

## Responses to Representations made on the Pre-submission Draft Stratford Neighbourhood Development Plan

### Policy SSB1

Representations: Total received 20

Number in Support: 13

### Modification Proposed:

Only the minor modifications noted in the responses below and any needed to remain consistent with the Core Strategy and the NPPF are proposed.

### Individual Representations and Steering Group Responses

Code Number	Full Name	Organisation represented (where applicable)	Policy SSB1	Neighbourhood Plan Steering Group Response
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Statutory Consultees' Comments				
1001	Stratford District Council	Statutory Consultee	Amend title of policy to “Stratford-upon-Avon Allocation – Canal Quarter Regeneration Zone” for consistency with Core Strategy.	agreed
			In the first sentence of the policy, delete ‘brownfield and derelict land’ and insert ‘previously developed land and buildings’.	agreed
			In a) replace the word ‘Inappropriate’ with ‘Existing’	agreed
			In c) delete “A continuous corridor of at least 5 metres	agreed, but keep the width

			in width on at least one side of the canal...” and replace with “A linear park alongside the canal...”	reference as a minimum
			At the end of the final sentence of the policy, add the following text: “...and a Framework Master Plan Supplementary Planning Document will also be prepared”.	agreed

<b>Residents' Comments</b>				
025	Jane Dodge		I agree	Supportive
038	Amanda Waters		For this (and all other developments) there is no reason why all new units should not be required to be built with a percentage of solar panels covering their roofs.	Solar panels would be subject to new building regs requirements
039	Katherine Burnett	Canal & River Trust	Policy SSB1 – Stratford-upon-Avon Housing Allocation - Canal Regeneration Zone The Canal Quarter Regeneration Zone incorporates our land at Western Road and the canal between Timothy Road (bridge 64) and Clopton Road (bridge 66). While we welcome the creation of a regeneration zone focussing on the Stratford Canal, the allocation of land only for housing and suitable mixed uses, does raise issues for us. We made representations to the Stratford-upon-Avon Core Strategy consultation commenting that this allocation did not appear to have recognised the presence of our land holding at Western Road and the operations at this site which include: a hire fleet; long term moorings; and a maintenance wet dock. The site also includes toilet waste facilities and water which are available to all users and this is the only such facility in this section of a busy and popular canal, well used by hire craft bringing tourists to the area. We would	Supportive The Canal & River Trust would be a specified consultee on design matters as anything that impinges on the canal it would have to be consulted

			<p>welcome further discussions in regard to our land and operations within the Canal Quarter to ensure the future of these facilities are not affected by the regeneration proposals or an alternative site should be offered to enable the operations to be relocated. As previously mentioned, we would welcome involvement in the production of a design guide for the canal regeneration zone. We recommend a number of guiding principles for waterside developments which could contribute to the creation of the masterplan. Figure 12 identifies the location of proposed pedestrian bridges and a new road crossing. As previously mentioned we would require further information before we would be able to agree to the principle of new bridge crossings. It would need to be demonstrated that sightlines for navigation will not be affected nor our operational activities, such as dredging. A bridge crossing shall also need to comply with a number of design principles. The 'developer' will be required to enter into agreement with us for the bridge crossing to obtain the right to over sail the canal, as well as obtain consent from the Secretary of State.</p>	
048	David Bowie		<p>This is a bold and imaginative proposal which I fully support both for satisfying a major housing need and creating a pleasant leisure canal side environment. No doubt there will be difficulties but they must be overcome.</p>	Supportive
056	Martyn Luscombe	Stratford Voice	<p>Strongly support</p>	Supportive
057	Trevor Honychurch		<p>Strongly agree. The nature of the canal needs to be protected but this should be achieved by a good walkway/cycle path. This location is ideal and business can be relocated to the north of the town which offers</p>	Supportive

			better road and rail links. The price of land must not be allowed to derail this proposal. Compulsory Purchase as necessary.	
081	Nicholas Oliver		Sections A and B: in agreement Section C: would like to see this continuous corridor on both sides of the canal within the town boundaries.	The Brief does not prevent a corridor on both sides, but this may not be possible to implement so it would be unreasonable to demand it.
086	Jenny Fradgley		Strongly support. Bring partners together to agree ways forward	Supportive
097	Barbara Anne Baro		I'm very pleased to see the proposal to enhance the canal corridor	Supportive
108	Cheryl Aubrey	Work at The Fourteas, 24 Sheep Street.	Great idea, could make the canal an actual desirable place to visit	Supportive
168	Mrs Anna Louise Gregg		It would be wonderful to see the canal regenerated. I love the idea of using it, but only walk it at busy times or in company as it doesn't feel safe. So the idea of taking an area which is currently a bit seedy and making it into the sort of desirable area canals can be makes this policy feel like a priority. Maybe this would also improve the experience for holiday makers on the canal? It can't be very impressive at the moment having a noisy motocross alongside the flight of locks down from Wilmcote then going along the backs of the businesses at Timothy's Bridge Road.	Supportive
173	Neil Williams		Excellent. This part of Stratford has such potential, yet it's been neglected for ever. Great if it wasn't just for housing too.	Supportive
182	David White		Greater use of brownfield land, use above shops, putting back empty houses into use and changing designation of industrial units left empty for more than	The policies within the NDP aim to achieve this, along with the SDC CS policies

			six months to housing use.	
201	Graham John Nicholson	The Inland Waterways Assoc. (Warks branch)	Strongly support. Would like to see wider green corridors	Supportive
202	Mr Mark Rowlands		In support of this vision, cancel the planning approval given for a McDonalds drive-through take-away on the junction of Western Road and Birmingham Road. Note - I think the map legend has the pedestrian bridges & canal bridges the wrong way round	McDonalds permission cannot be revoked. Future development will need to work round it. Fig 12 is only indicative of the type of crossings needed for permeability.
212	David Tucker		Whilst strongly supportive of the Canal Regeneration Zone, particularly the Eastern side adjacent to the Hospital and Station, it is difficult to envisage how this will be delivered in a reasonable timeframe and it is essential to provide new commercial space to the North of the Town with appropriate infrastructure at an early stage to enable businesses to relocate.	Supportive This is a recognised concern – however, the site allocations and implementation are within the Core Strategy, and will be actively pursued by SDC as the relevant planning authority.
226	Debs Campton		Yes support proposal	Supportive
261	Paul Reginald Gilmore		LAND TIDDINGTON RD / LOXLEY RD Parcels of land above, have been put together to provide an ideal 1.5 acre (approx.) site for retirement houses and bungalows for sale. A strategic housing land availability has been made, together with a pre-application for planning advice. The report indicates a good possibility. Following completion of land options, a planning permission will be made under N E C Homes Ltd.	Allocation of land for housing development falls within the remit of the Core Strategy and this site is not mentioned As the site is within the Town BUAB it would fall to other NDP policies to control. It is not related to SSB1.
295	Cllr Charles Bates		There's a realistic chance that industrial sites in Masons Road, and maybe part of Timothy's Bridge Road could be used for housing development in the short term, starting with the former Football Ground (owned by the District Council), and the redundant	noted

			<p>Peak Engineering site. Timothy's Bridge Road would possibly be suitable for housing at the Masons Road end, but as there are a significant number of quite new commercial building at the Bishopton Lane end of the road, therefore it could prove to be impractical to designate the whole length of Timothy's Bridge Road for housing. As Western Road will soon become a through road, linking the Alcester Road with the Birmingham Road, surely it would be unsuitable as a residential area as no doubt it will become very busy with traffic, and therefore should not be considered for this purpose. - Policy SSB1. Is the suggestion that there should be a 5m wide corridor in addition to the towpath? - The map is incorrect. The Fire and Ambulance Station isn't where depicted, nor are the Government Offices.</p>	
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