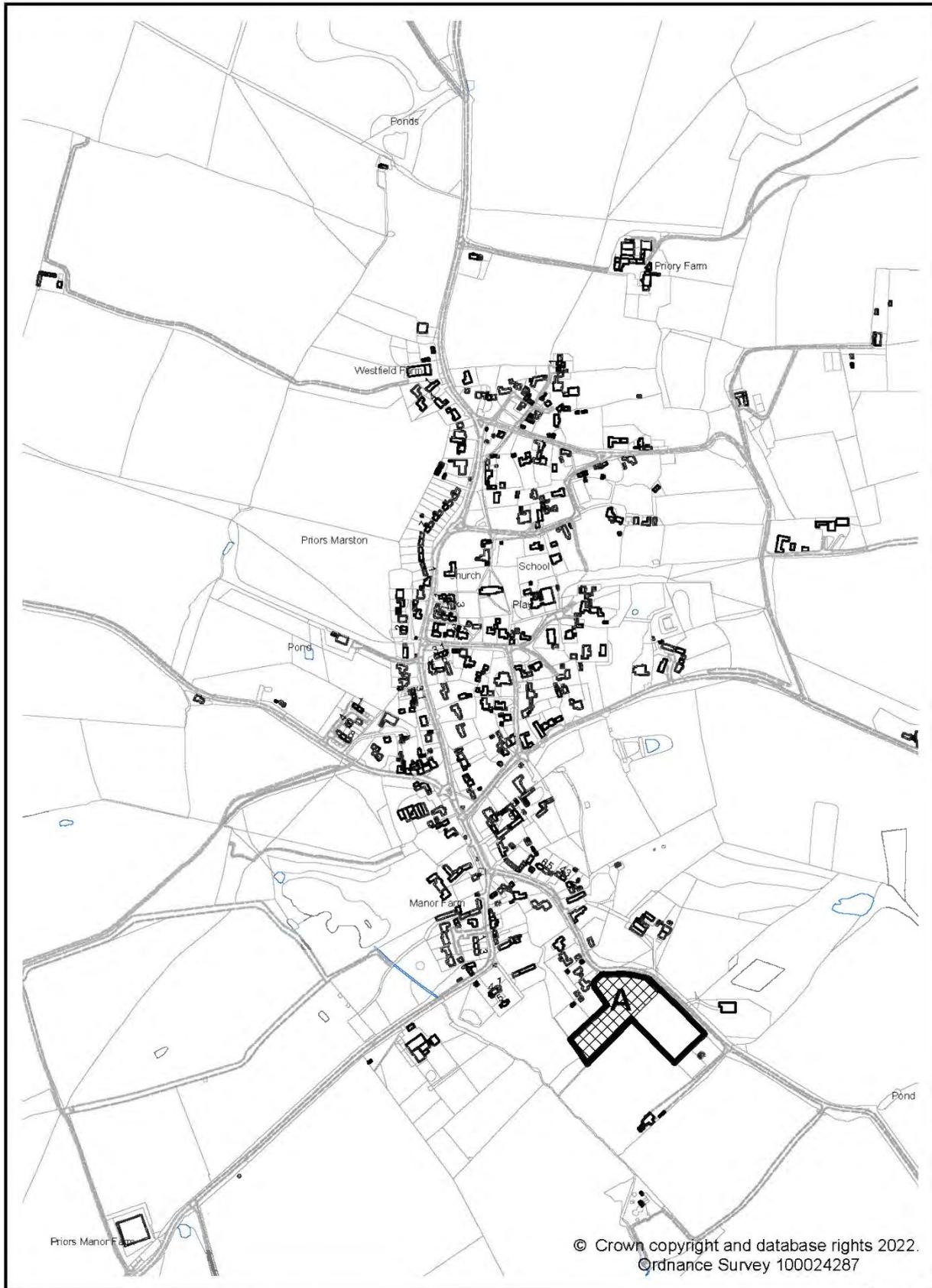


## Reserve Housing Sites - Napton-on-the-Hill

Please refer to Explanatory Note on page 97







## Reserve Housing Sites - Priors Marston

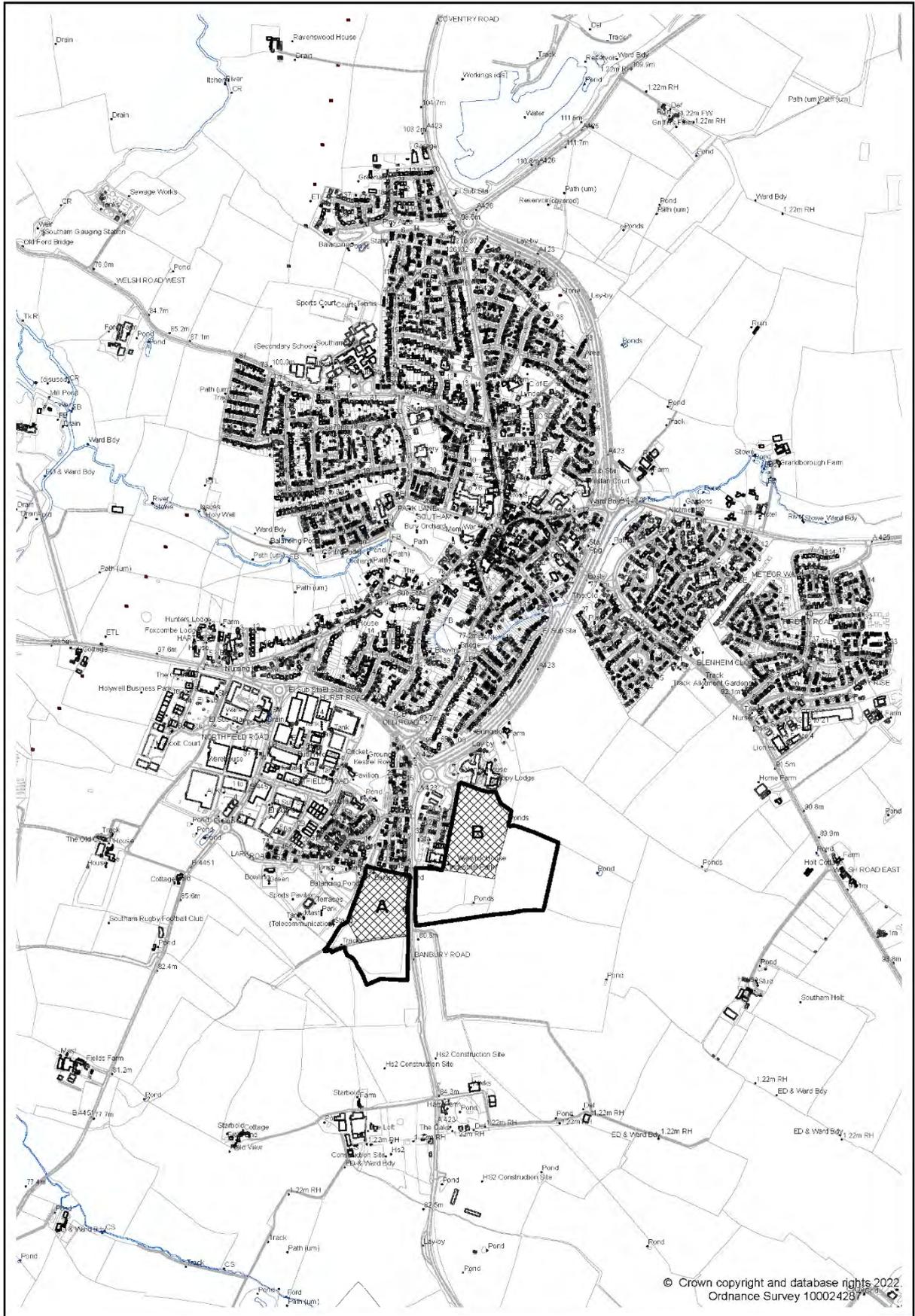
Please refer to Explanatory Note on page 97



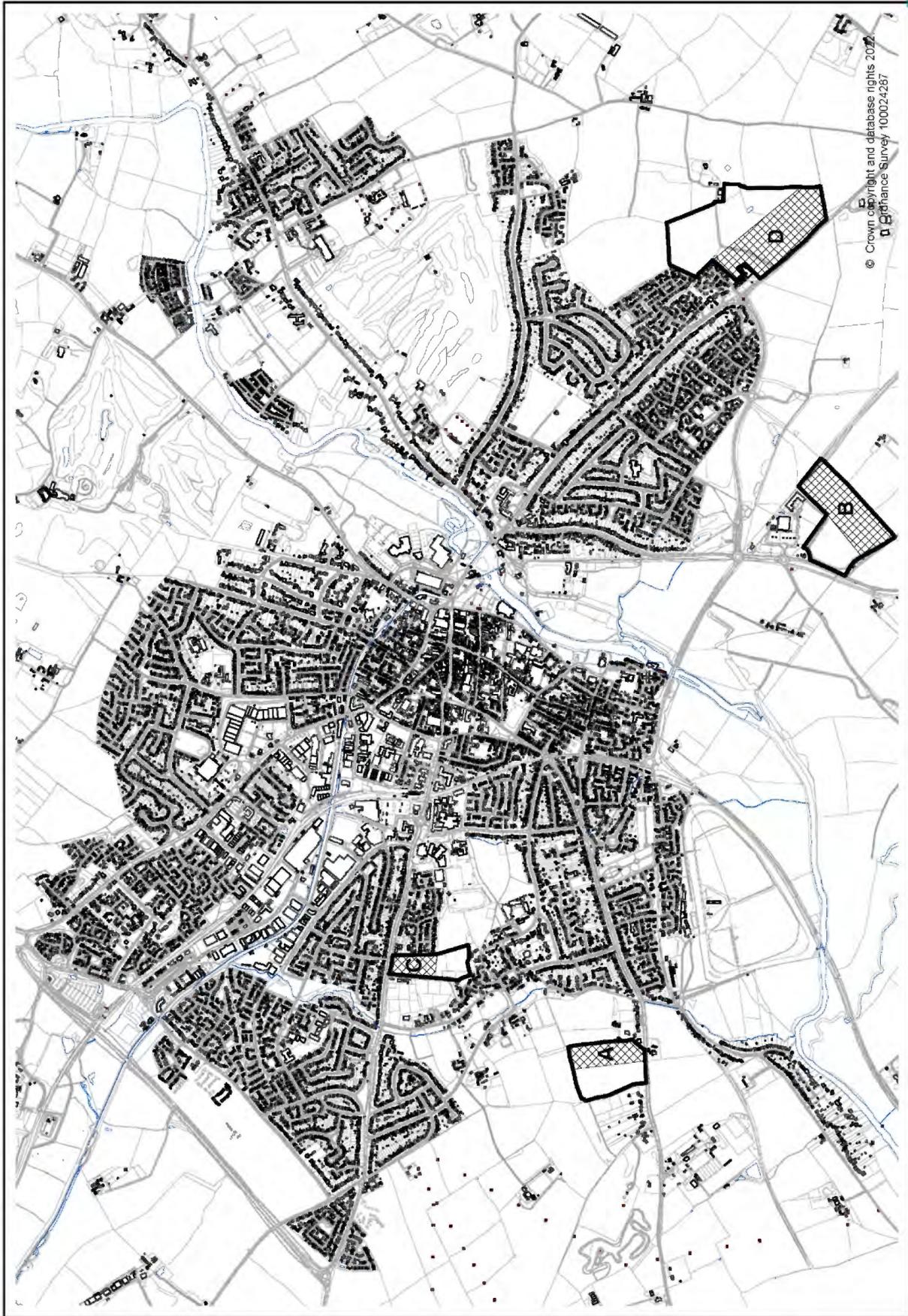


### Reserve Housing Sites - Quinton

Please refer to Explanatory Note on page 97

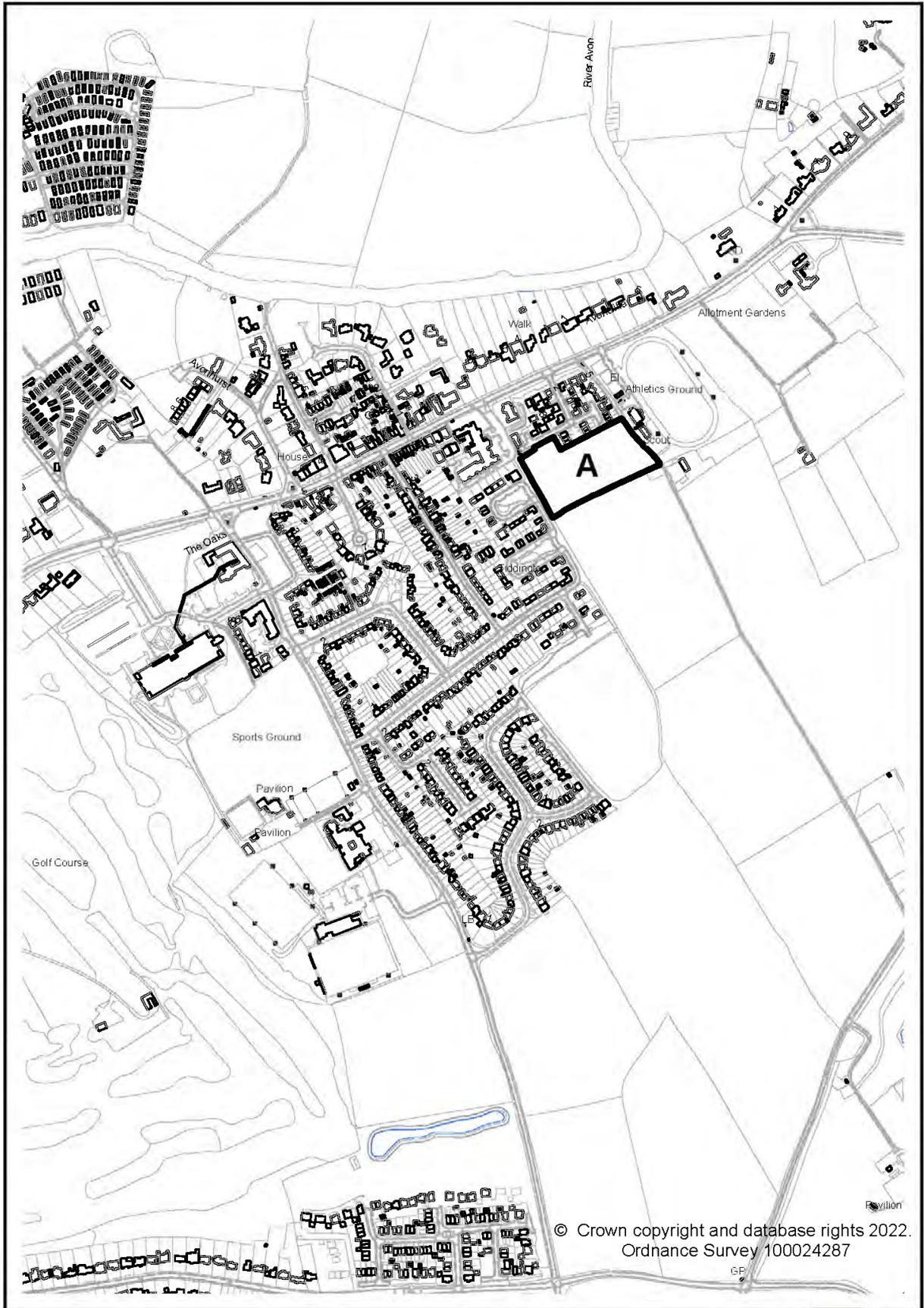


Reserve Housing Sites - Southam  
Please refer to Explanatory Note on page 97



Reserve Housing Sites - Stratford-upon-Avon

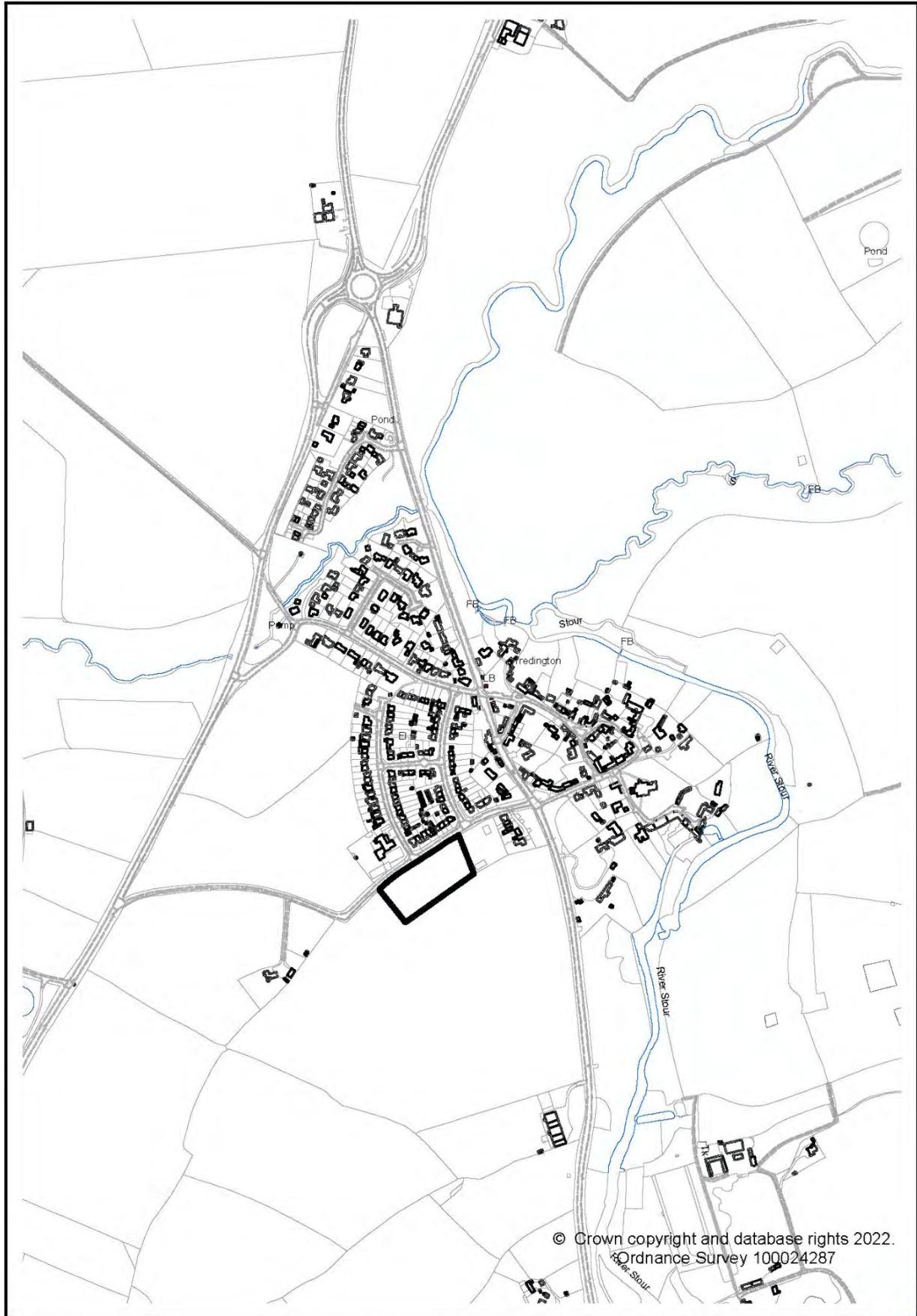
Please refer to Explanatory Note on page 97



## Reserve Housing Sites - Tiddington

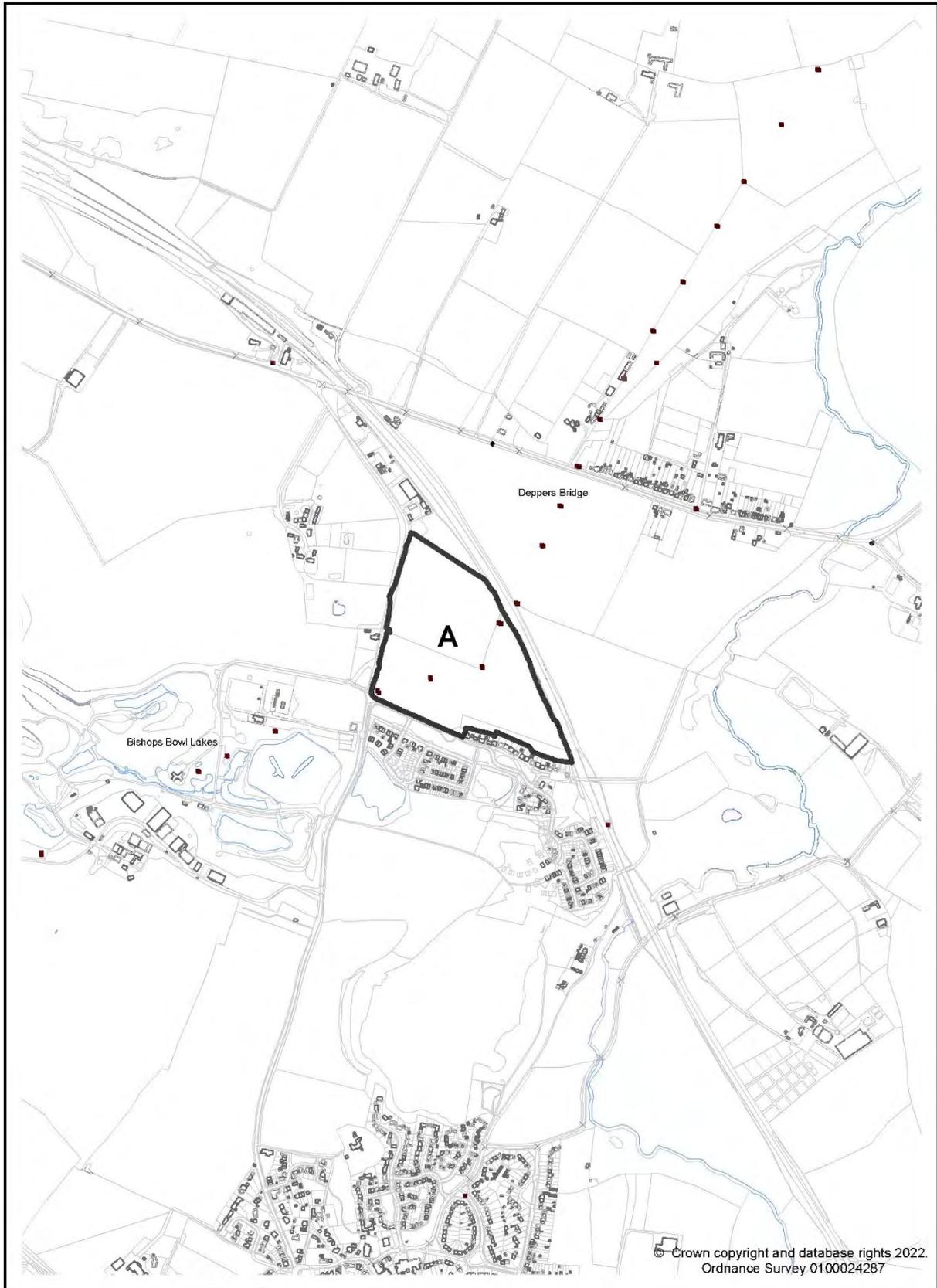
Please refer to Explanatory Note on page 97



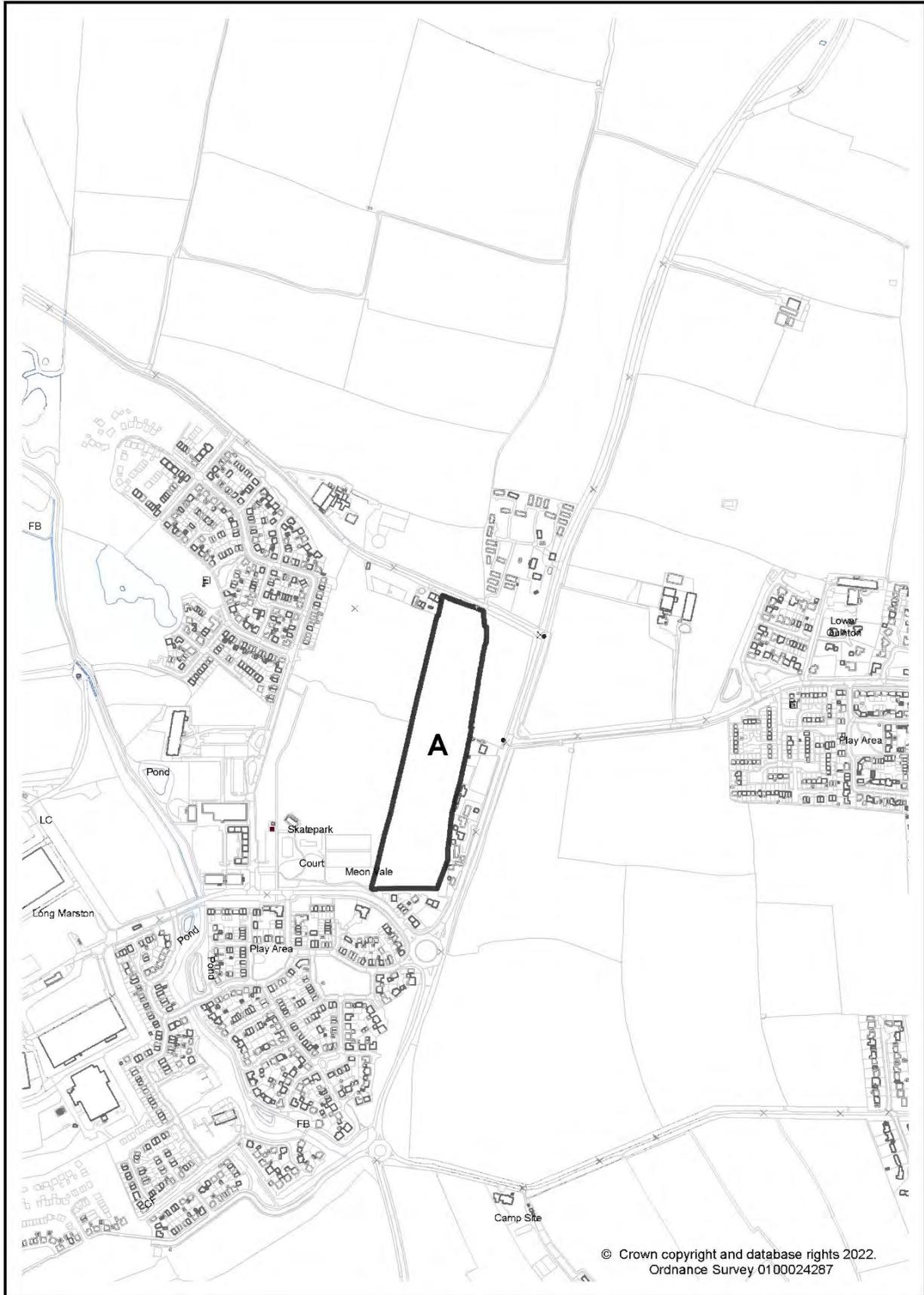


### Reserve Housing Sites - Tredington

Please refer to Explanatory Note on page 97



**Reserve Housing Sites - North of Former Harbury Cement Works**  
Please refer to Explanatory Note on page 97



## Reserve Housing Sites - Adjacent former Long Marston Depot

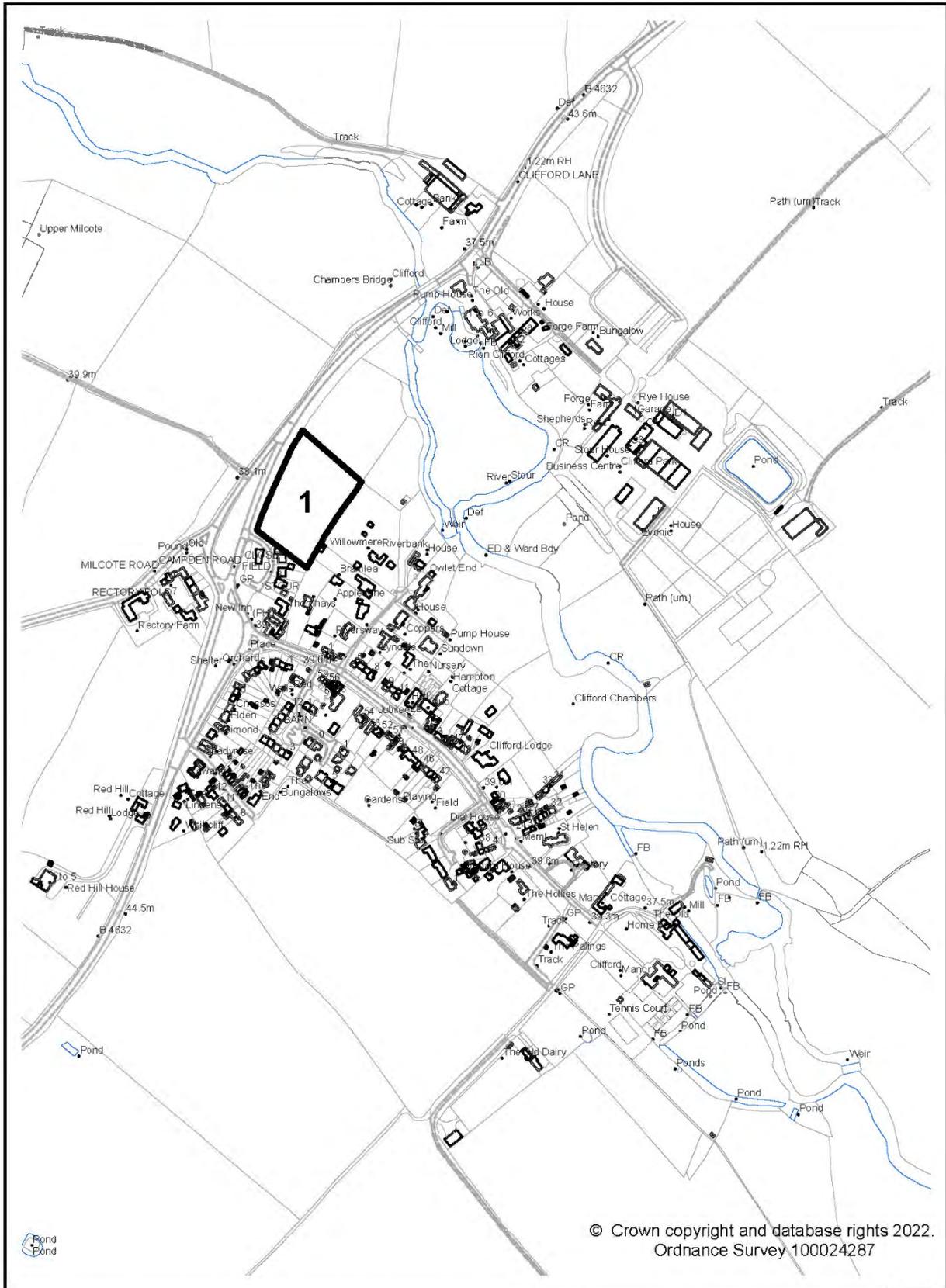
Please refer to Explanatory Note on page 97

## Part B: Reserve Housing Sites in made Neighbourhood Plans

### Explanatory Note:

Only those sites that may be required to be released based on the revised methodology for identifying Reserve Housing Sites as set out in Policy SAP.1 have been identified in this version of the Site Allocations Plan.

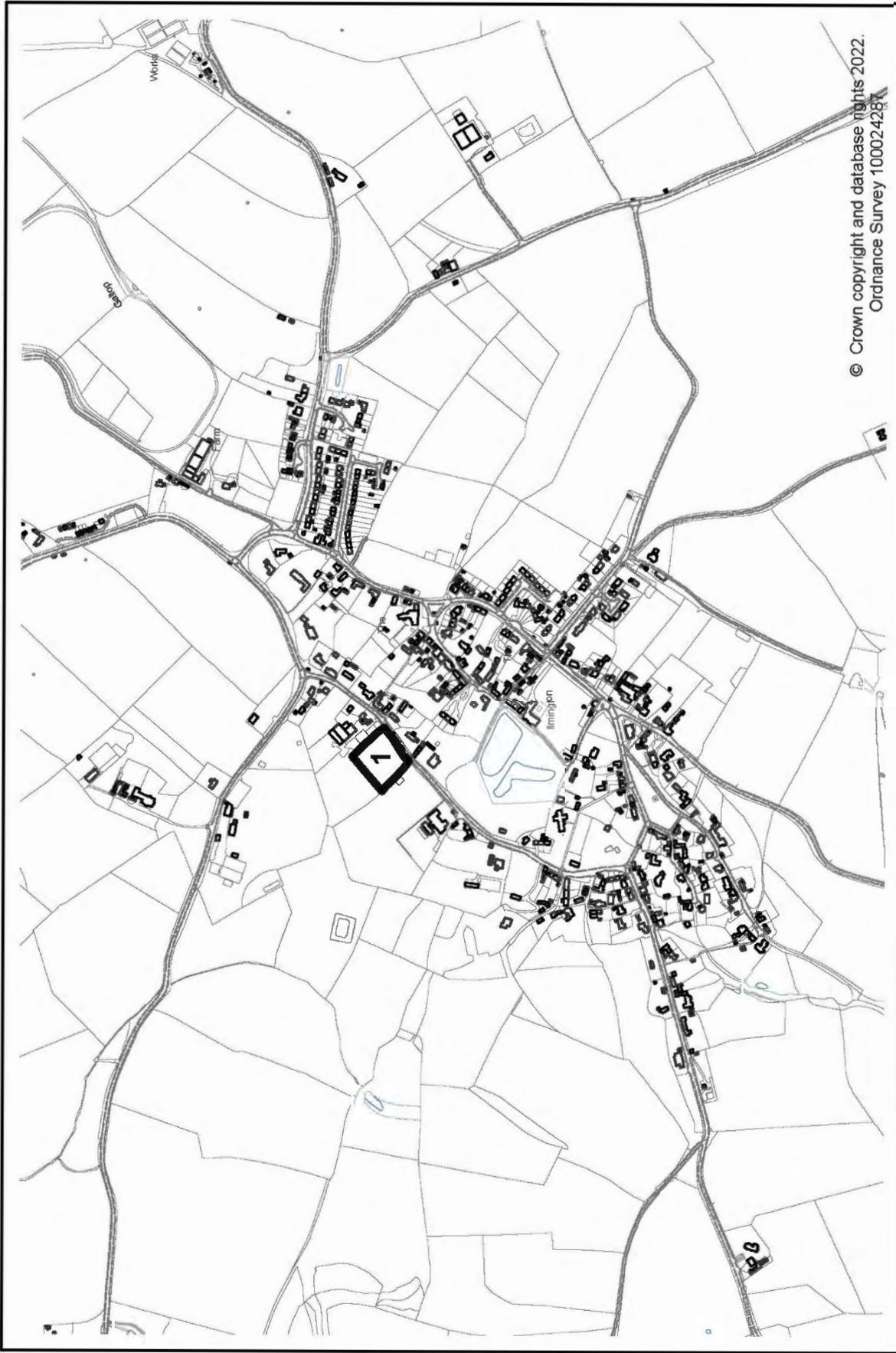
The cross hatching on the Wellesbourne map represents the specific parts of the sites that are suitable for development based on environmental constraints and based on the approach taken to identifying reserve sites in the Site Allocations Plan.



## Neighbourhood Development Plan Reserve Site - Clifford Chambers

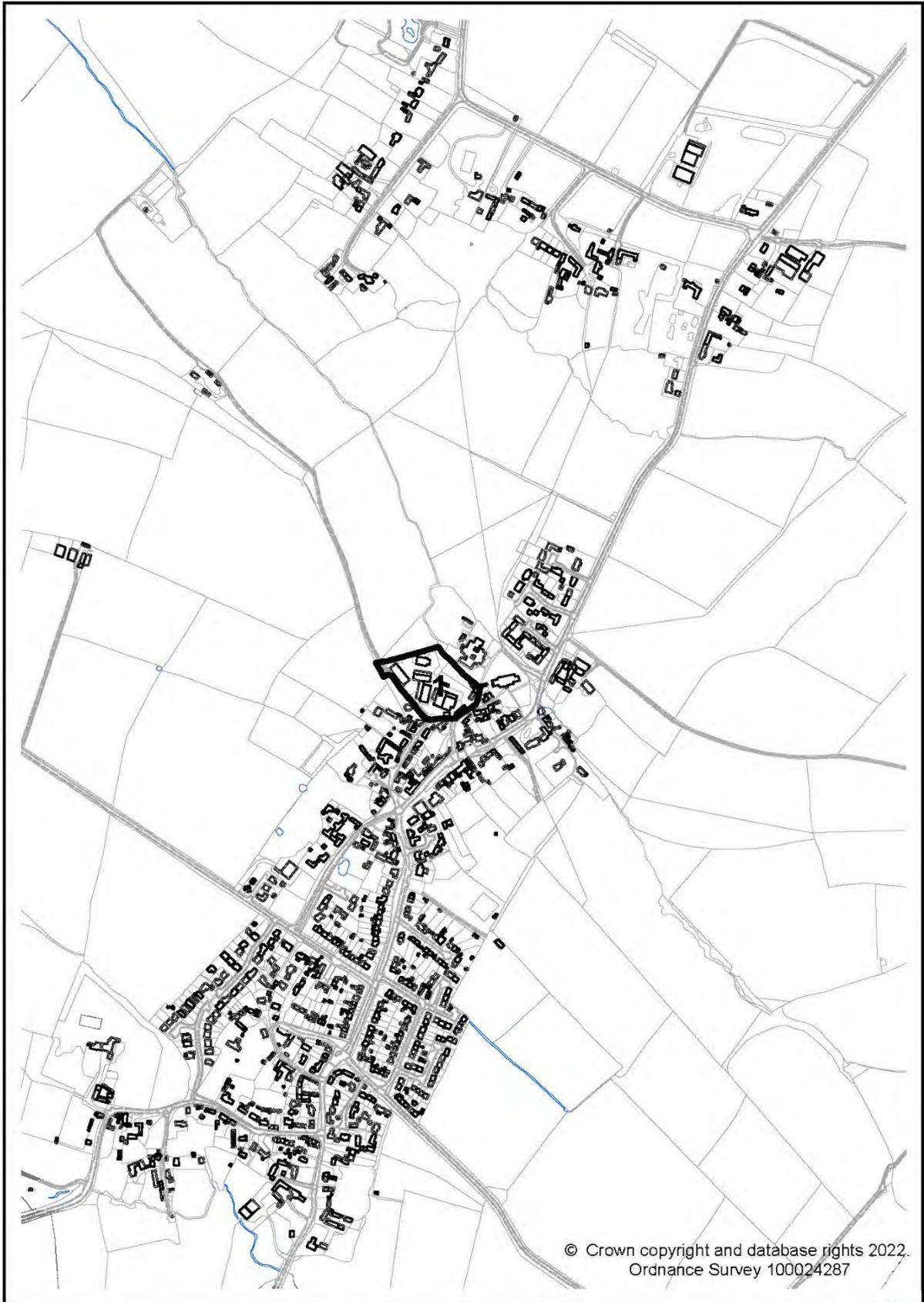
### 1. East of Campden Road

Please refer to Explanatory Note on page 113



**Neighbourhood Development Plan Reserve Site – Ilmington**  
**1. Mabel's Farm, Back Street**

Please refer to Explanatory Note on page 113



**Neighbourhood Development Plan Reserve Site - Tysoe**  
**1. Herbert's Farm, Saddledon Street**

Please refer to Explanatory Note on page 113



Neighbourhood Development Reserve Sites - Wellesbourne  
 1. East of Warwick Road 2. East of Kington Road 3. North of Moreton Morrell Road

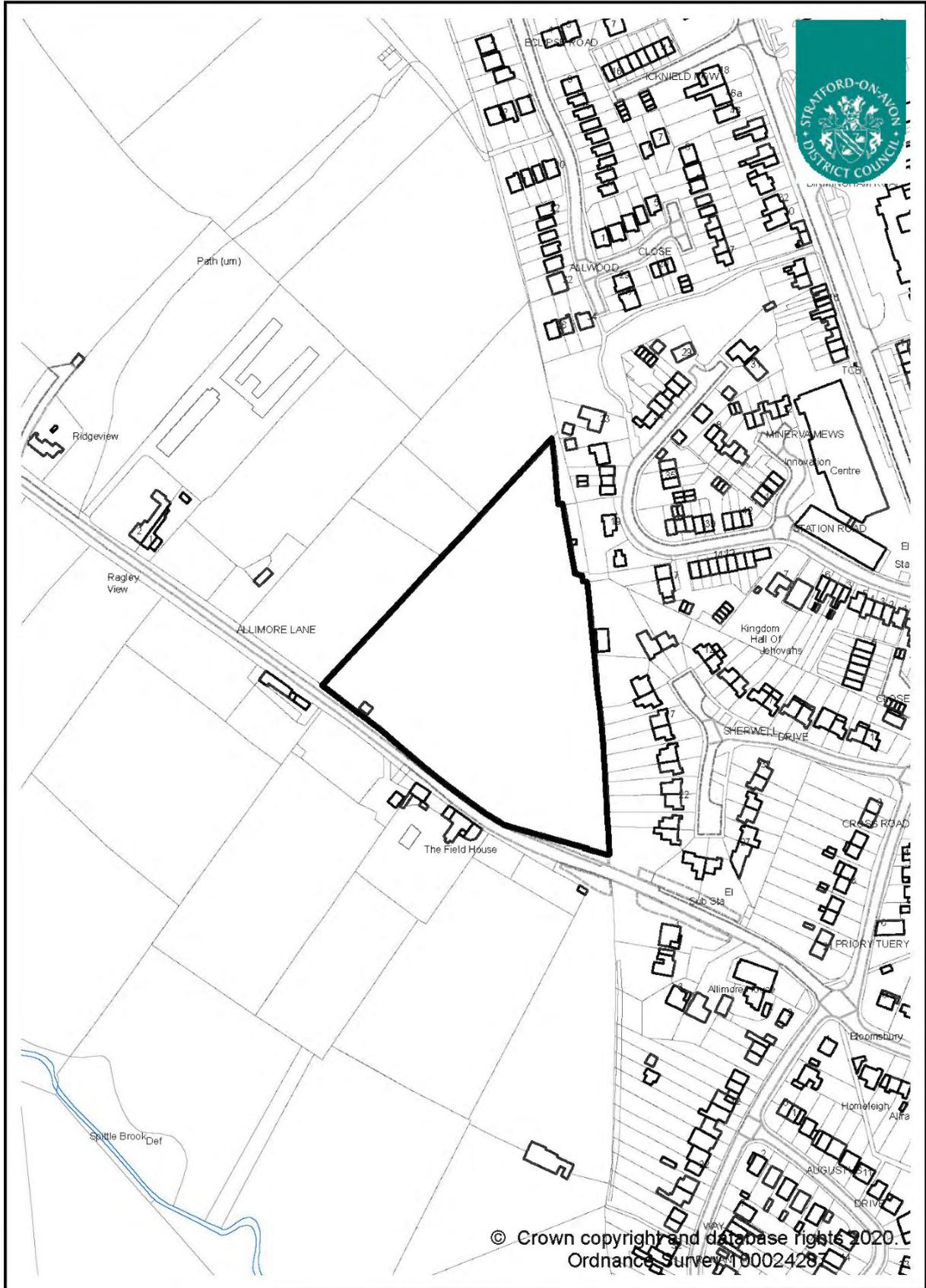
Please refer to Explanatory Note on page 113

## Part C: Self-Build & Custom Housebuilding Sites

### Explanatory Note:

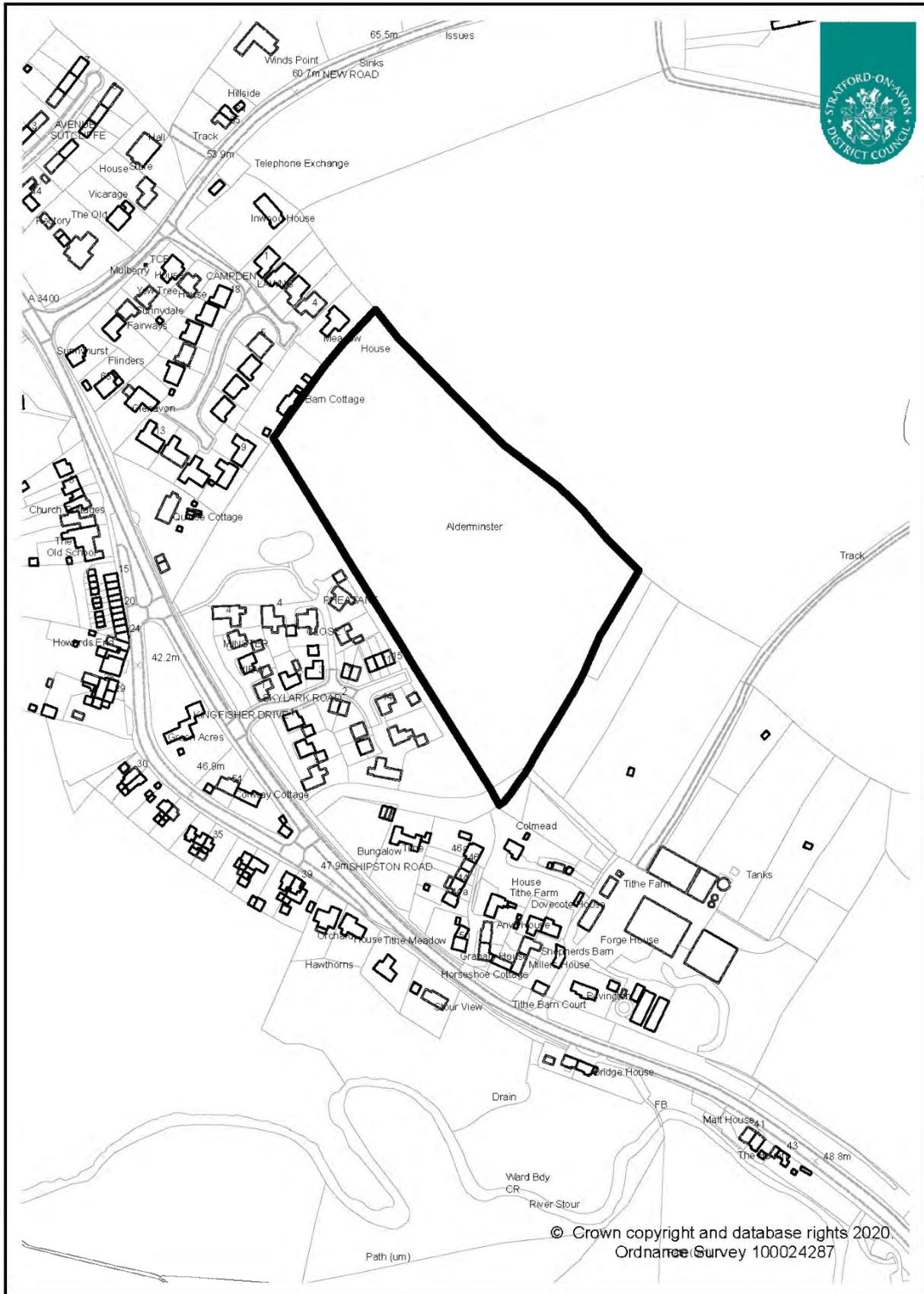
The cross hatching on certain sites represents the specific part of the site that is suitable for development due to environmental or other constraints that apply to the remainder. For those with no hatching, the whole area is suitable for development subject to the provision of site-specific features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

Proposals for each site can be found at the end of Section 3 in the Plan. These identify the specific provisions and requirements for each site should they come forward for development.



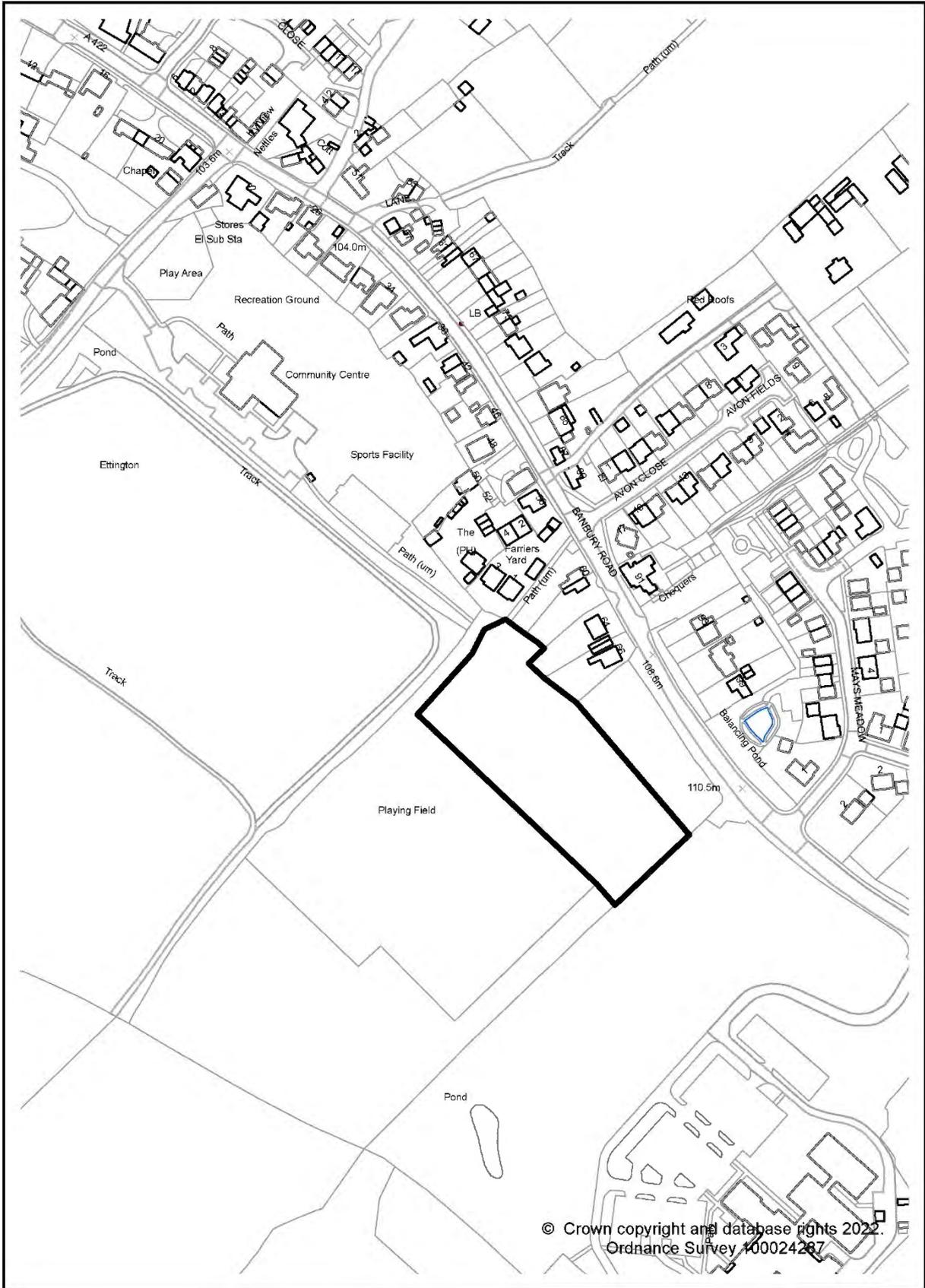
### SCB.1: North of Allimore Lane, Alcester

Please refer to Explanatory Note on page 118



**SCB.2: East of Skylark Road, Alderminster**

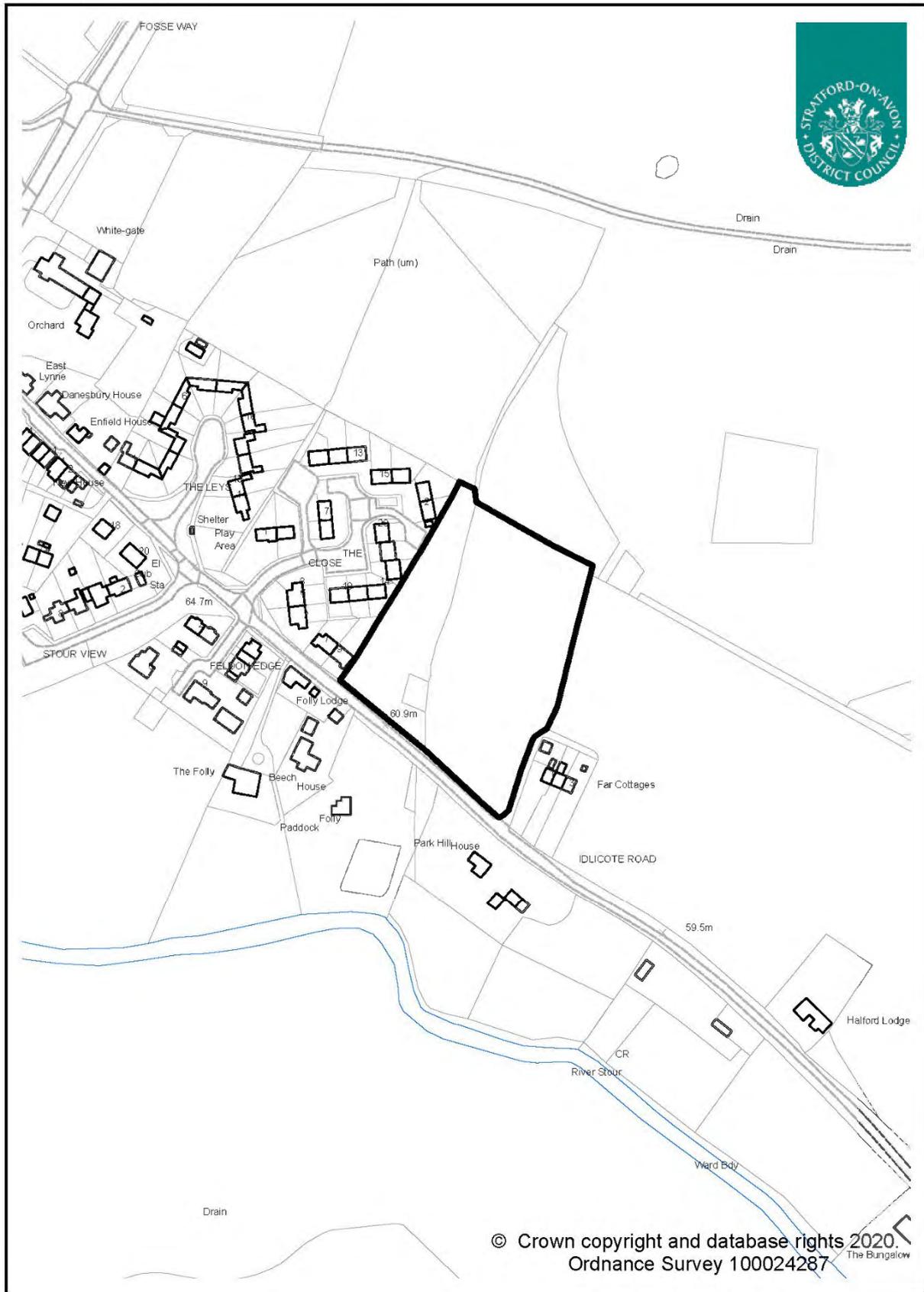
Please refer to Explanatory Note on page 118



### SCB.3 : South of Banbury Road, Ettington

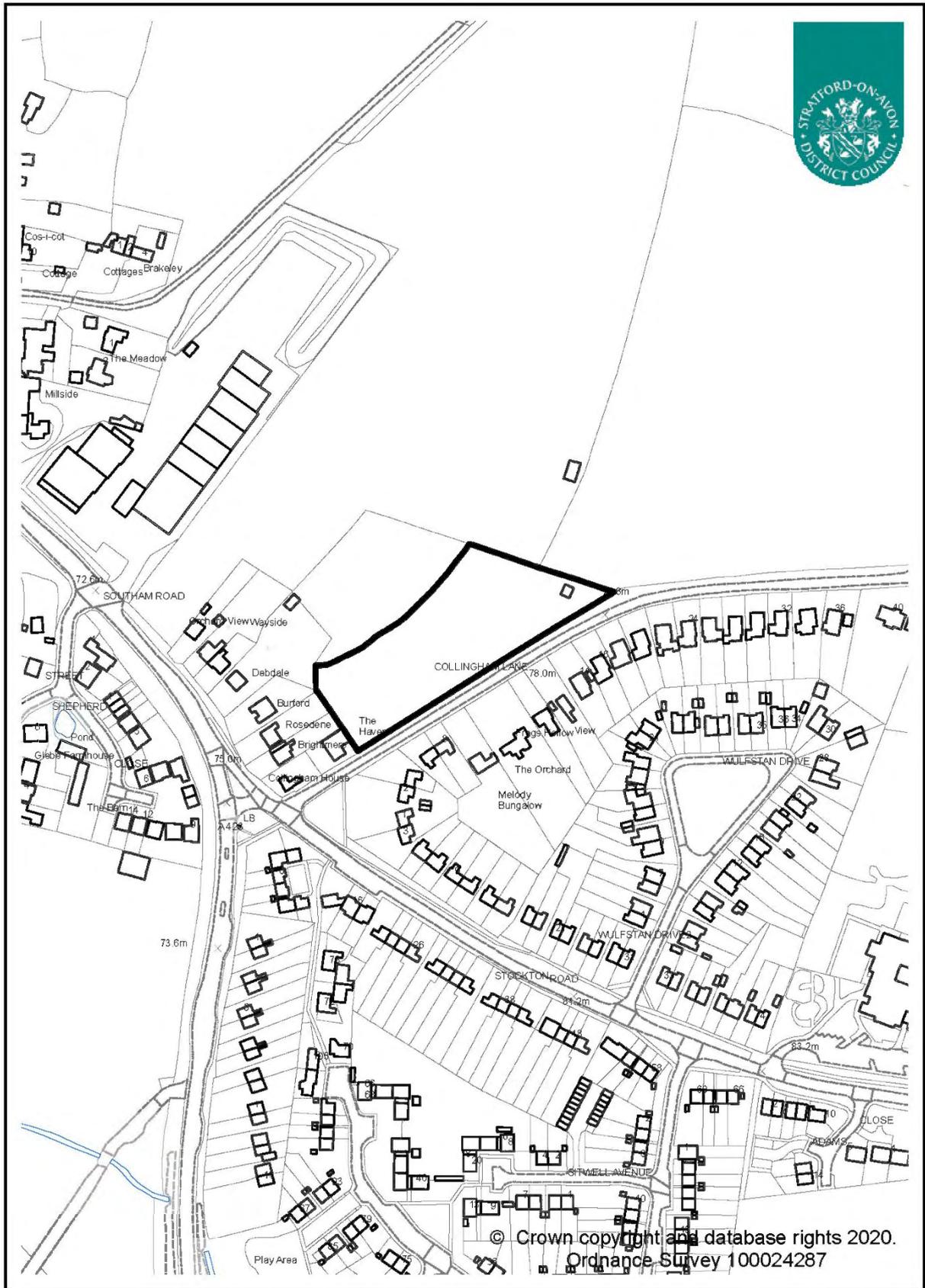
Please refer to Explanatory Note on page 118





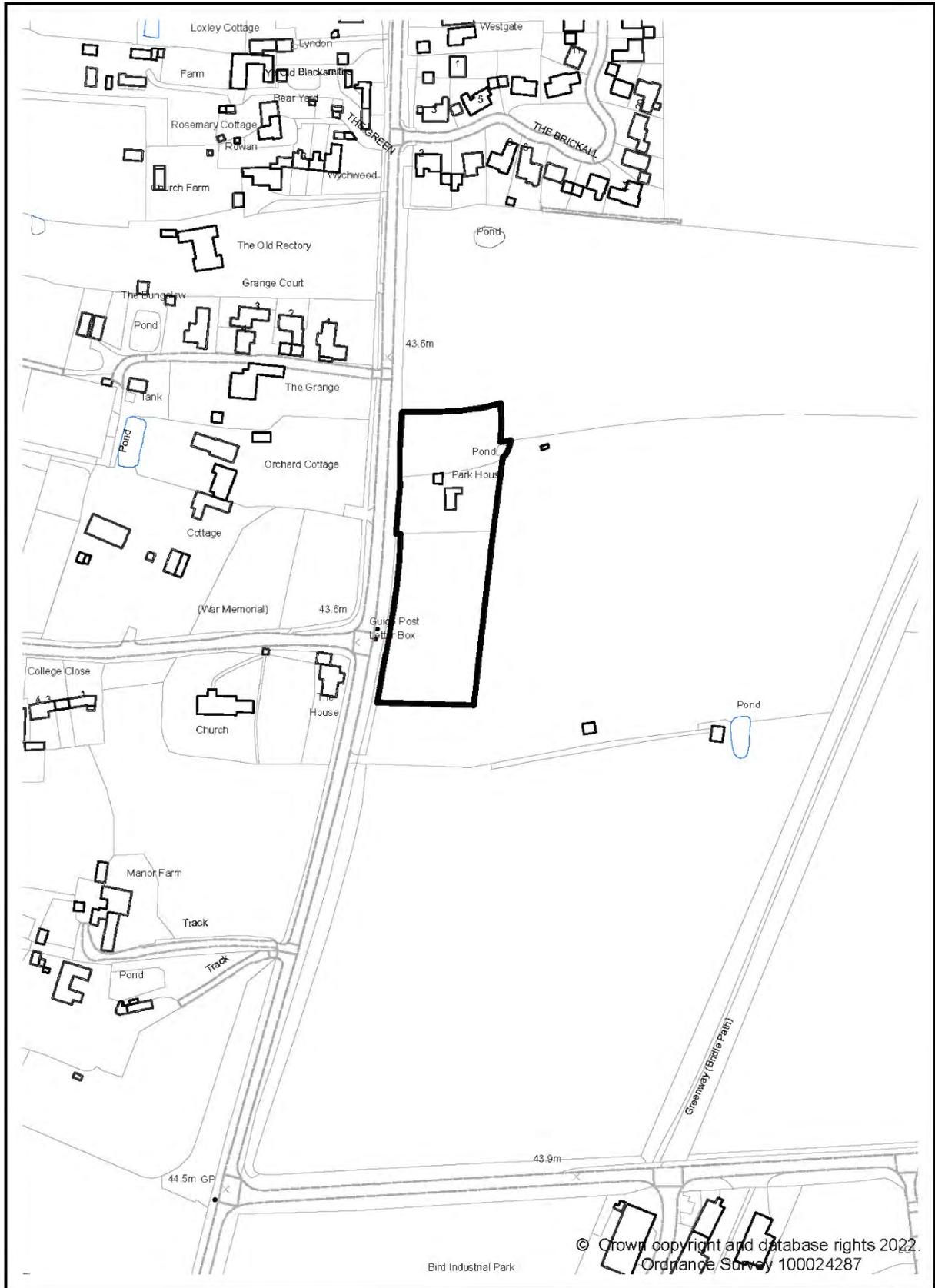
### SCB.4: North of Idlicote Road, Halford

Please refer to Explanatory Note on page 118



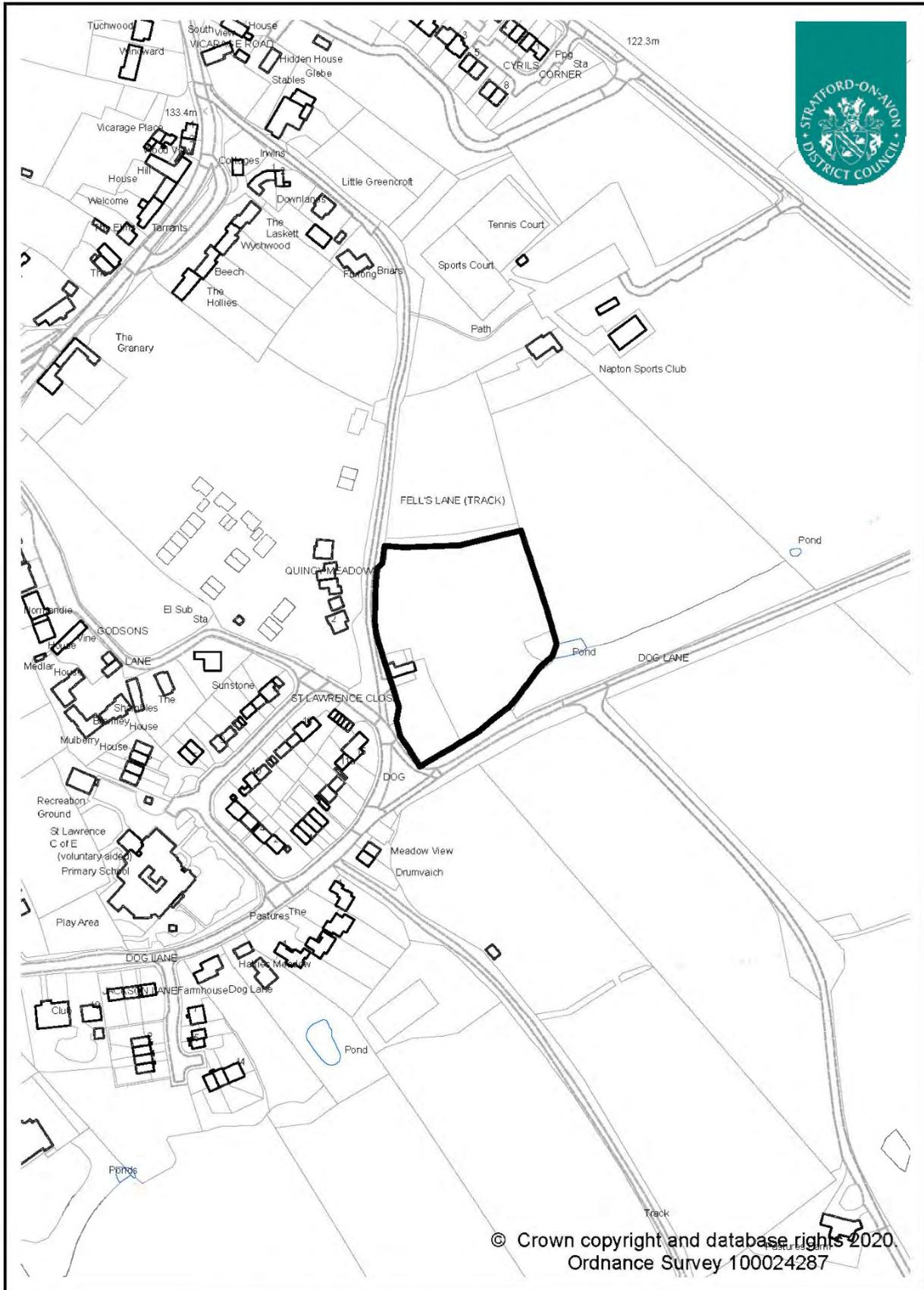
### SCB.5: North of Collingham Lane, Long Itchington

Please refer to Explanatory Note on page 118



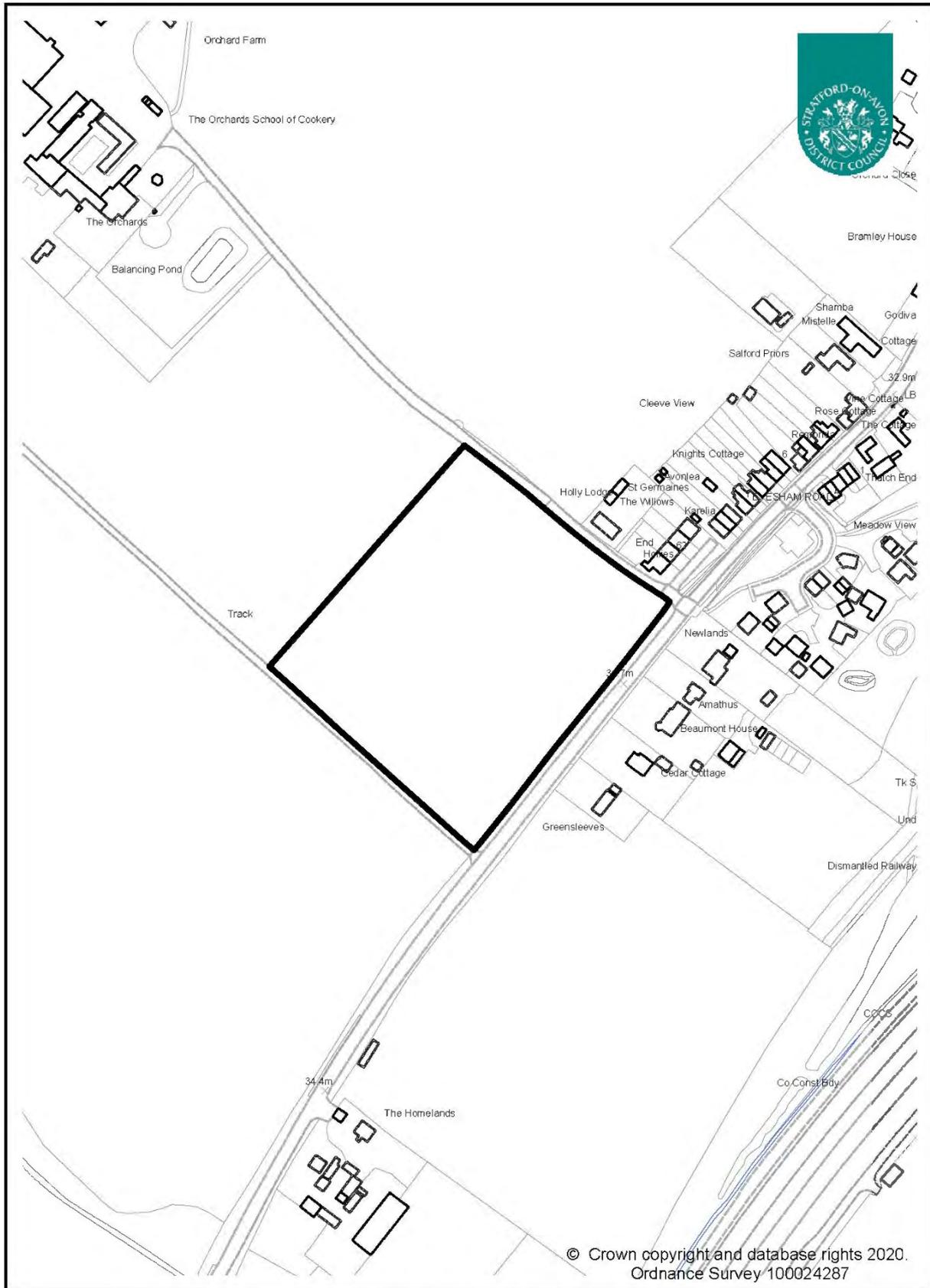
### SCB.6 : East of Welford Road, Long Marston

Please refer to Explanatory Note on page 118



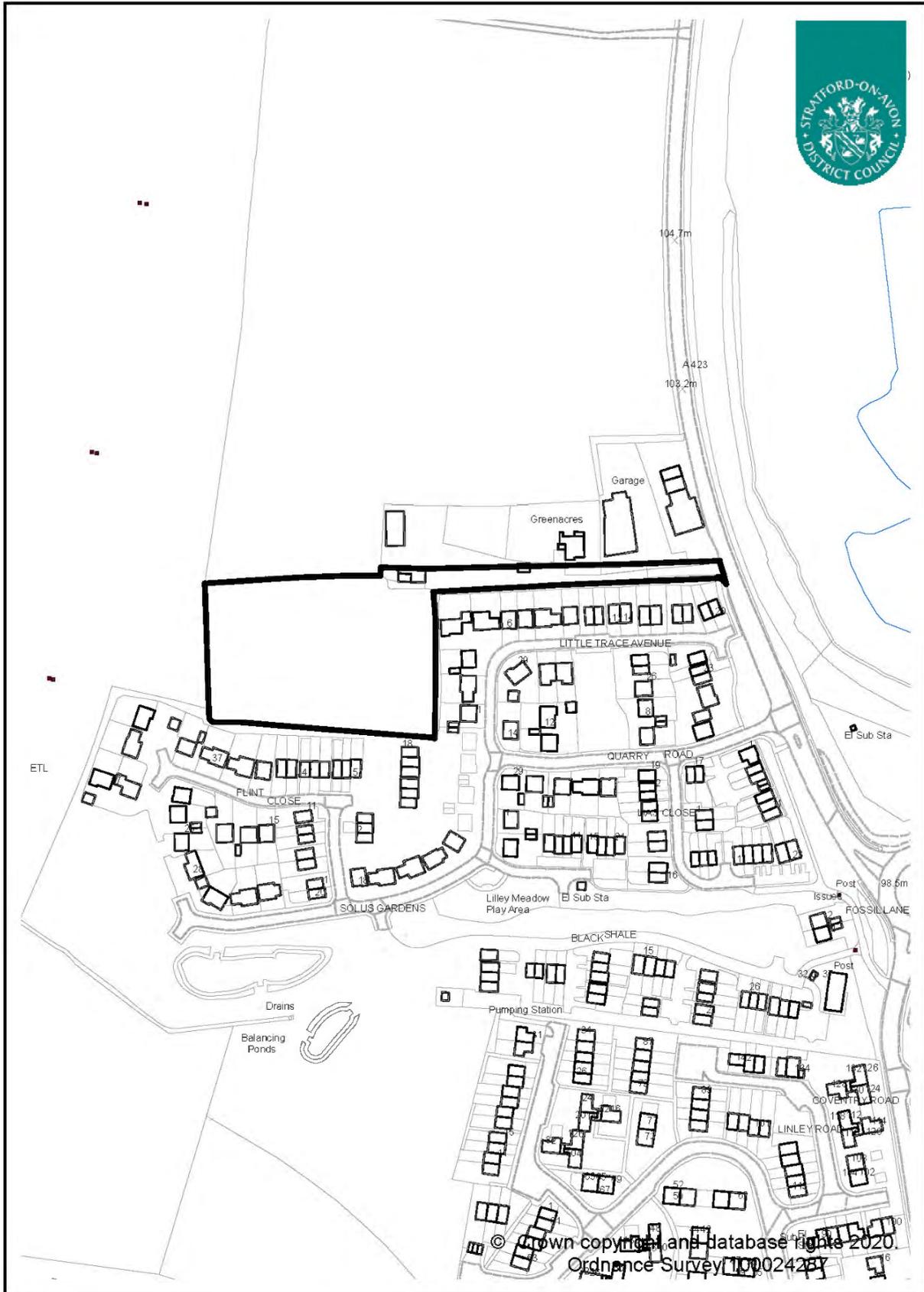
### SCB.7: North of Dog Lane, Napton-on-the-Hill

Please refer to Explanatory Note on page 118



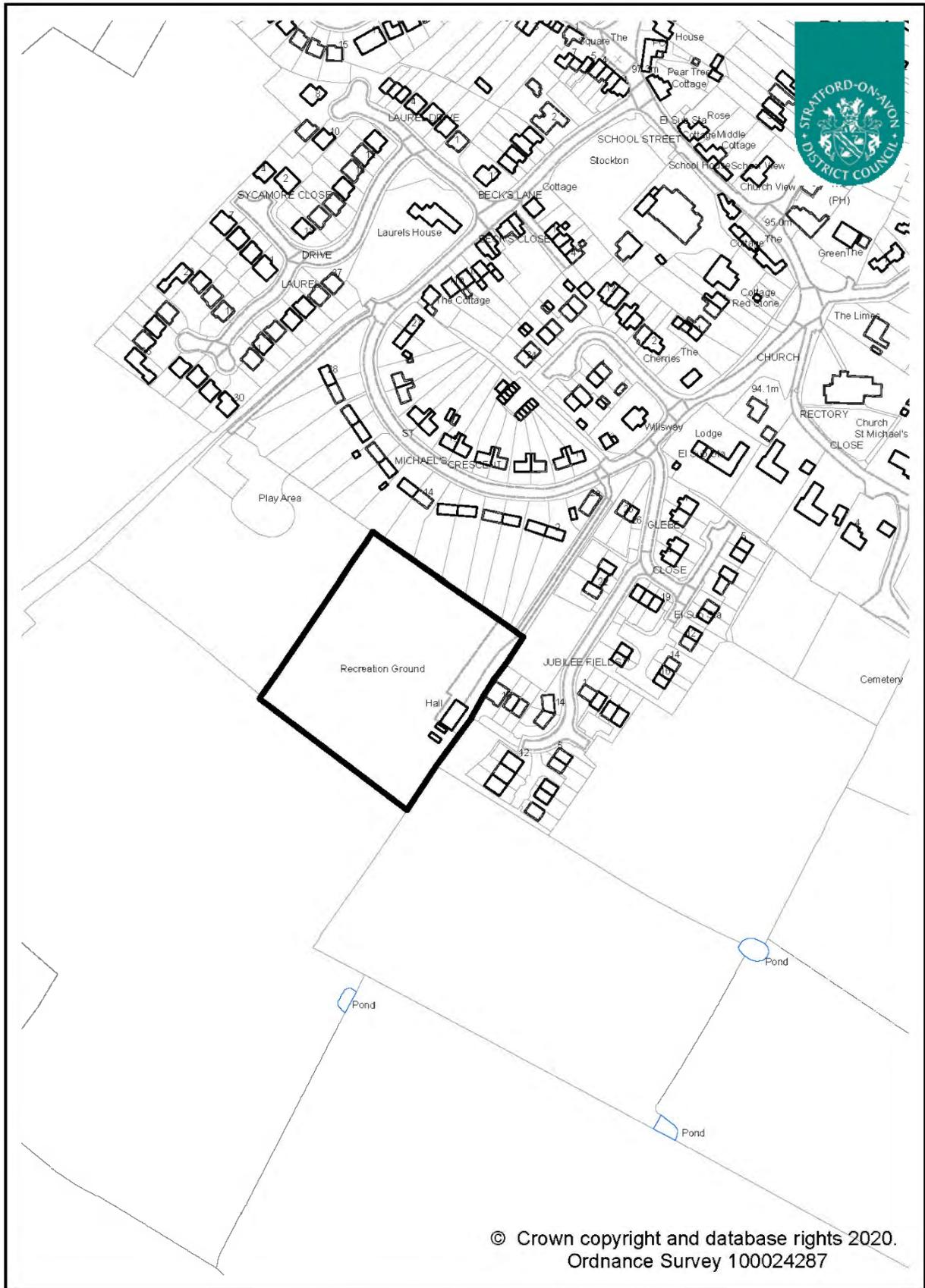
**SCB.8: West of Evesham Road, Salford Priors**

Please refer to Explanatory Note on page 113



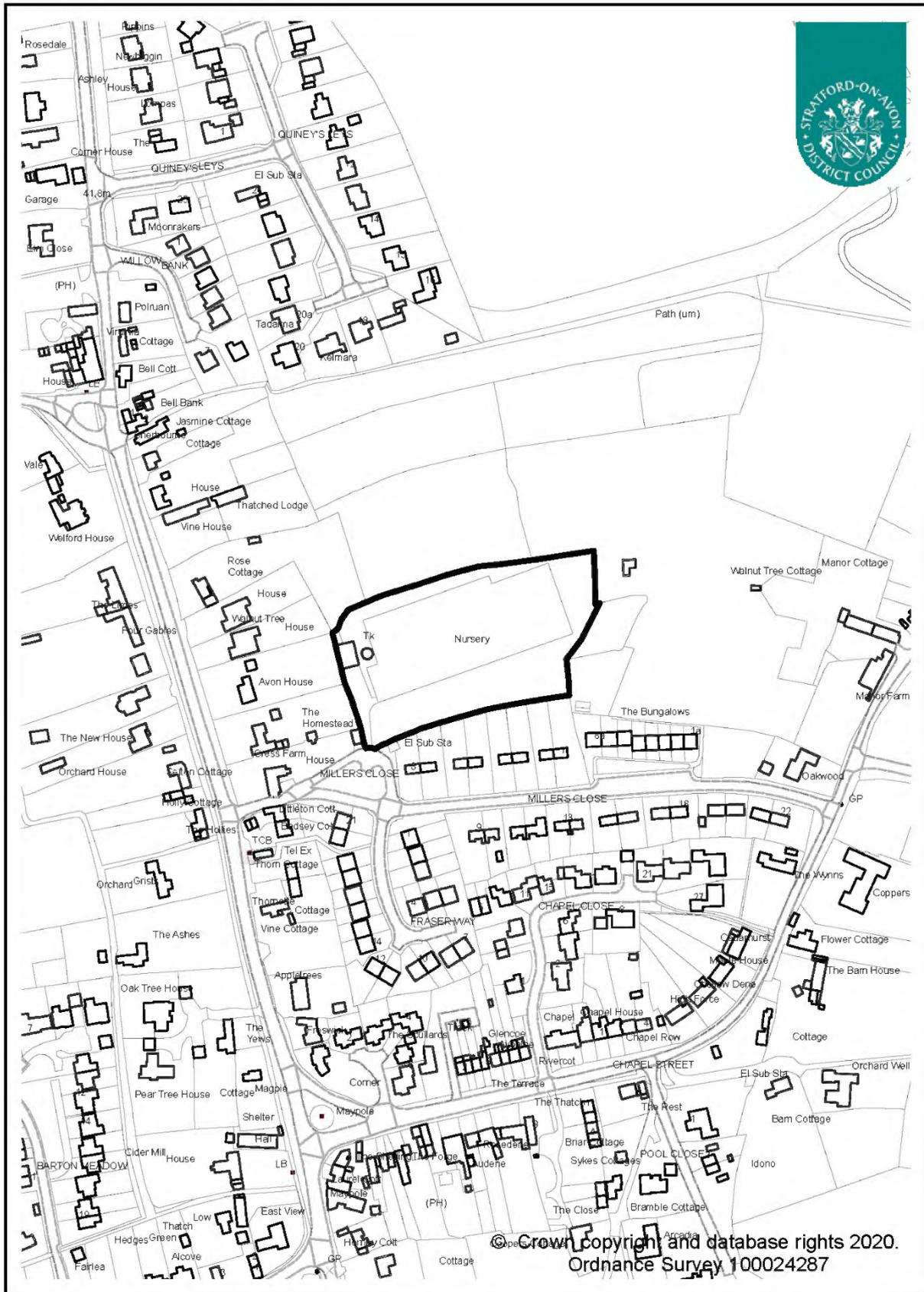
**SCB.9: Greenacres, West of Coventry Road, Southam**

Please refer to Explanatory Note on page 118



**SCB.10: West of Jubilee Fields, Stockton**

Please refer to Explanatory Note on page 118



**SCB.11: North of Millers Close, Welford-on-Avon**

Please refer to Explanatory Note on page 118

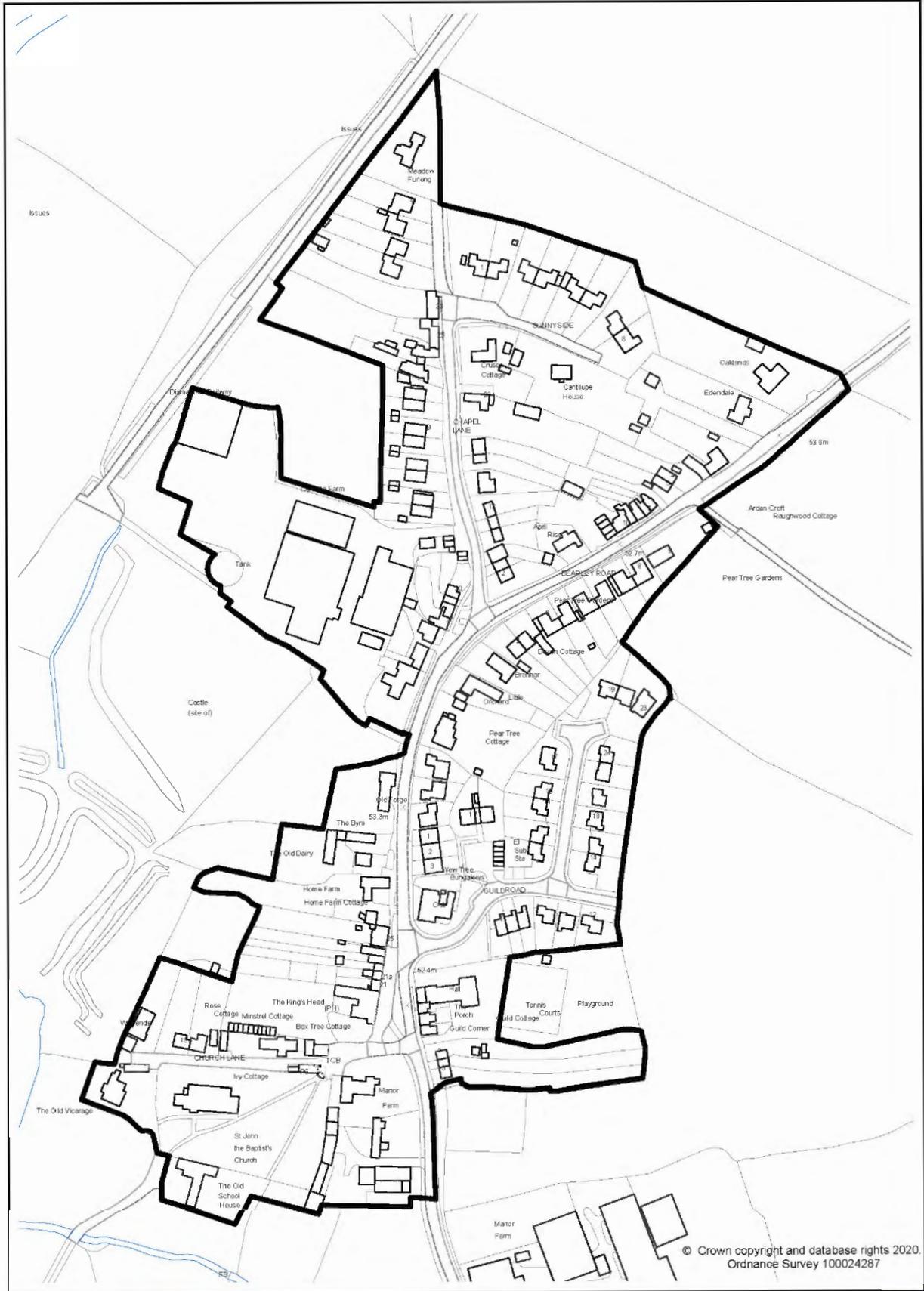


## Part D: Built-up Area Boundaries

### Explanatory Note:

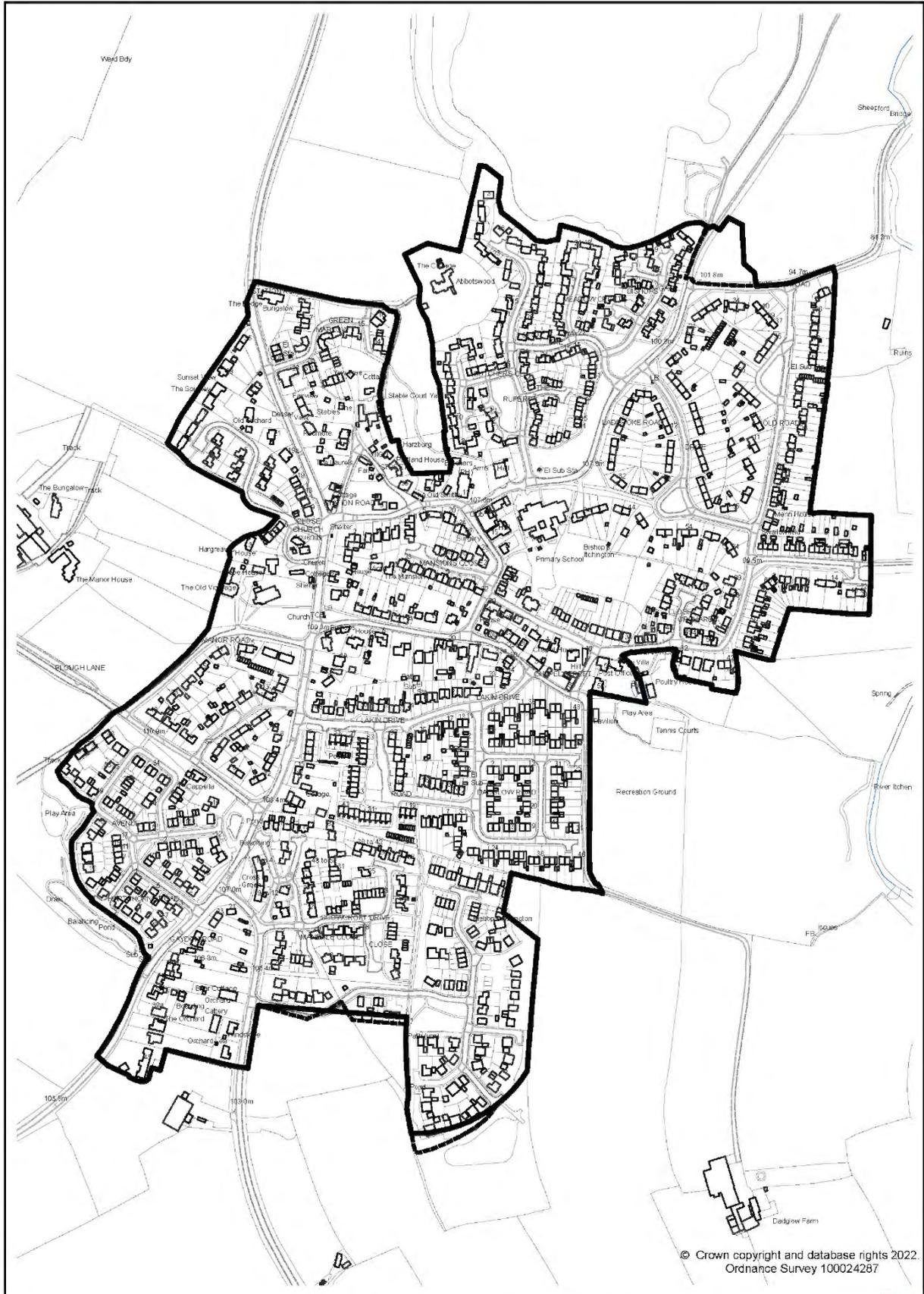
The dashed lines on some of the maps show the revised boundary from that identified in the version of the Site Allocations Plan published in October 2020. The solid lines show the boundary as previously defined.





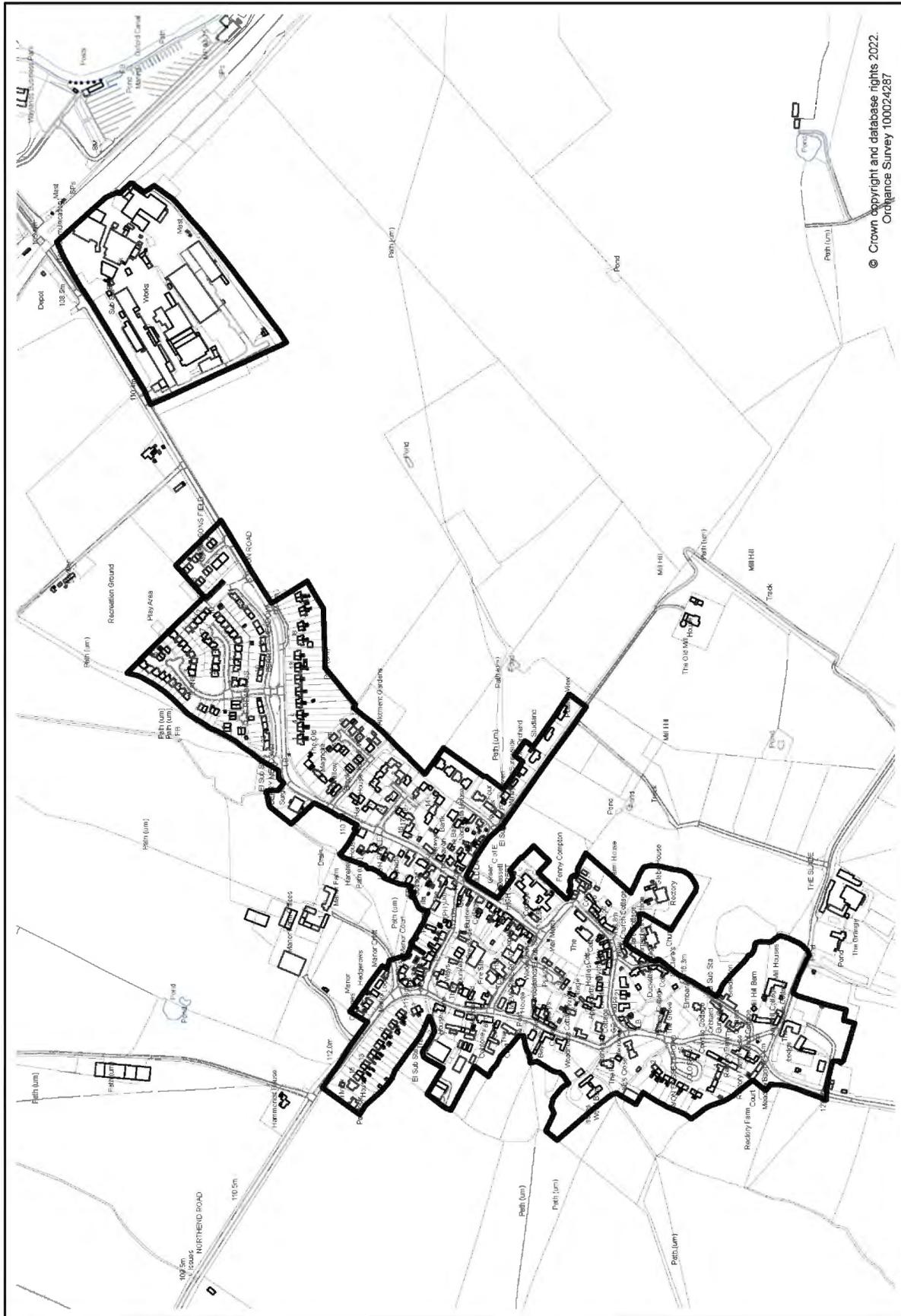
Built-Up Area Boundary - Aston Cantlow

Please refer to Explanatory Note on page 131



Built-Up Area Boundary - Bishops Itchington

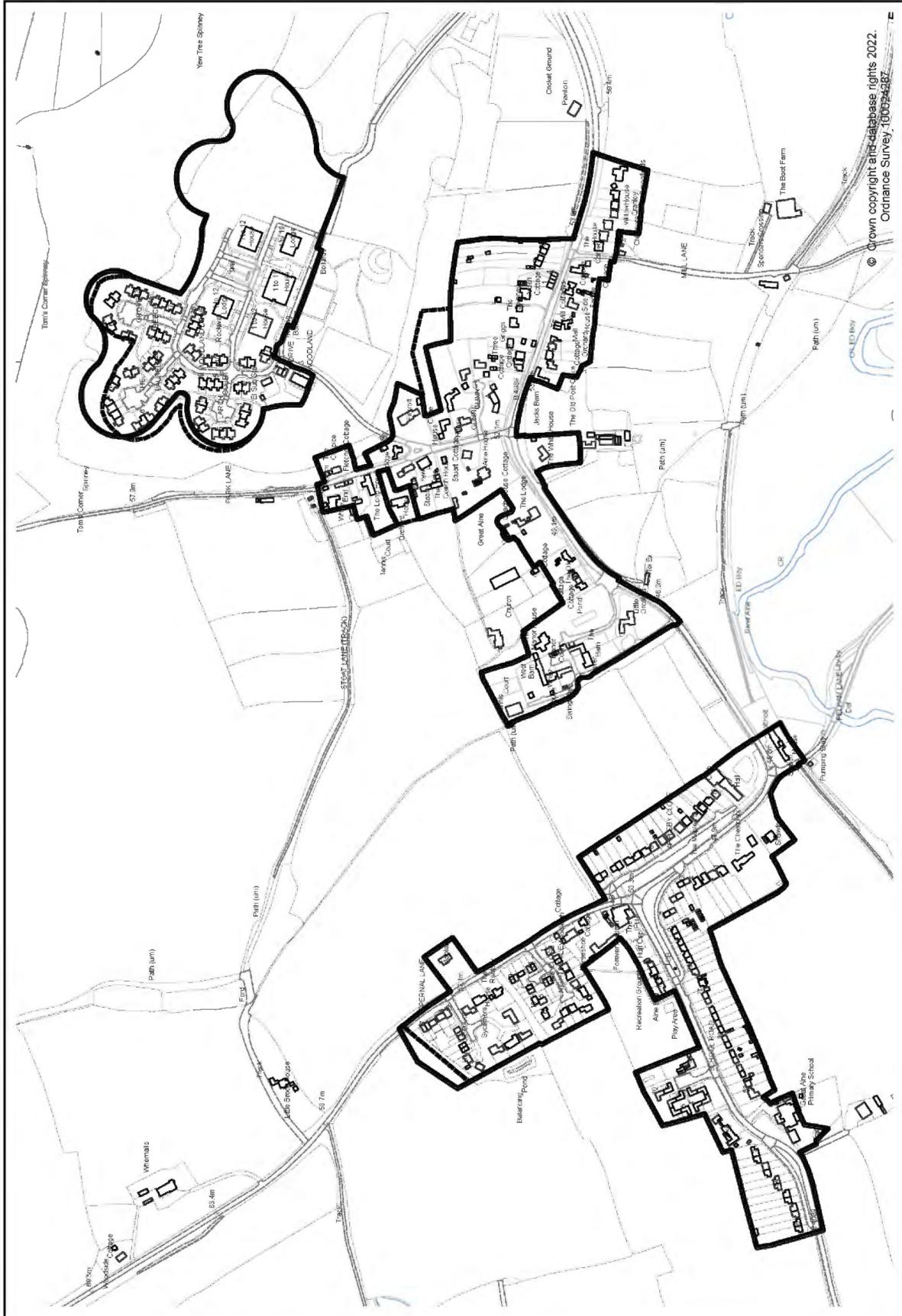
Please refer to Explanatory Note on page 131



Built-Up Area Boundary - Fenny Compton

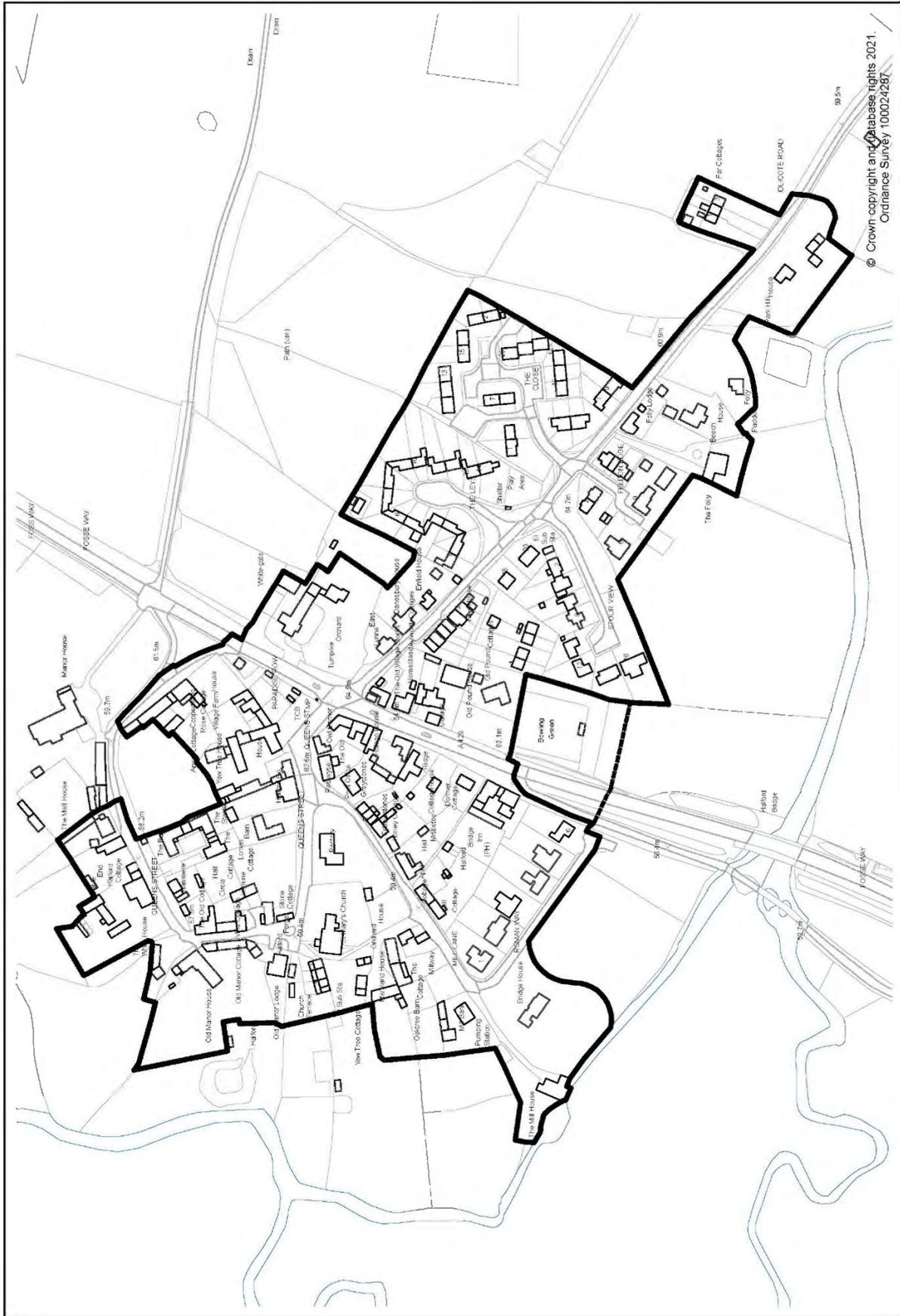
Please refer to Explanatory Note on page 131





Built-Up Area Boundary - Great Aine

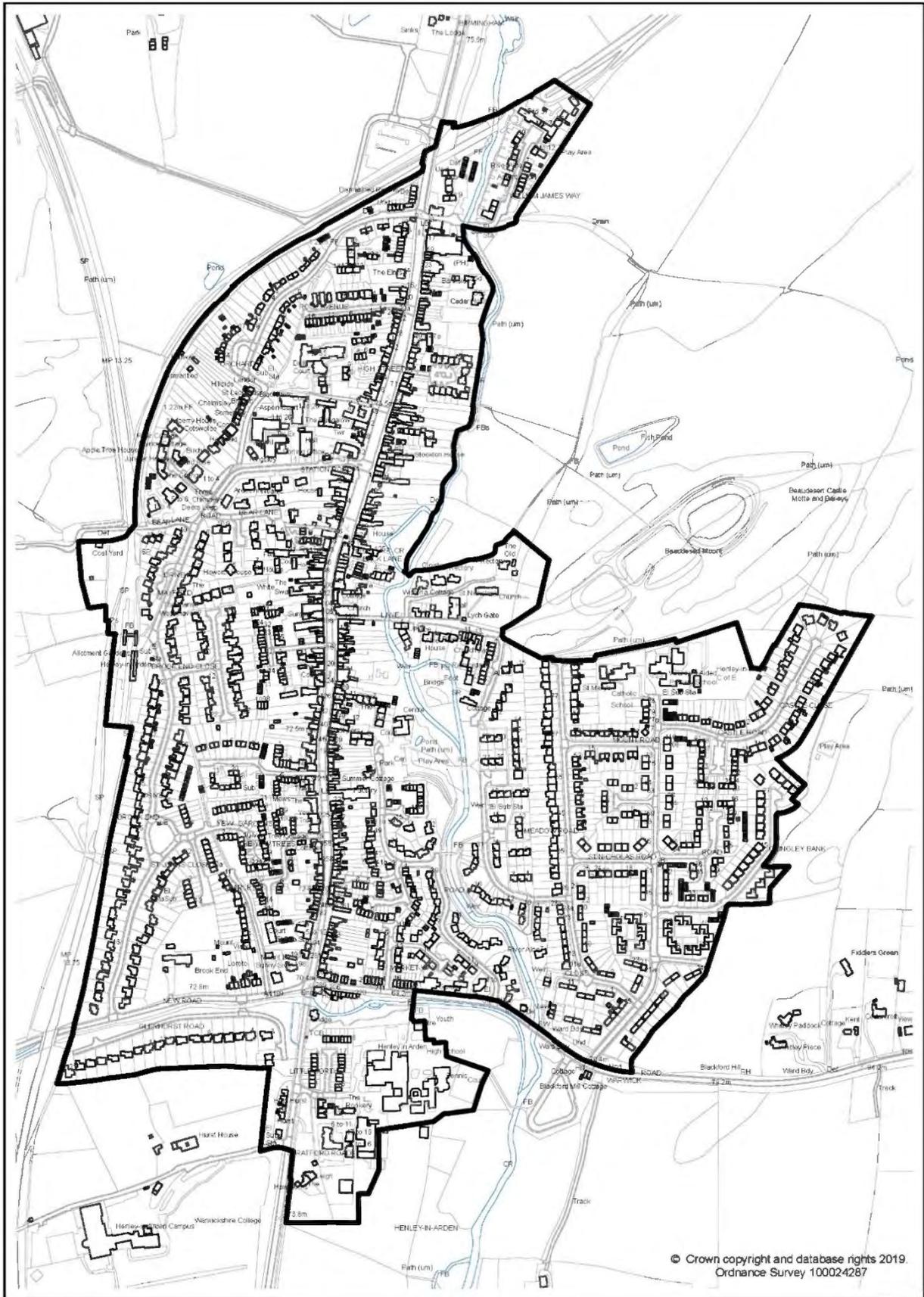
Please refer to Explanatory Note on page 131



Built-Up Area Boundary - Halford

Please refer to Explanatory Note on page 131

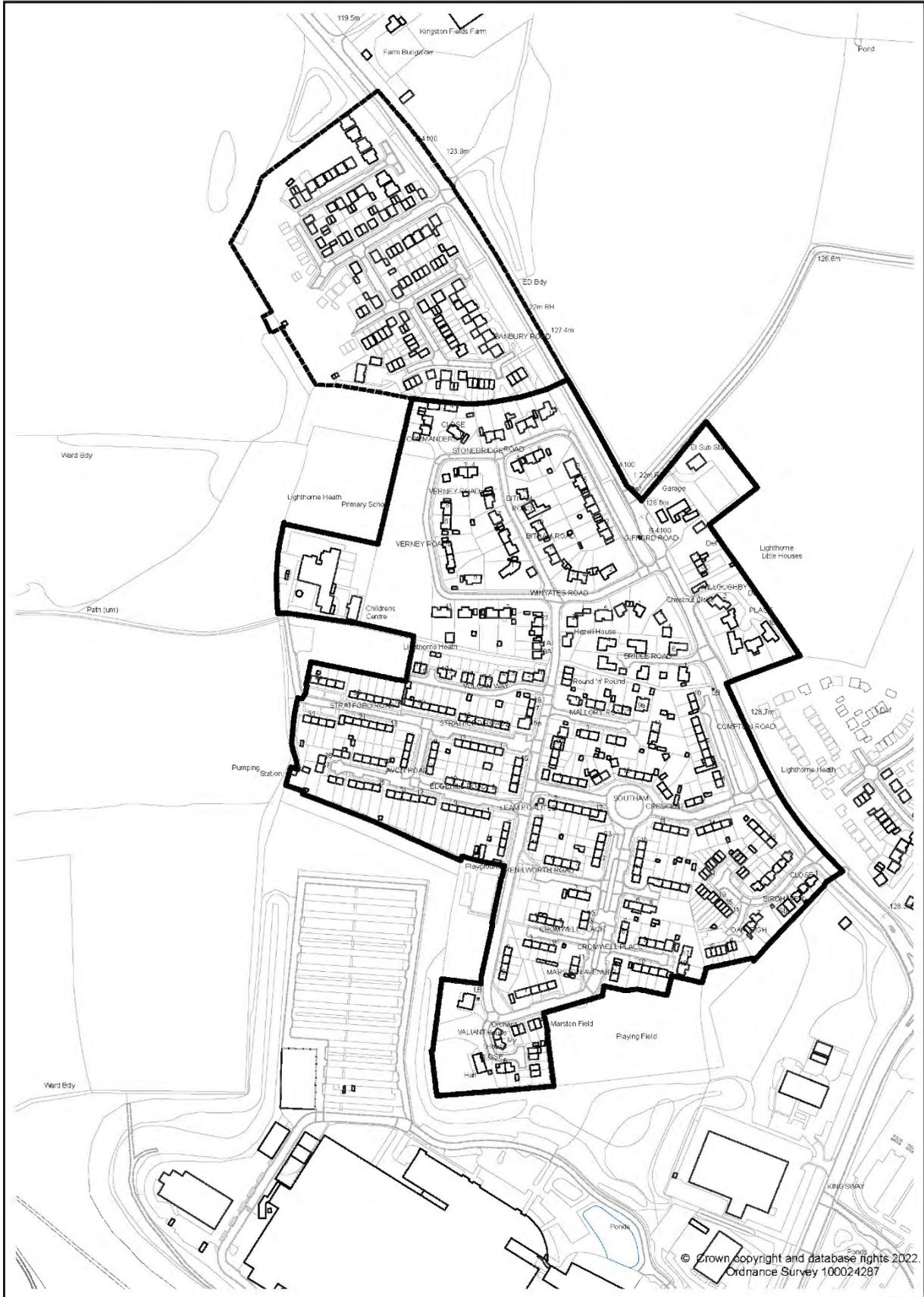




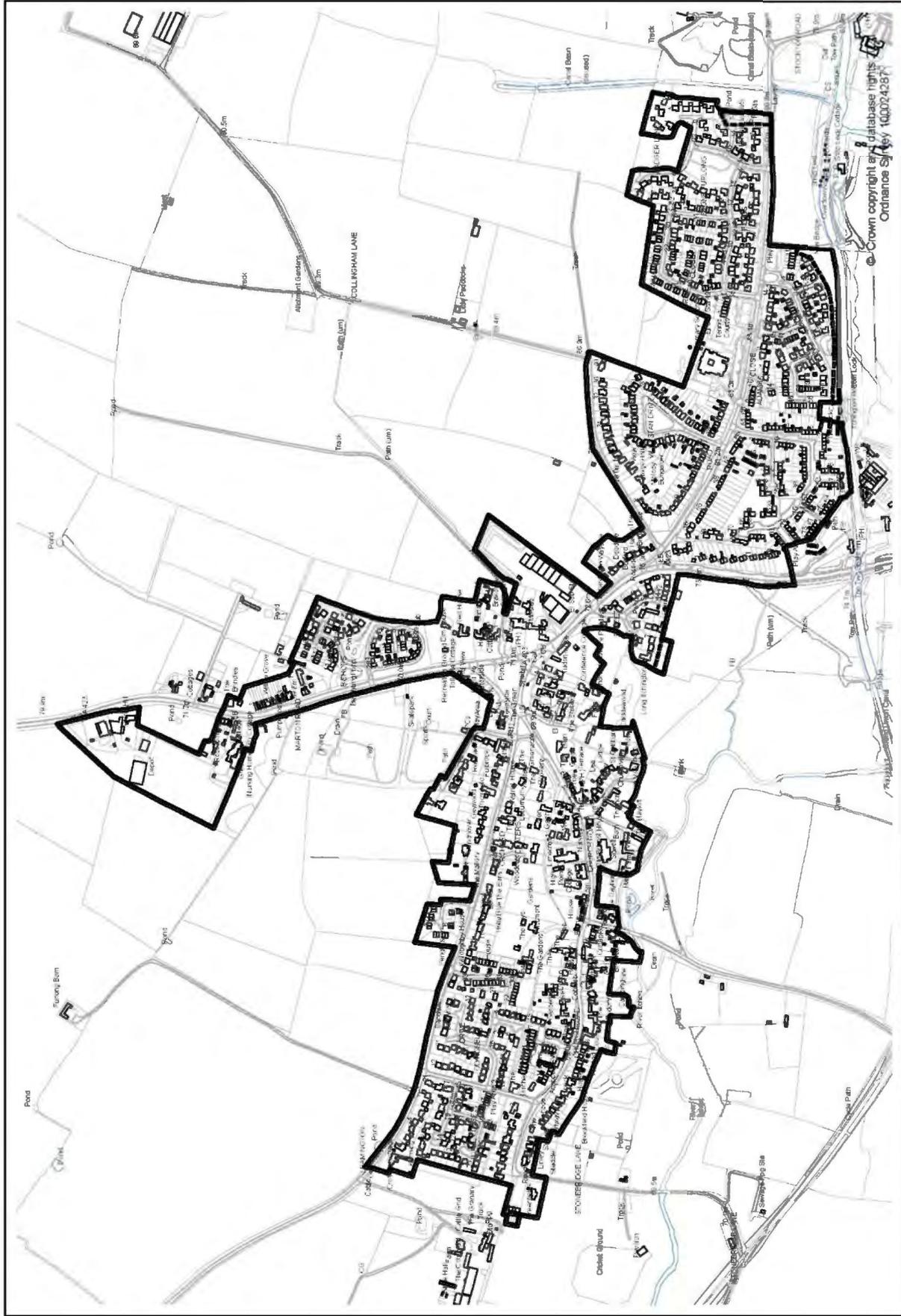
Built-Up Area Boundary - Henley-in-Arden

Please refer to Explanatory Note on page 131



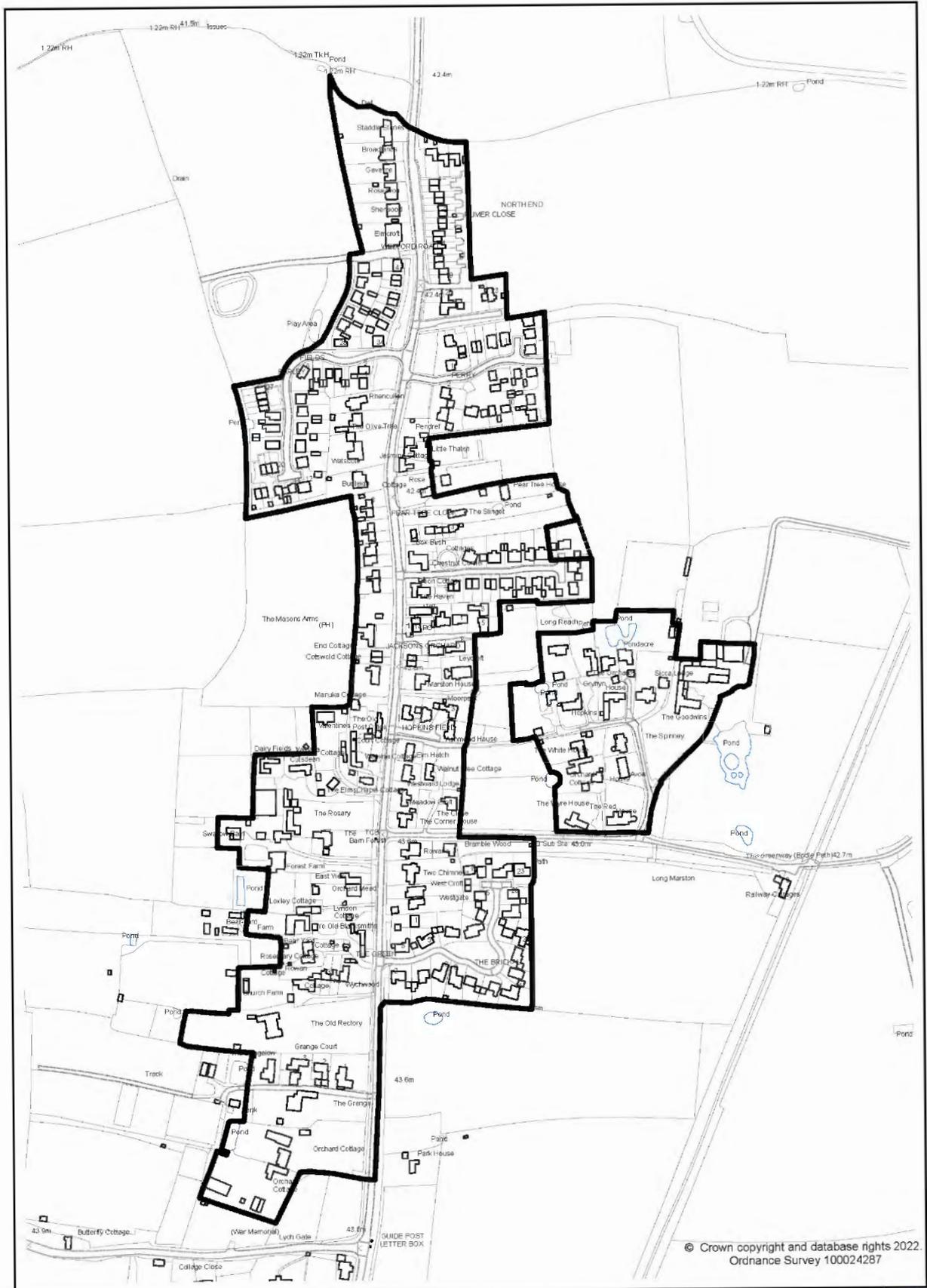


Built-Up Area Boundary - Lighthorne Heath  
Please refer to Explanatory Note on page 131



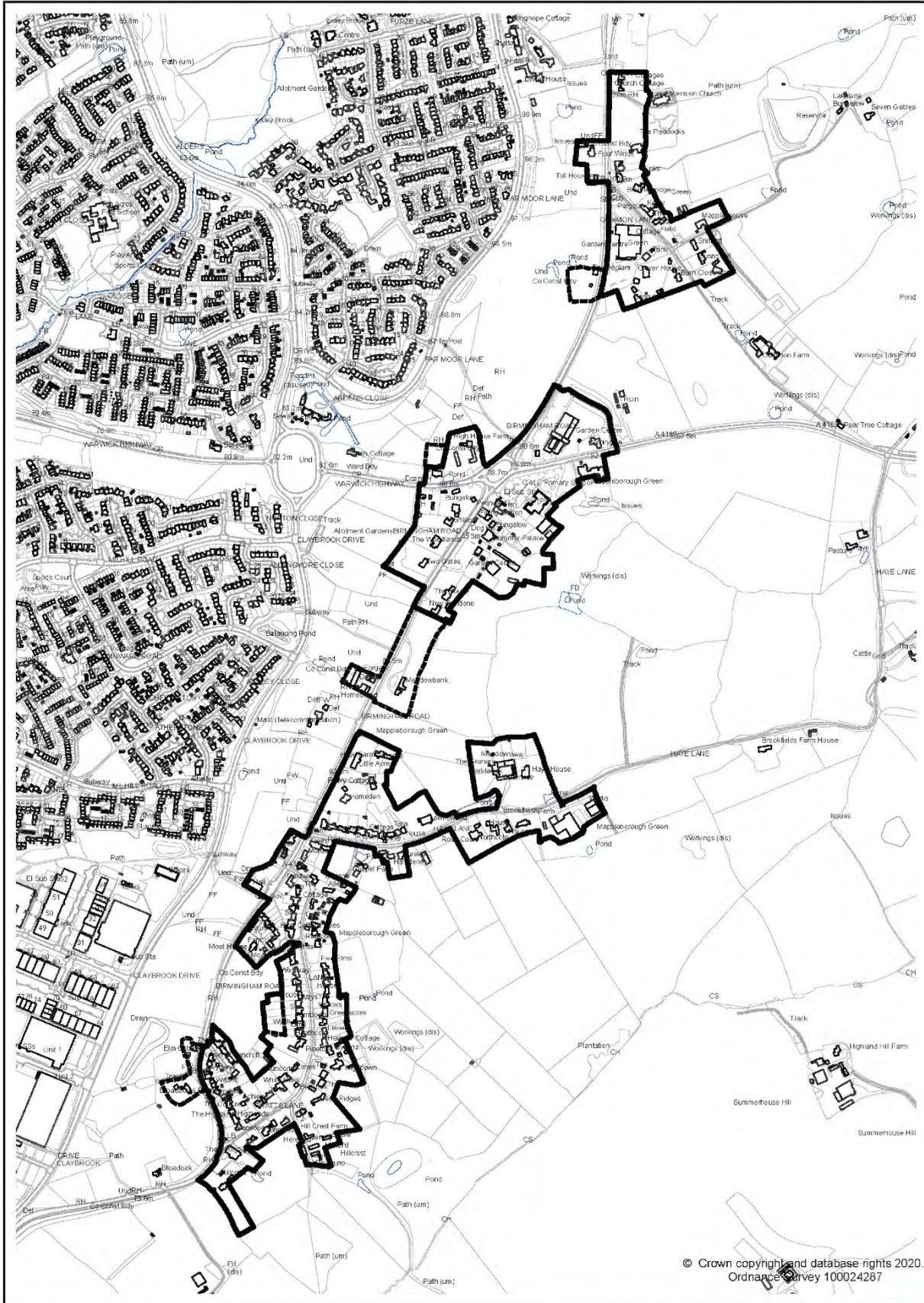
Built-Up Area Boundary - Long Itchington

Please refer to Explanatory Note on page 131



Built-Up Area Boundary - Long Marston

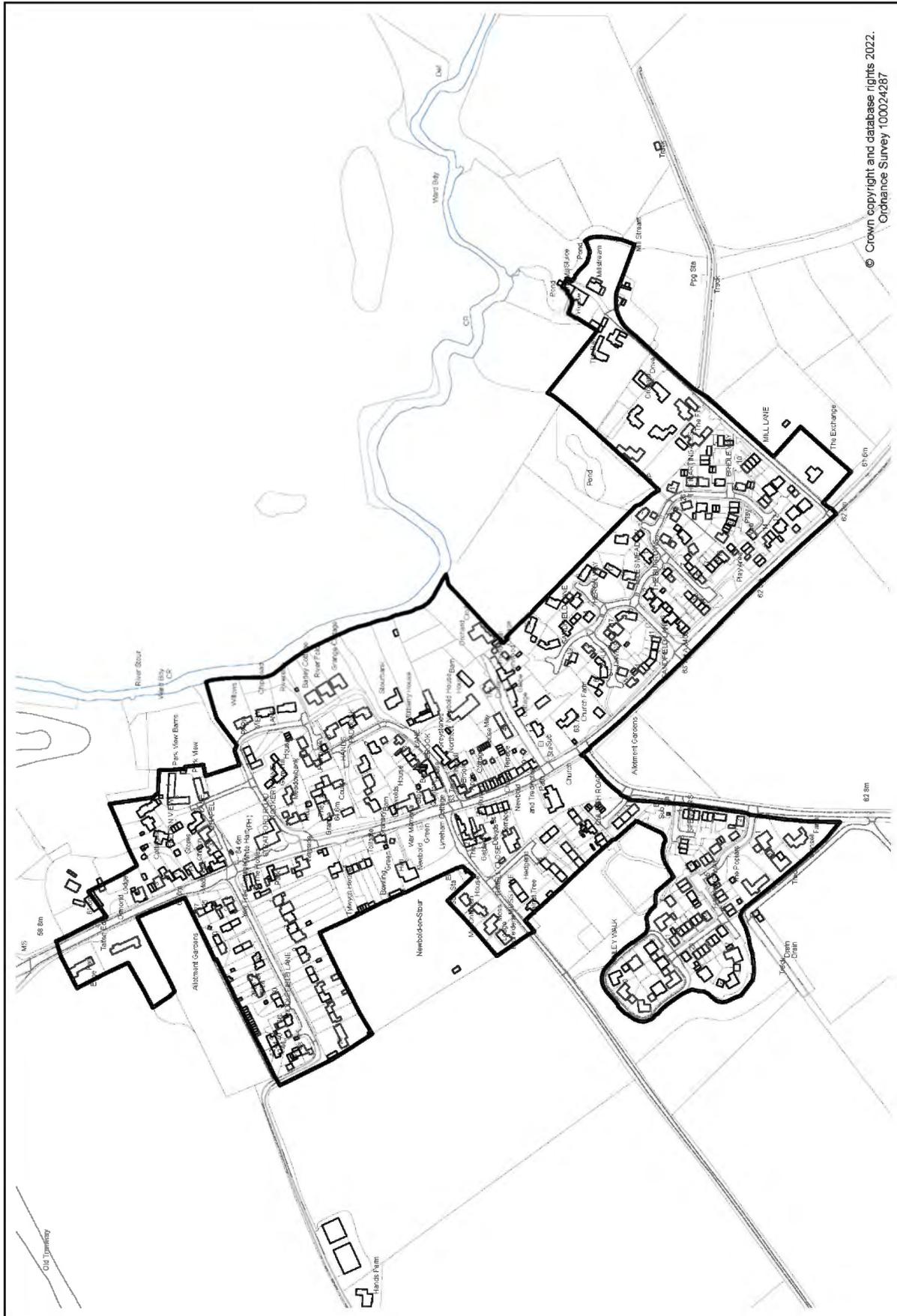
Please refer to Explanatory Note on page 131



Built-Up Area Boundary - Mappleborough Green

Please refer to Explanatory Note on page 131





Built-Up Area Boundary - Newbold-on-Stour

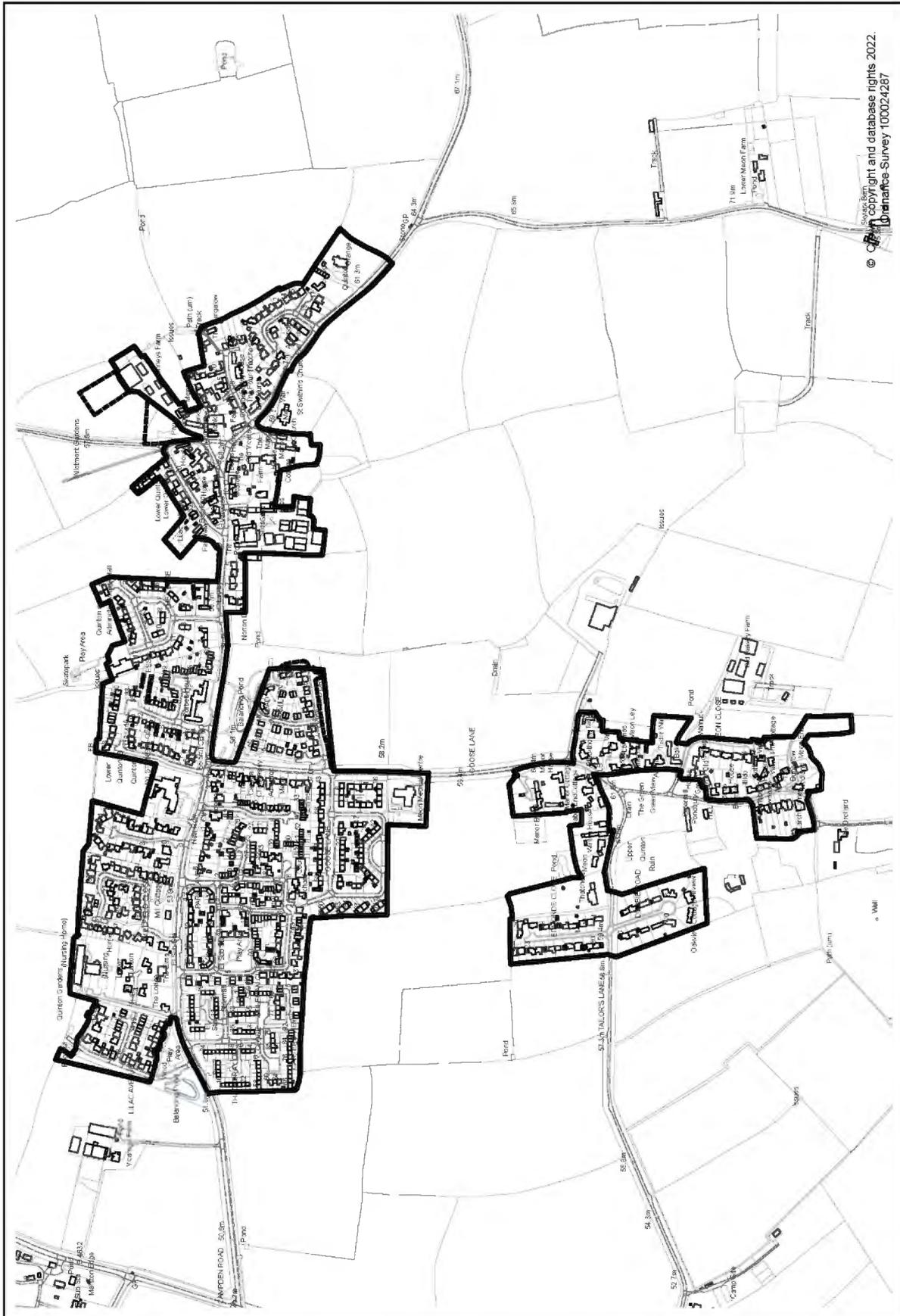
Please refer to Explanatory Note on page 131







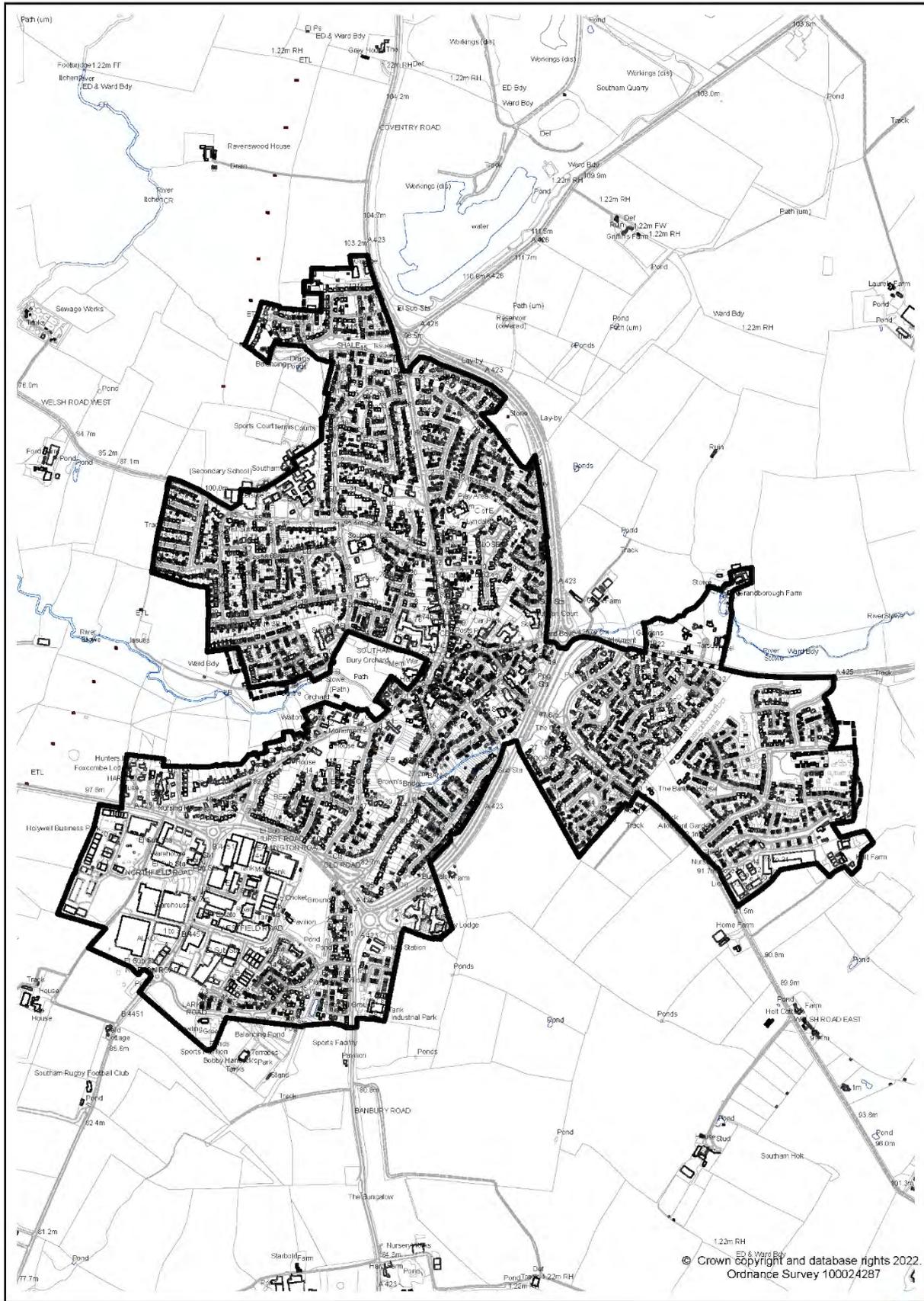




Built-Up Area Boundary - Quinton

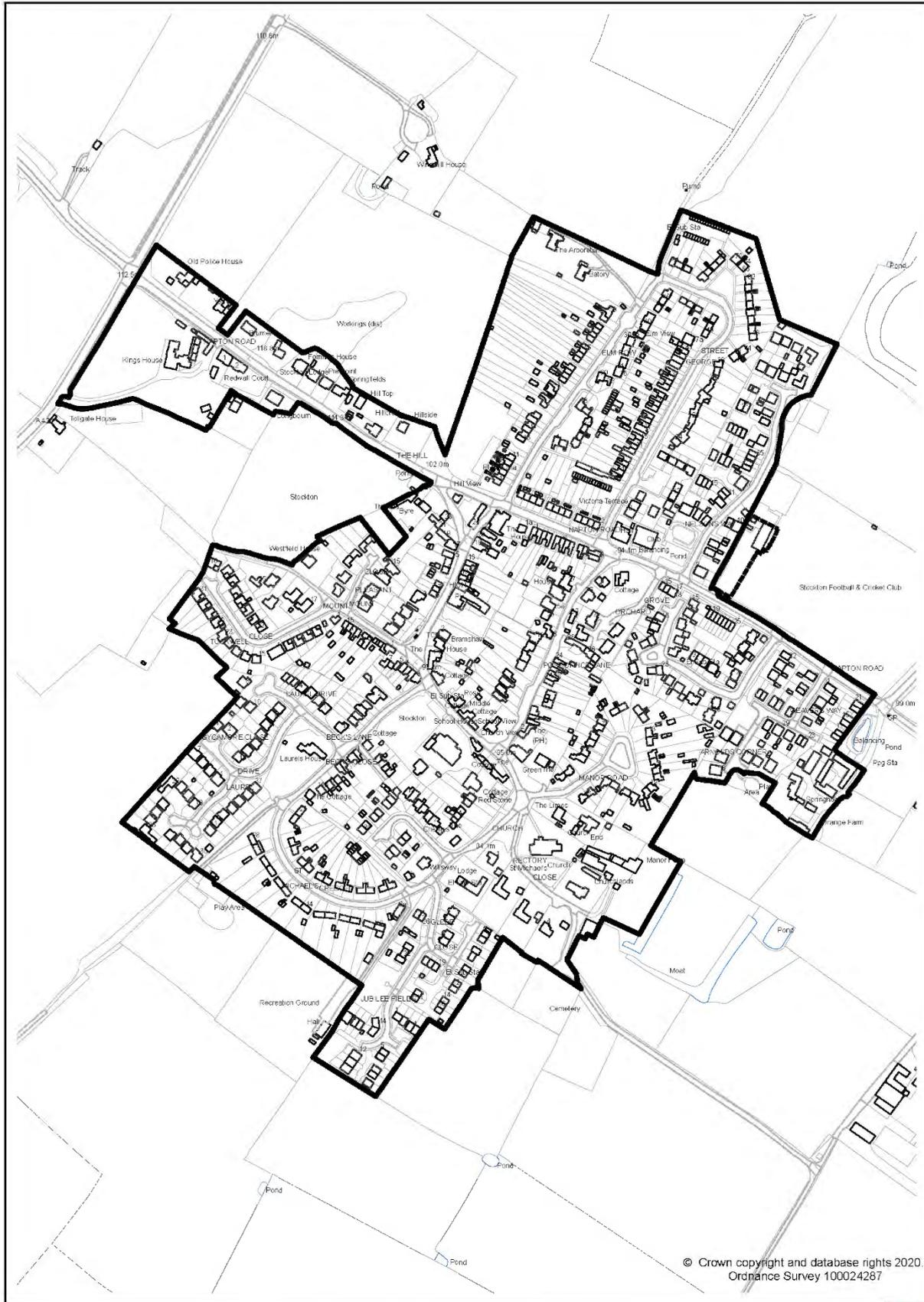
Please refer to Explanatory Note on page 131





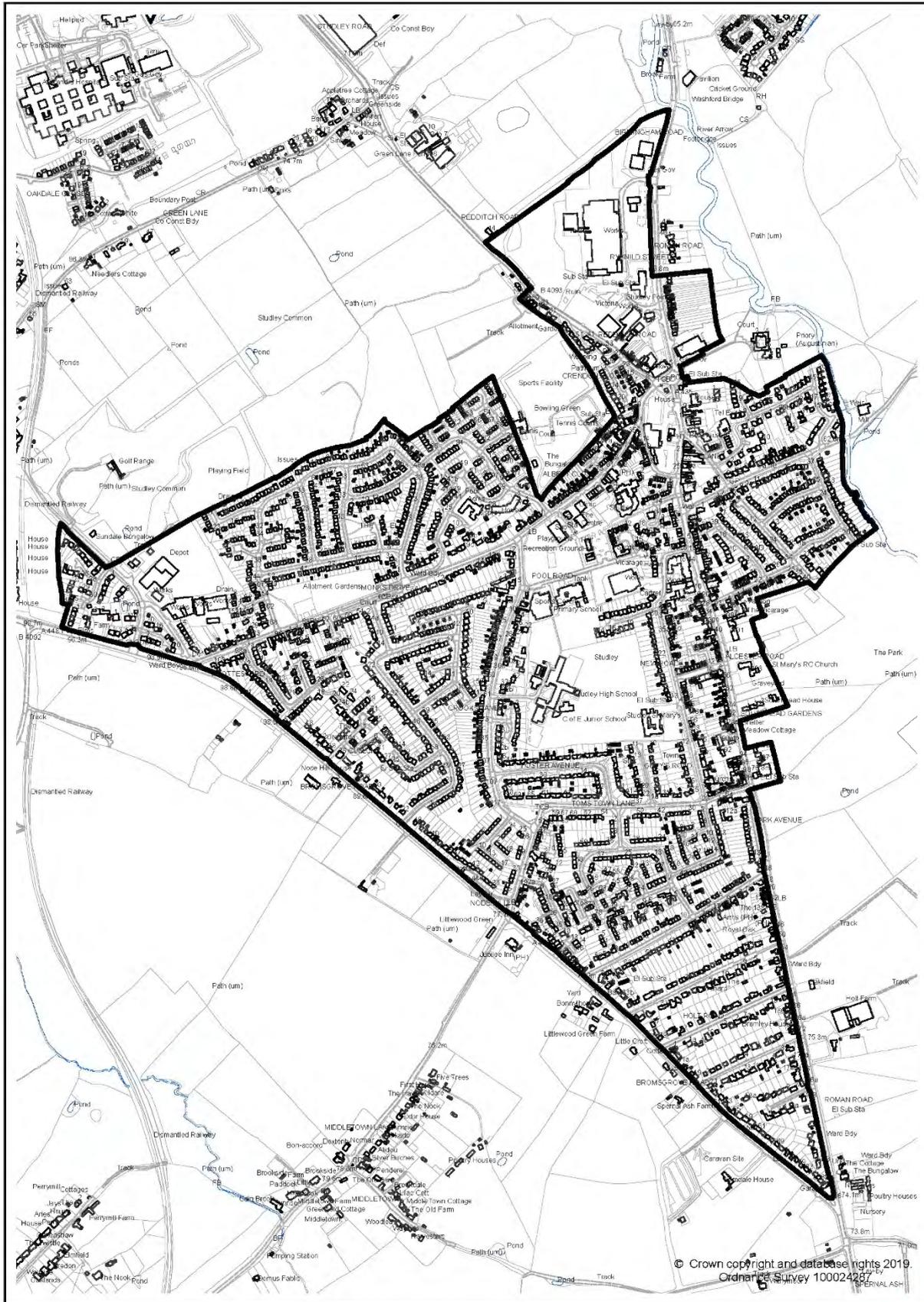
Built-Up Area Boundary - Southam

Please refer to Explanatory Note on page 131



Built-Up Area Boundary - Stockton

Please refer to Explanatory Note on page 131



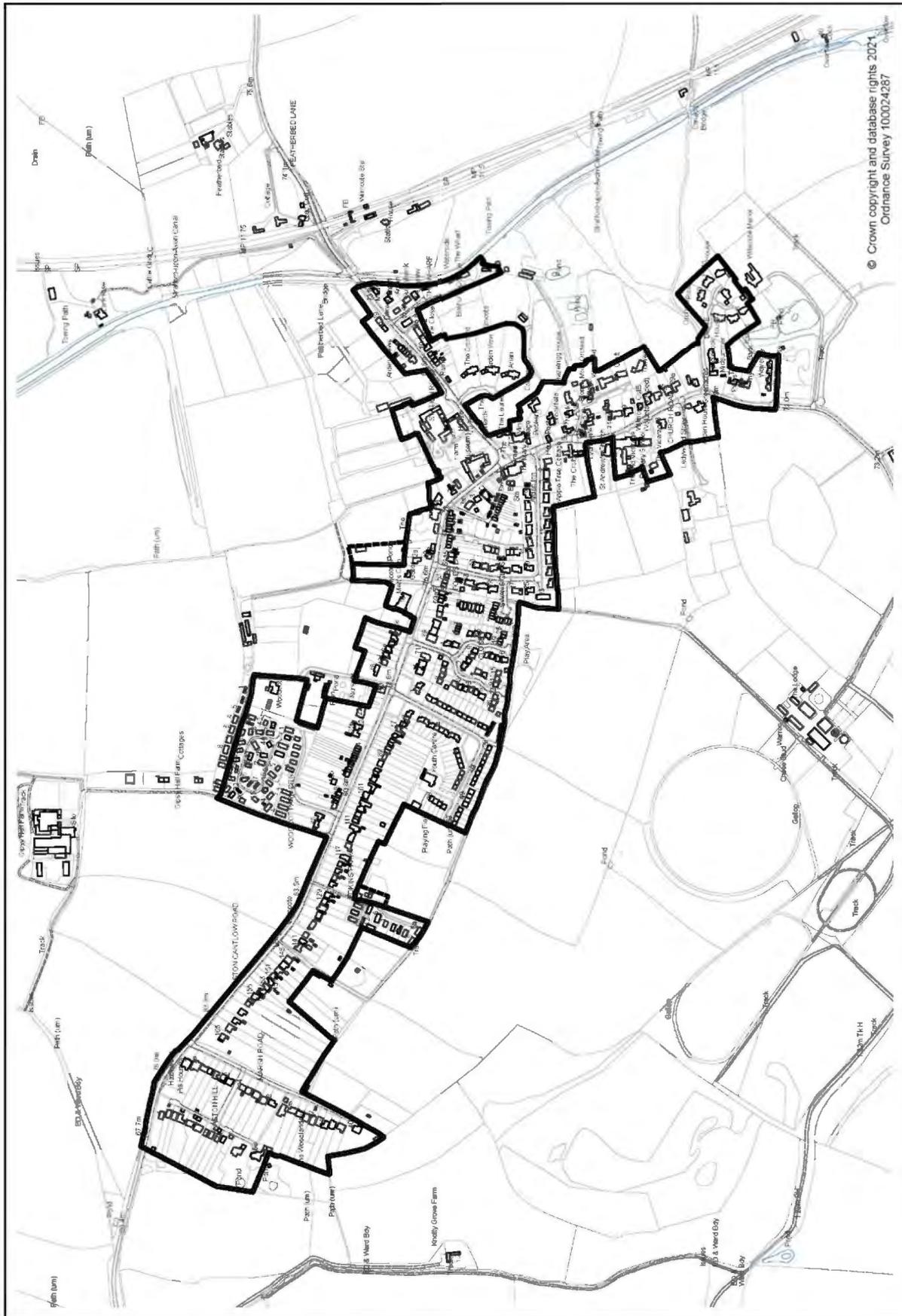
**Built-Up Area Boundary - Studley**  
Please refer to Explanatory Note on page 131



Built-Up Area Boundary - Temple Herdwyke

Please refer to Explanatory Note on page 131

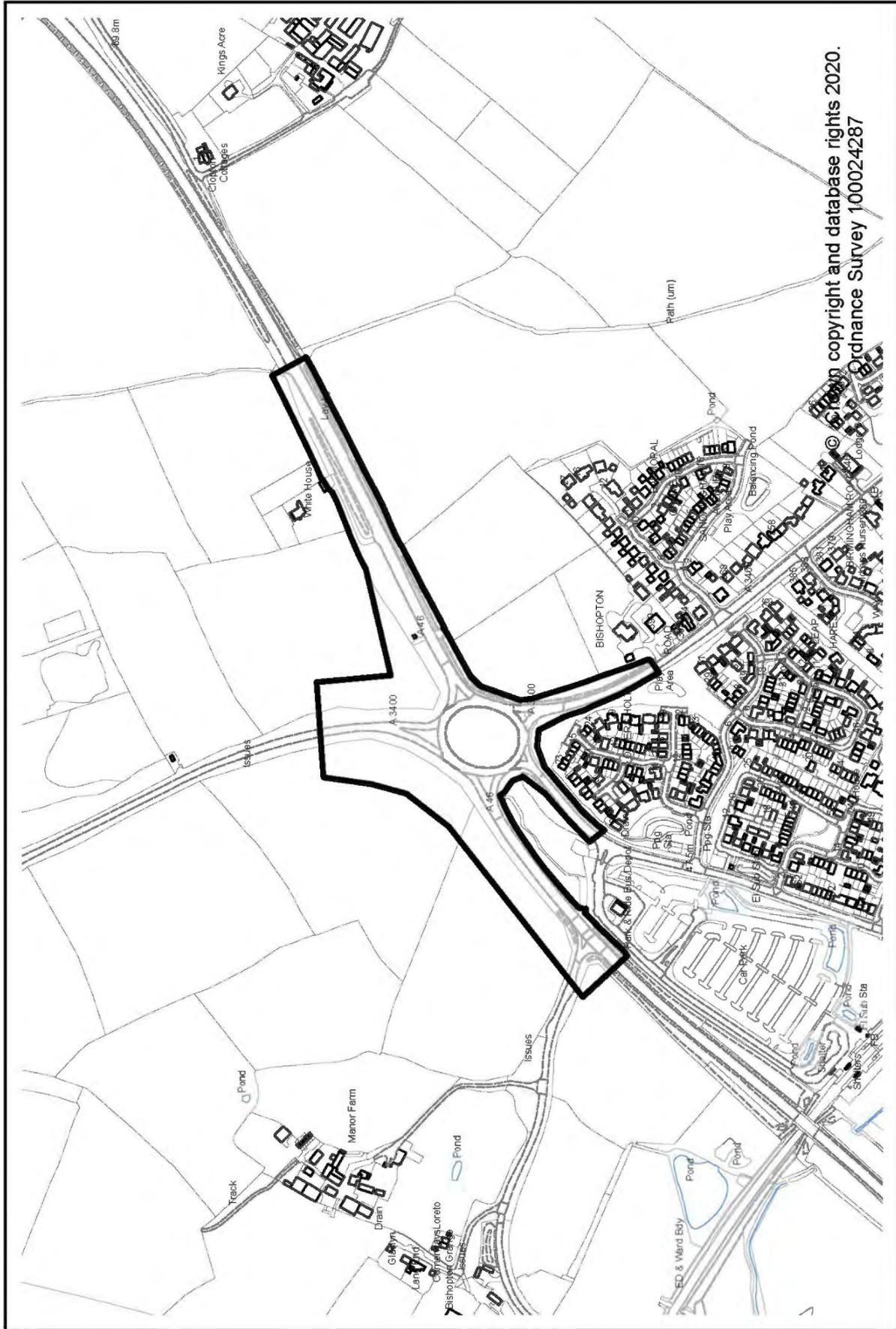




Built-Up Area Boundary - Wilmcote

Please refer to Explanatory Note on page 131

## Part E: A46 Safeguarding



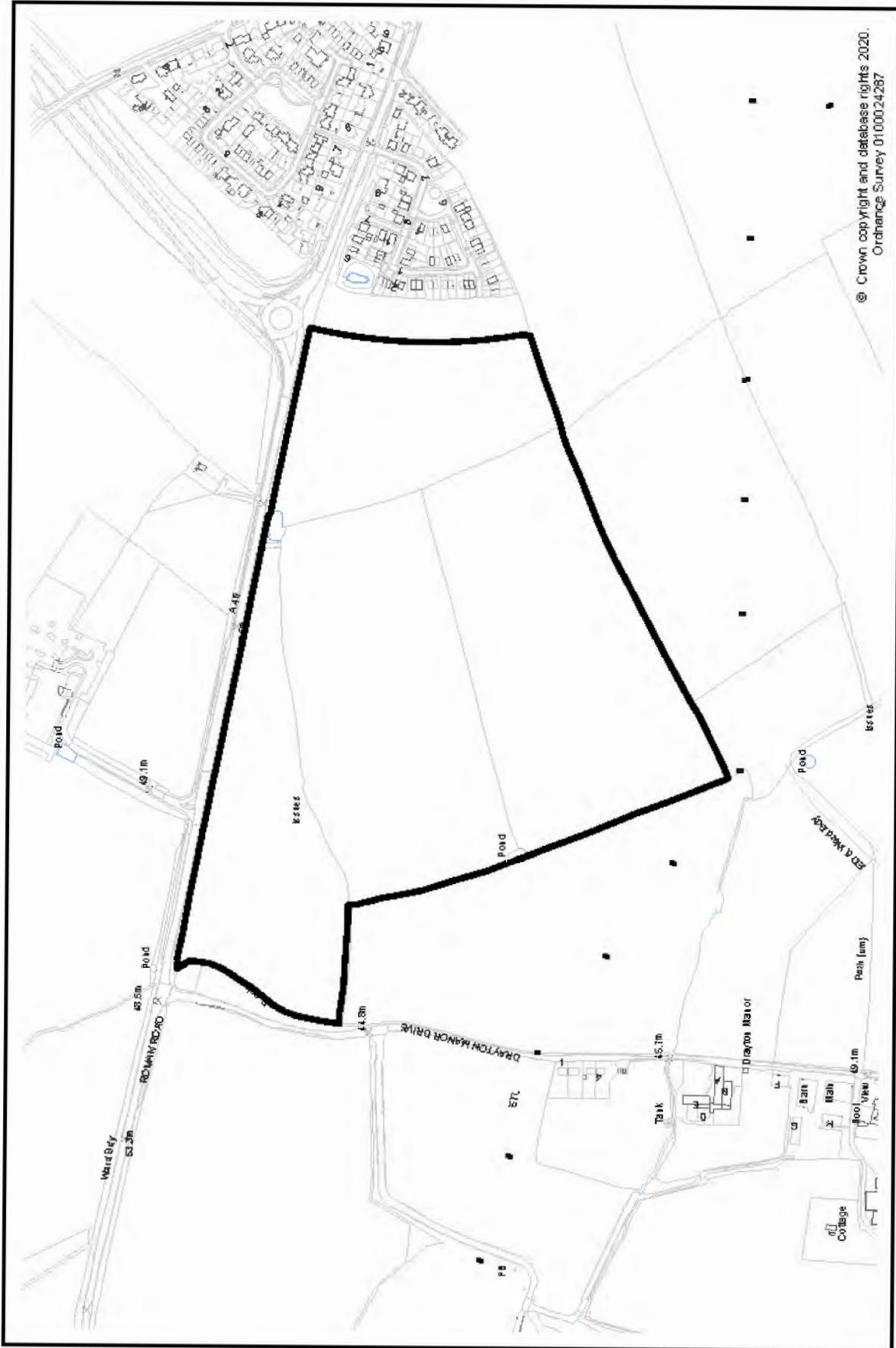
### A46 Safeguarding – Bischopton



## Part F: Specific Site Proposals

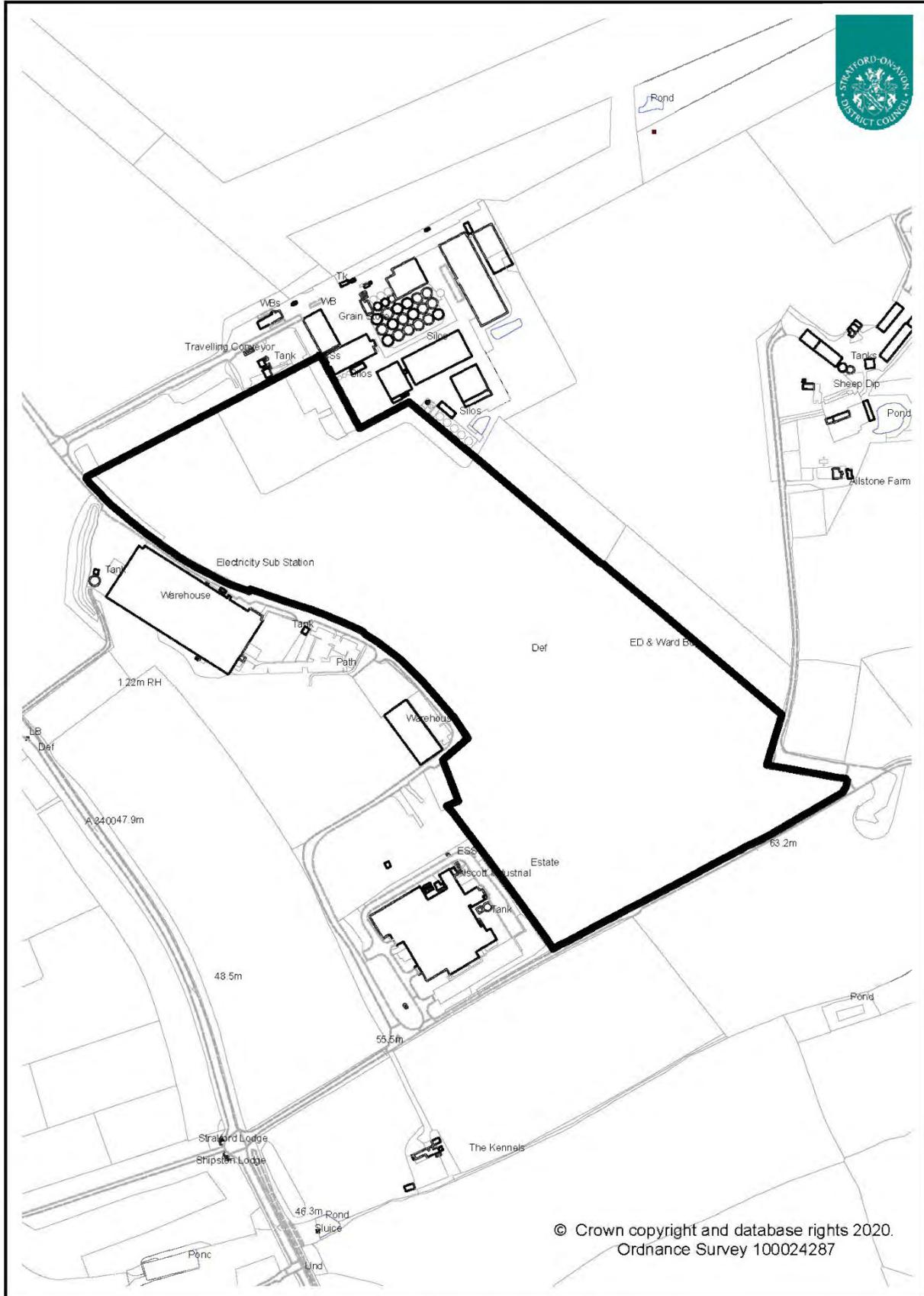
### Explanatory Note:

The cross hatching on the maps for certain sites represents the specific part of the site that is suitable for development. For those with no hatching, the whole area is suitable for development subject to satisfying the specific requirements identified in their respective Proposals in Section 7 of the Plan.



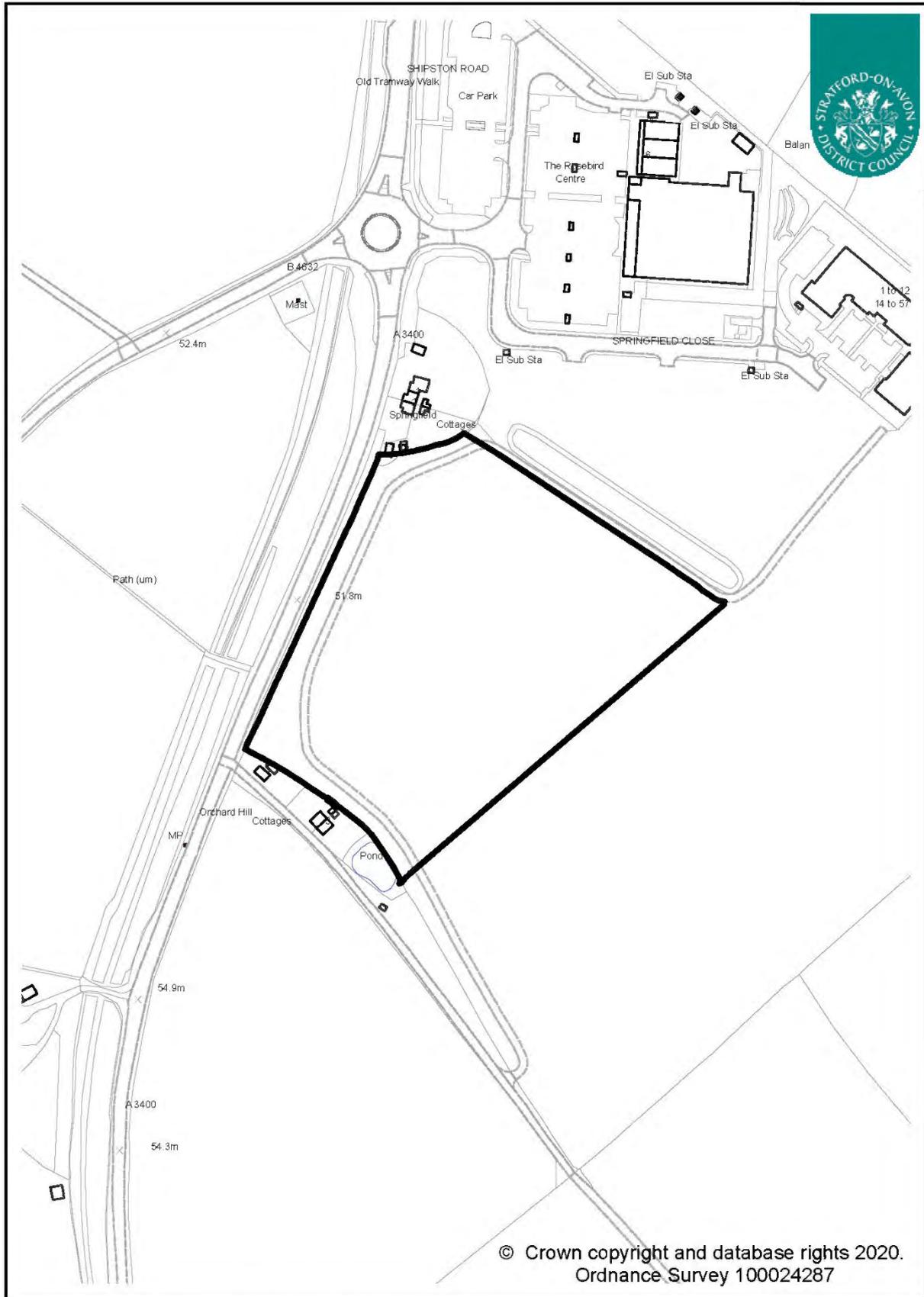
SUA.2: Land South of Alcester Road, Stratford-upon-Avon

Please refer to Explanatory Note on page 163

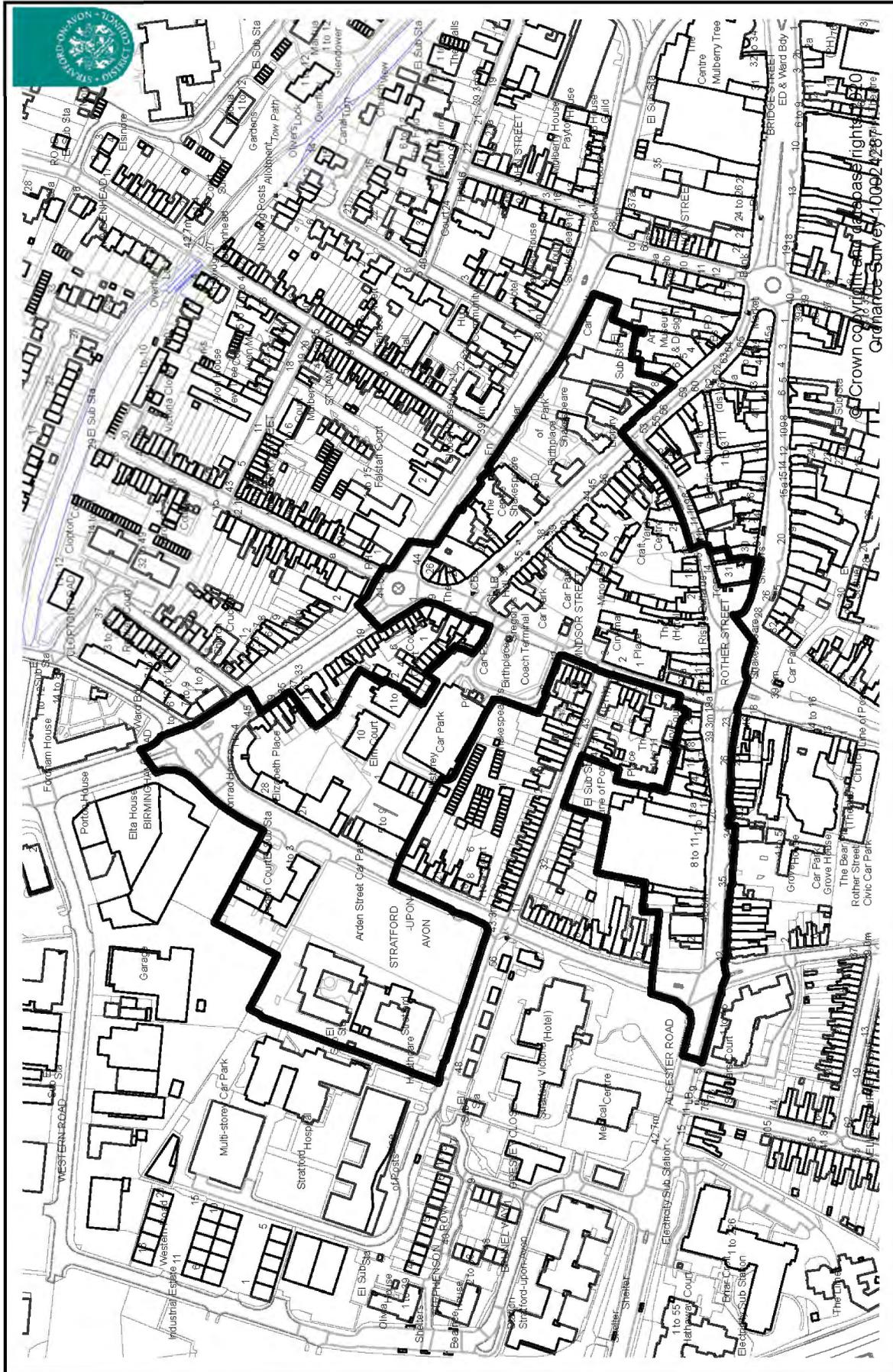


### SUA.4: Atherstone Airfield

Please refer to Explanatory Note on page 178

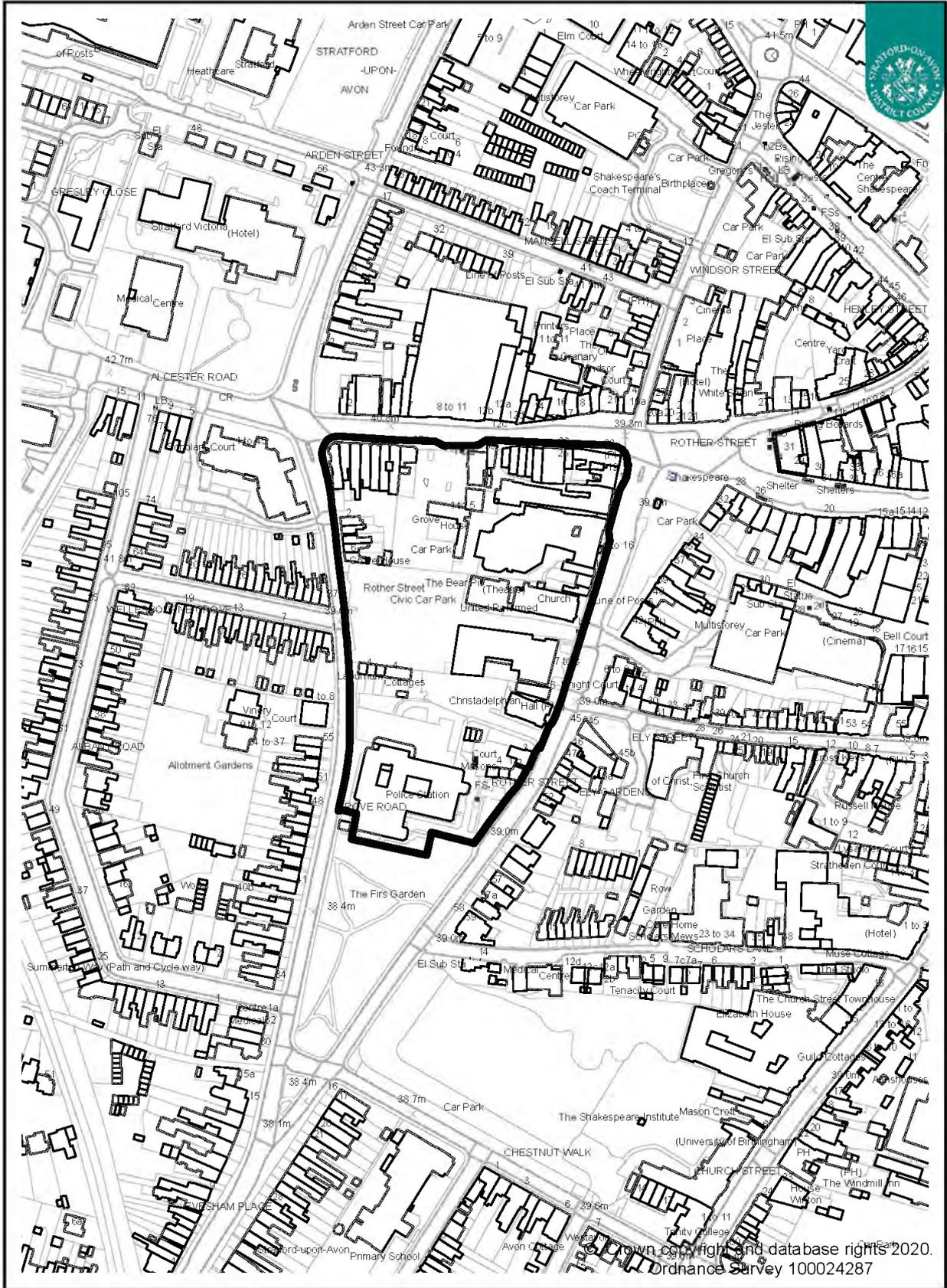


**SUA.5: Land East of Shipston Road, Stratford-upon-Avon**  
Please refer to Explanatory Note on page 163



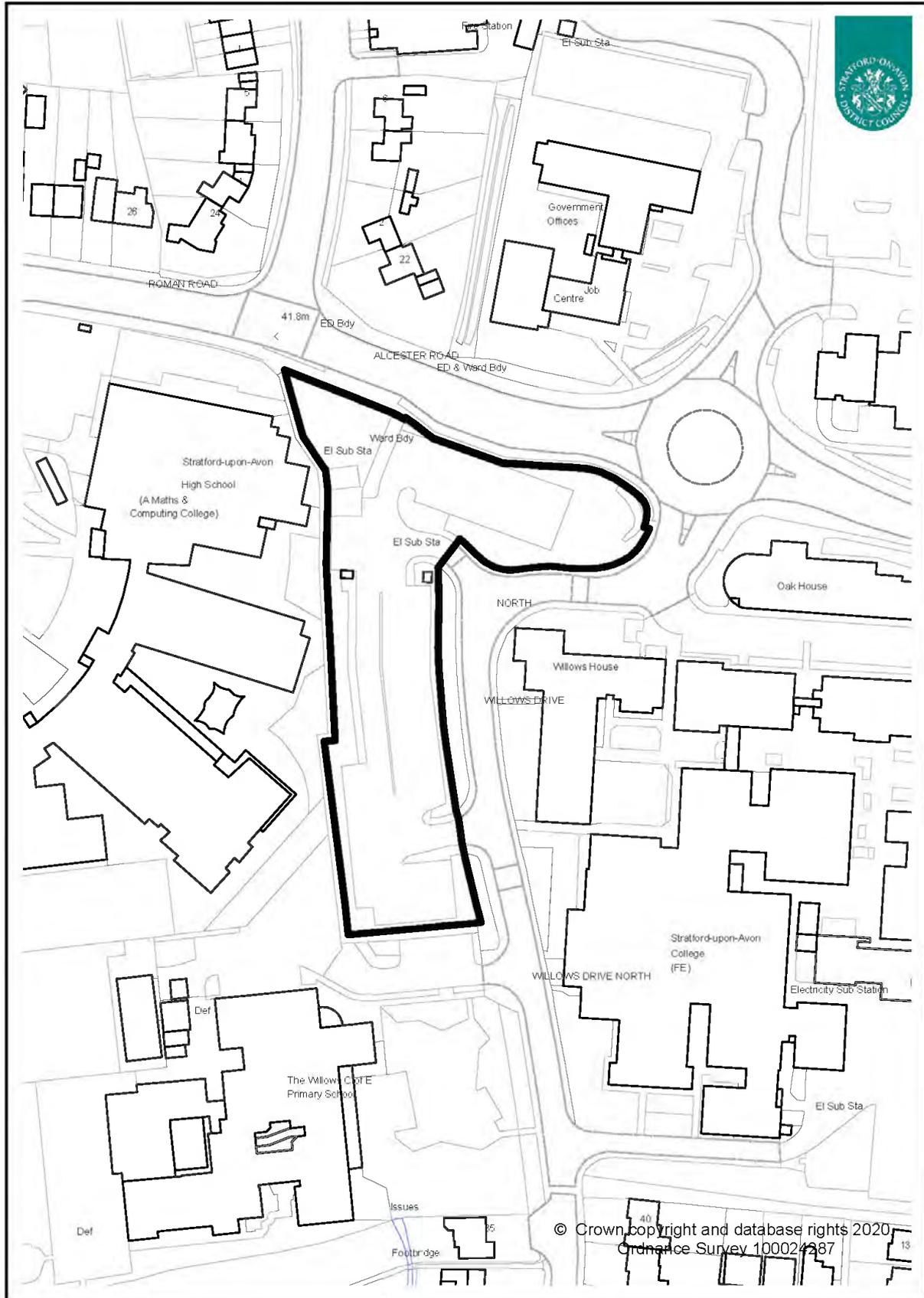
SUA.6: Stratford-upon-Avon Gateway

Please refer to Explanatory Note on page 163

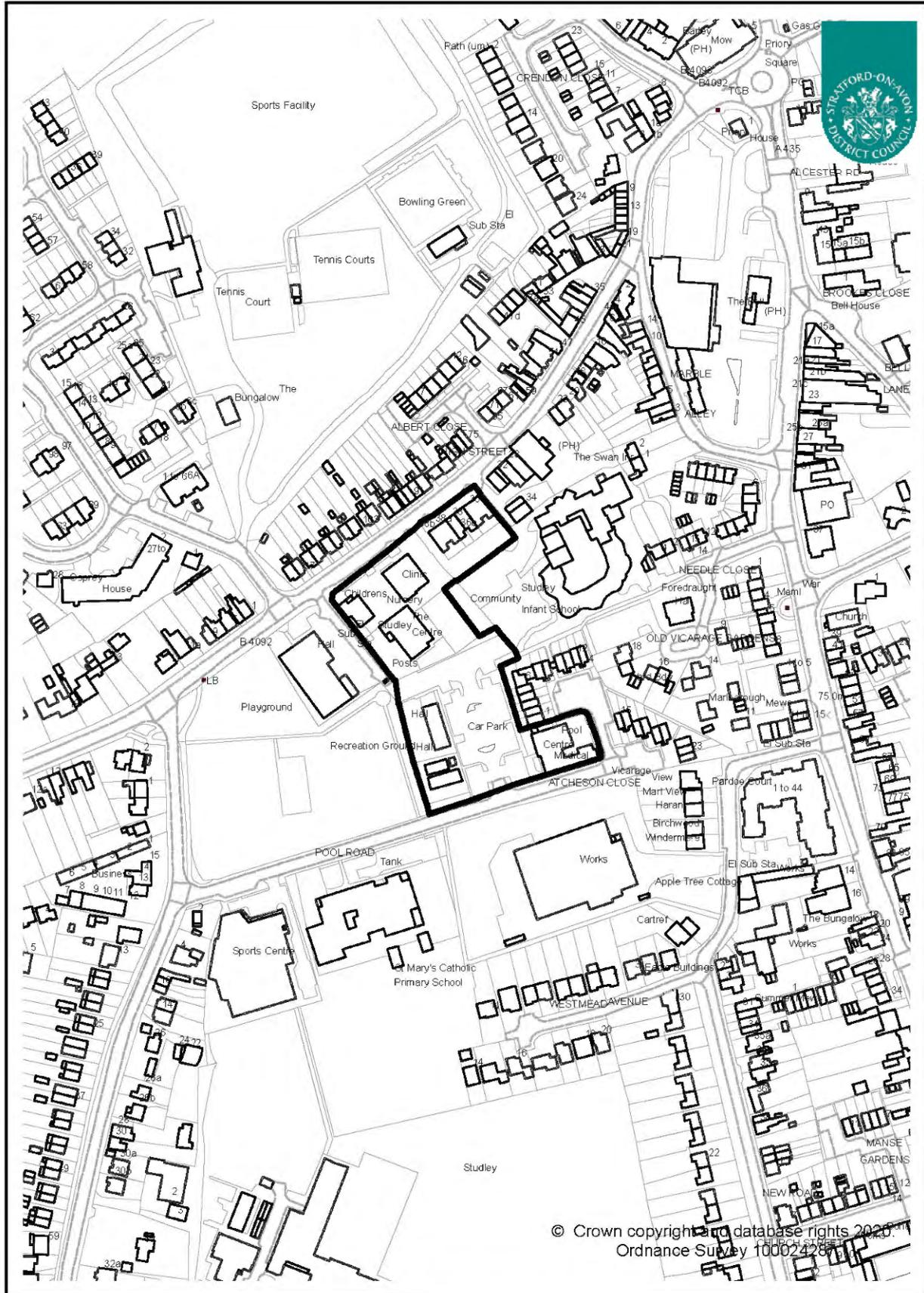


### SUA.7: Rother Street/Grove Road, Stratford-upon-Avon

Please refer to Explanatory Note on page 163

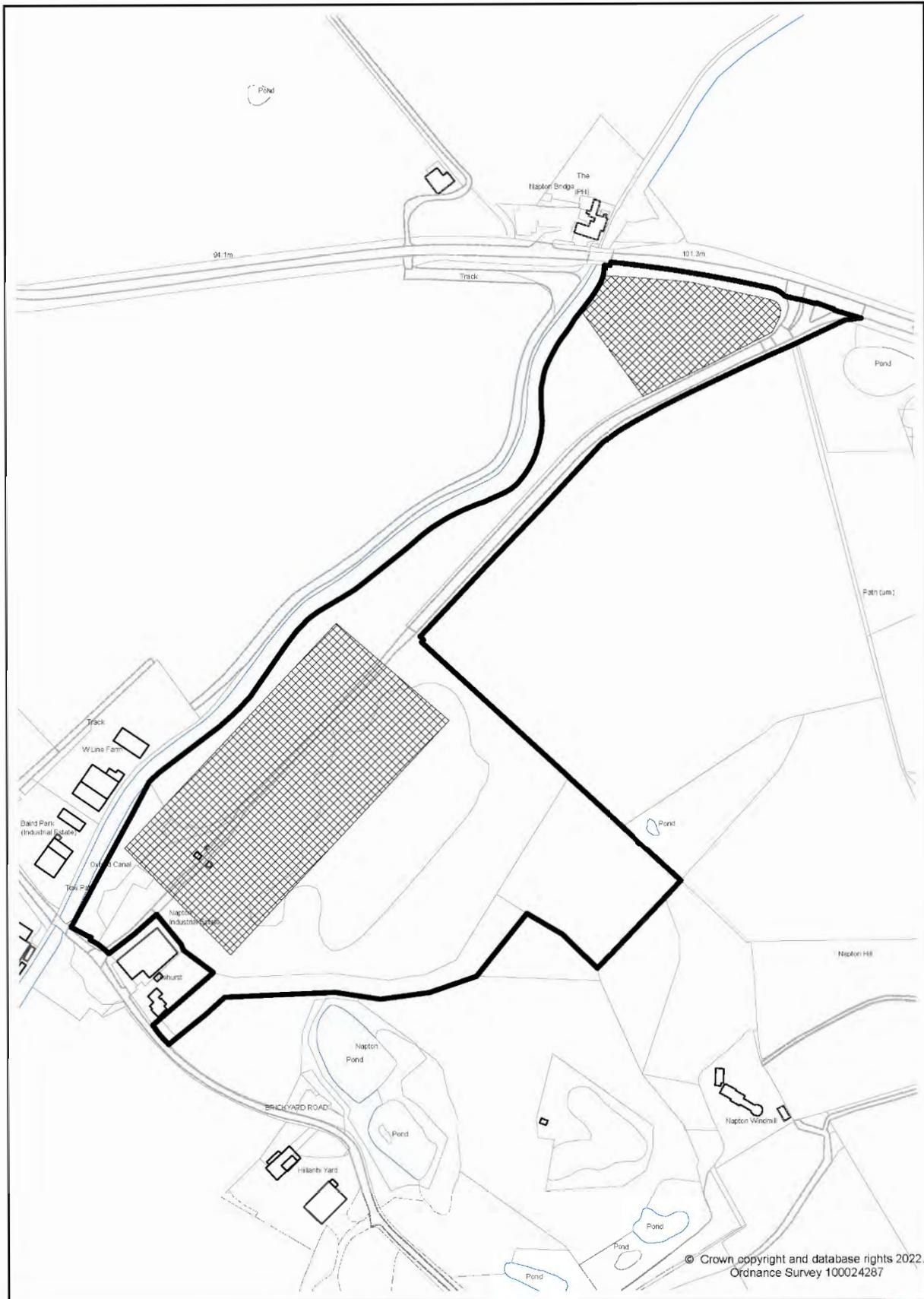


SUA.8: Land at Stratford-upon-Avon College, Alcester Road, Stratford-upon-Avon  
Please refer to Explanatory Note on page 163



**STUD.1: Studley Centre**

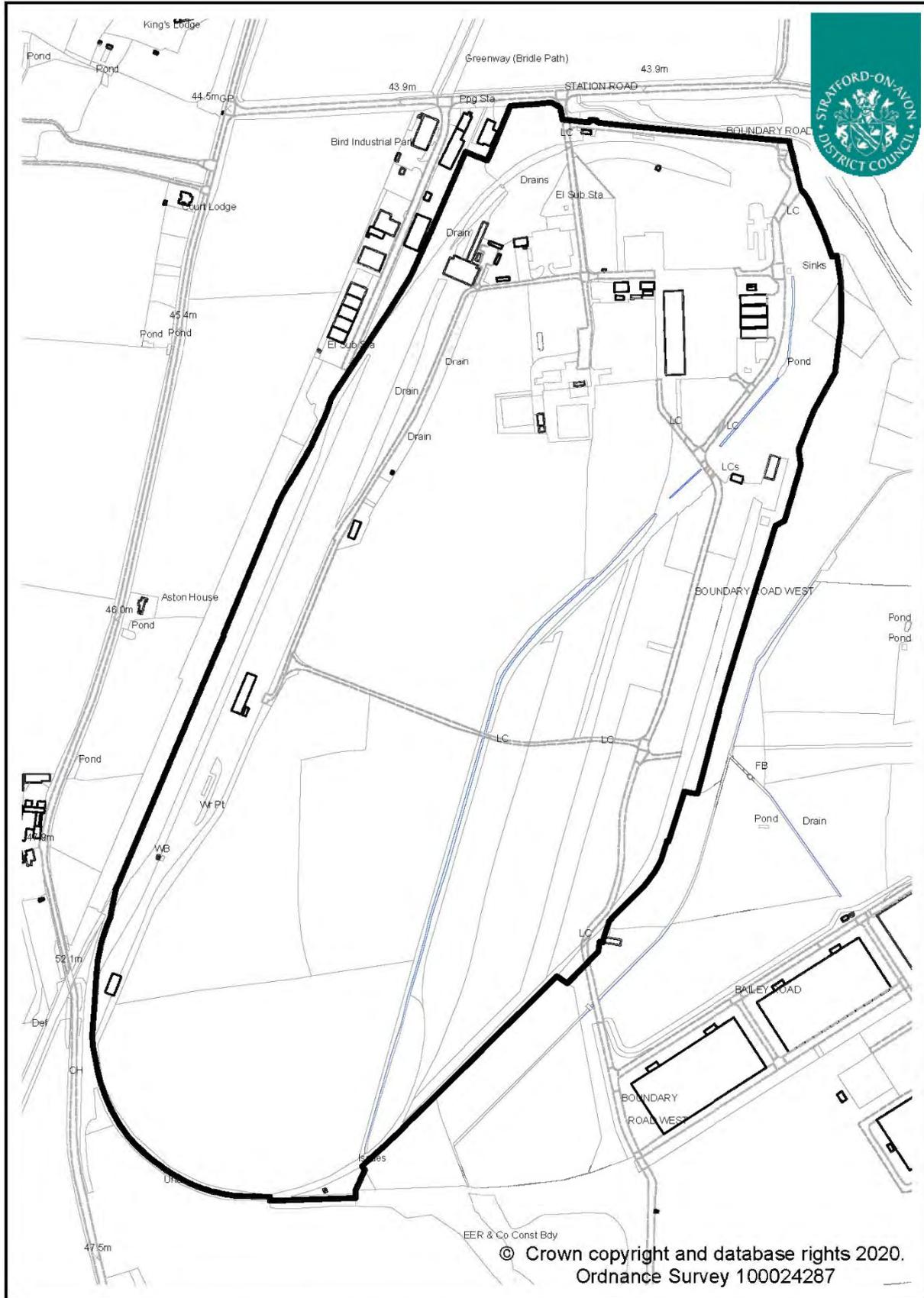
Please refer to Explanatory Note on page 163



**RURAL.1: Napton Brickworks**

Please refer to Explanatory Note on page 163





### RURAL.3: Long Marston Rail Innovation Centre

Please refer to Explanatory Note on page 163





## Annex 1: Schedule of Proposed Reserve Housing Sites

This table accompanies Policies SAP.1 and SAP.3. It is based on the revised approach taken to identifying reserve housing sites which applies the overarching principles set out in para. 2.1.18 in the explanation to the Policy SAP.1.

Reserve housing sites identified in made Neighbourhood Development Plans are indicated with [NDP].

### FIRST TRANCHE (I.E. COMMENCEMENT OF DELIVERY WITHIN APPROX. 5 YEARS)

Ref.	Settlement	Site Location	Indicative Dwelling Capacity
ALC.A	Alcester	South of Allimore Lane (west)	60
ALC.B	Alcester	South of Allimore Lane (east)	30
BID.A	Bidford-on-Avon	East of Jacksons Meadow	40
BID.B	Bidford-on-Avon	Moorlands Lodge, off Victoria Road	6
CLIF.A	Clifford Chambers	East of Campden Road [NDP]	25
HAMP.A	Hampton Lucy	East of Snitterfield Street	13
ILM.A	Ilmington	Mabel's Farm, Back Street [NDP]	8
MAPP.A	Mappleborough Green	West of Birmingham Road	25
MM.A	Moreton Morrell	North of Brook Lane	5
MM.B	Moreton Morrell	South of Brook Lane	8
MM.C	Moreton Morrell	South of John Davis Drive	20
NAP.A	Napton-on-the-Hill	East of Butt Hill	6
PILL.A	Pillerton Priors	East of Kineton Road	13
PM.A	Priors Marston	South of Byfield Road	10
QUIN.A	Quinton	East of Goose Lane	30
SOU.A	Southam	West of Banbury Road	75
SOU.B	Southam	East of Banbury Road	120
STR.A	Stratford-upon-Avon	North of Evesham Road	88
STR.B	Stratford-upon-Avon	East of Shipston Road	210
STR.C	Stratford-upon-Avon	South of Alcester Road	56
TIDD.A	Tiddington	South of Sid Courtney Road	24
TRED.A	Tredington	South of Blackwell Road	13
TYS.A	Tysoe	Herbert's Farm, Saddledon Street [NDP]	15
WELL.A	Wellesbourne	East of Warwick Road [NDP]	25
LRS.A	Large Rural Site	Adjacent former Long Marston Depot	90
			1,015

### SECOND TRANCHE (I.E. COMMENCEMENT OF DELIVERY WITHIN 10 YEARS)

Ref	Settlement	Site Location	Indicative Dwelling Capacity
STR.D	Stratford-upon-Avon	East of Banbury Road	150
WELL.B	Wellesbourne	East of Kineton Road [NDP]	67
WELL.C	Wellesbourne	North of Moreton Morrell Road [NDP]	75
LRS.B	Large Rural Site	North of former Harbury Cement Works	210
			502

## Annex 2: Assessment of Dwelling Provision by Settlement

The table below gives the indicative dwelling figures identified in the Area Strategies for Stratford-upon-Avon and the Main Rural Centres and in Policy CS.16 for the Local Service Villages in the Core Strategy.

A 20% increase has then been applied to the figure for each settlement to reflect the provision of Policy CS.16.D regarding the capacity of reserve housing sites.

It then shows the number of dwellings (as at 31 March 2022) that have been provided in each settlement identified in Core Strategy Policy CS.15 since the base date of the Plan, ie. 1 April 2011.

Finally, the table shows the extent to which each settlement has over- or under-provided against its indicative dwelling figure. A minus number signifies under-provision. A percentage figure is also provided to illustrate the scale of under- or over-provision in each settlement.

Settlement Category	Settlement Name	Core Strategy indicative dwelling target	Adjusted dwelling target applying 20% increase	Dwelling provision at 31.3.22 (ie. built and committed)	Difference between adjusted target and provision	Percentage difference
Main Town	Stratford-upon-Avon	3,500	4,200	3,684	-516	88
MRC	Alcester	530	636	562	-74	88
Main Rural Centres	Bidford-on-Avon	770	924	880	-44	95
	Henley-in-Arden	Green Belt constraint				
	Kineton	220	264	274	+10	104
	Shipston-on-Stour	510	612	704	+92	115
	Southam	1,100	1,320	1,145	-175	87
	Studley	Green Belt constraint				
	Wellesbourne	830	996	850	-146	85
Category 1 Local Service Villages	Bishop's Itchington	113	136	204	+68	150
	Harbury	113	136	145	+9	107
	Long Itchington	113	136	310	+174	228
	Quinton	113	136	109	-27	80
	Tiddington	113	136	114	-22	84
Category 2 Local Service Villages	Brailes	National Landscape (AONB) constraint				
	Fenny Compton	84	101	129	+28	128
	Lighthorne Heath	84	101	23	-78	23
	Napton-on-the-Hill	84	101	69	-32	68

Site Allocations Plan Revised Preferred Options Consultation (June 2022)

Settlement Category	Settlement Name	Core Strategy indicative dwelling target	Adjusted dwelling target applying 20% increase	Dwelling provision at 31.3.22 (ie. built and committed)	Difference between adjusted target and provision	Percentage difference
	Salford Priors	84	101	144	+43	143
	Stockton	84	101	114	+13	113
	Tysoe	84	101	52 *	-49	51
	Welford-on-Avon	84	101	159	+58	157
	Wilmcote	Green Belt constraint				
	Wootton Wawen	Green Belt constraint				
Category 3 Local Service Villages	Claverdon	Green Belt constraint				
	Earlwood	Green Belt constraint				
	Ettington	59	71	77	+6	108
	Great Alne	Green Belt constraint				
	Ilmington	59	71	50 **	-19	70
	Long Compton	National Landscape (AONB) constraint				
	Newbold-on-Stour	59	71	105	+34	148
	Snitterfield	Green Belt constraint				
	Temple Herdewycke	59	71	94	+13	132
	Tredington	59	71	41	-30	58
Category 4 Local Service Villages	Alderminster	32	38	30	-8	79
	Alveston	32	38	18	-20	47
	Aston Cantlow	Green Belt constraint				
	Bearley	Green Belt constraint				
	Clifford Chambers	32	38	23	-15	61
	Gaydon	32	38	50	+12	132
	Halford	32	38	14	-24	37
	Hampton Lucy	32	38	25	-13	66
	Lighthorne	32	38	32	-6	84
	Long Marston	32	38	80	+42	211
Loxley	32	38	18 ***	-20	47	
Mappleborough Green	32	38	25	-13	66	

Settlement Category	Settlement Name	Core Strategy indicative dwelling target	Adjusted dwelling target applying 20% increase	Dwelling provision at 31.3.22 (ie. built and committed)	Difference between adjusted target and provision	Percentage difference
	Moreton Morrell	32	38	5	-33	13
	Northend	32	38	16	-22	42
	Oxhill	32	38	38	0	100
	Pillerton Priors	32	38	16	-22	42
	Priors Marston	32	38	26	-12	68
	Tanworth-in-Arden	Green Belt constraint				
	Wood End	Green Belt constraint				

\* Includes 15 dwellings on NDP allocated site that has not got planning permission

\*\* Includes 20 dwellings on NDP allocated site that has not got planning permission

\*\*\* Includes 5 dwellings on NDP allocated site that has not got planning permission

# Annex 3



## Site Allocations Plan Reserve Housing Sites Site Delivery Assessment

<b>Site Ref</b>	
<b>Site Name</b>	
<b>No. of Homes</b>	

<b>Date</b>	
<b>Submitted by</b>	
<b>Organisation</b>	

Phase	No. Units Market	Housebuilder Name	No. Units Affordable	Registered Social Landlord Name
1				
2				
3				
4				

### Expected Timescales \*

Stage	Expected Date	Months	Notes
Submission of Outline Application			
Sale of Site			
Submission of RM / Full Application			
Start on Site			
First Completion			
Last Completion			

\* Where dates for submission of applications are not known, please indicate cumulative number of months passed since submission of application e.g. application submission = month 0, sale of site = month 5 (allowing 2 months to determine application and 3 months to market the site and complete sale to house builder).

### Expected Delivery Trajectory

Please indicate delivery trajectory showing expected completions following approval of full planning consent (taking into account signing of s106 and fulfilment of any pre-commencement conditions). Completion is defined as where the property is watertight (i.e. includes roofs, doors and windows).

Phase	Type	Year 1				Year 2				Year 3				Year 4				Year 5				Year 6+
		Q1	Q2	Q3	Q4																	
1	Market																					
	RSL																					
2	Market																					
	RSL																					
3	Market																					
	RSL																					
4	Market																					
	RSL																					

### Other Information

### Delivery Narrative

Please summarise the outcomes of discussions regarding site delivery with relevant stakeholders including confirmation from the relevant stakeholder that the summary accurately represents their position.

Site Ref		Site Name		Date	
Stakeholder		Summary		Confirmed by	Date
Environment	SDC Landscape				
	WCC Natural Environment				
Heritage	SDC Conservation				
	Historic England				
	WCC Historic Environment				
Housing	RSL (Please specify)				
	SDC Housing Policy & Development				
Social	NHS / CCG				
	WCC Education				

Transport	Highways England			
	WCC Highways			
	WCC Passenger Transport			
Water	Environment Agency			
	Natural England			
	Severn Trent			
	WCC Lead Local Flood Authority			
Other	SDC Environmental Health			
	SDC Planning			
	Western Power			
	Other (Please specify)			

## Annex 4: Methodology for defining Built-up Area Boundaries

### Land to be included within built-up area boundaries:

- Sites with extant planning permission (excluding any associated playing fields and/or open spaces);
- Community buildings and their immediate curtilage (excluding associated playing fields or open spaces on the edge of a settlement);
- Dwellings and associated areas of lawful garden land which form the residential curtilage of a property (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;
- 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 or custom-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 built-up area boundaries:

- Reserve Housing sites (without planning permission)
- Rural exception sites and self-build or custom-build housing sites prior to material commencement of any associated planning permission
- Playing fields on the edge of a settlement (including public, private and school playing fields and those associated with planning permissions);
- 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;
- 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;
- Large mansions (e.g. '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
- Agricultural land associated with farm buildings located on the edge of a settlement
- Dwellings on the periphery of settlements where there are intervening land uses deemed to be non-domestic in nature