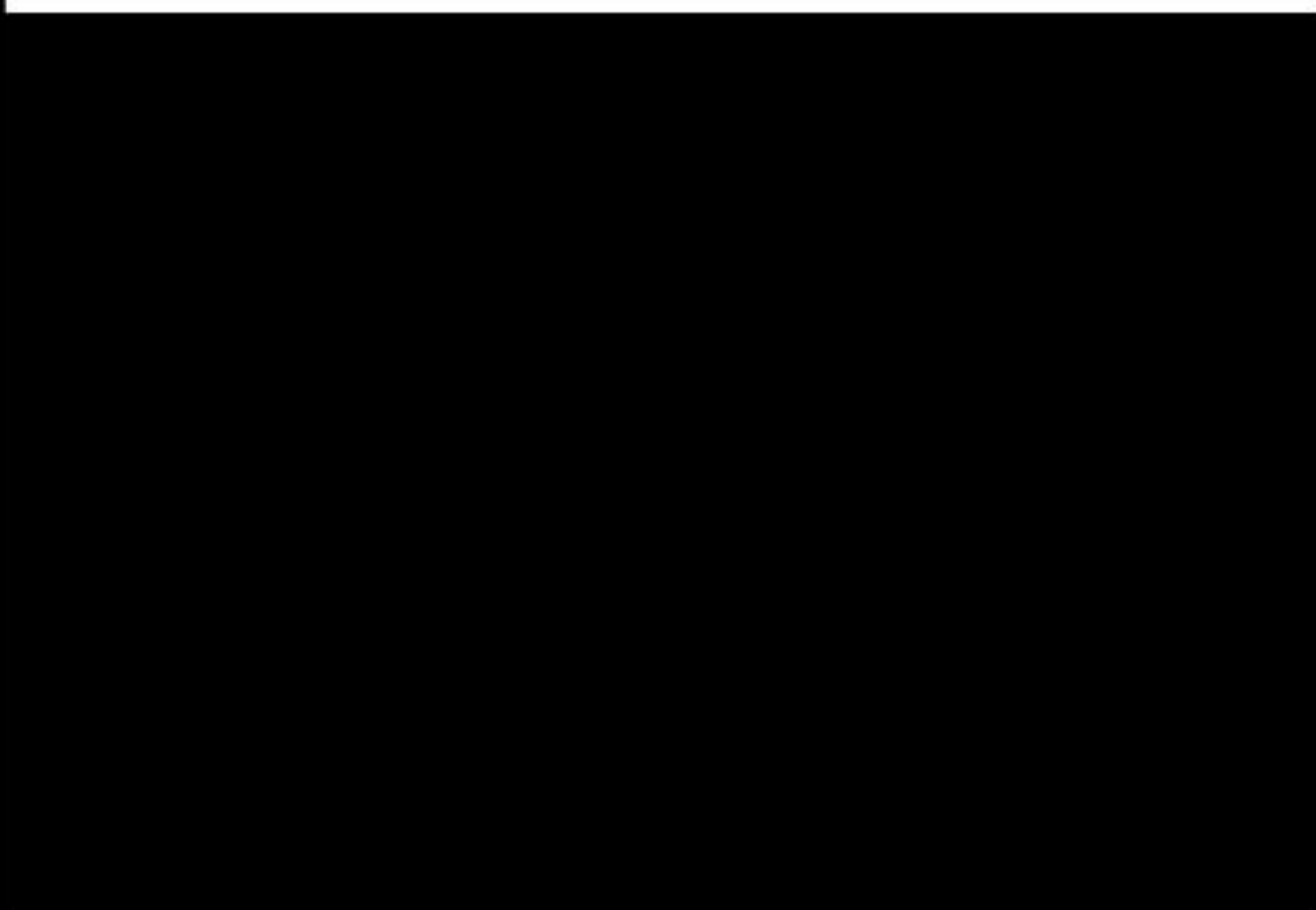


# CIL Submission Charging Schedule Consultation

submitted on Fri Nov 2015 at 09:23

## User details

**Name:** Fraser Pithie



## Notification of subsequent stages of the Community Infrastructure Levy (CIL)

### Notify Me of the Following;

Submission of the Charging Schedule for independent examination: **YES**

Publication of the recommendations of the person appointed to carry out an independent examination of the Submission Charging Schedule: **YES**

Adoption of the Community Infrastructure Levy: **YES**

## Your Comments

Have you commented on any previous Planning Policy Consultations? **No**

Nature of comment **Comment**

### Comments

I wholeheartedly support SRTG's representations on the Proposed Submission Core Strategy, 2014, Policy CS.25 D., Transport Schemes. This requested that Stratford-Long Marston railway be reinstated in the Infrastructure Delivery Plan (IDP), as the Council is being inconsistent in safeguarding the trackbed for reinstatement of the railway while excluding it from the Infrastructure Delivery Plan, especially as the scheme was included in the IDP in the draft Core Strategy 2012. There have been significant changes since this time and with the revision of the Core Strategy the need for the inclusion of the Stratford-Long Marston railway re-instatement within the IDP is now crucial :-

In summary the changes are:

1. The Council has now confirmed its support for the Long Marston Airfield New Settlement and recognised that reinstatement of the railway including a new rail station and park and ride facility, would be a legitimate part of that development. Core Strategy Proposed Modification, Proposal LMA Long Marston Airfield (August 2015) refers to:-

“- Frequent public transport services to Stratford-upon-Avon and Honeybourne Station, potentially using the route of the former railway line between Stratford and Honeybourne. - Land safeguarded for the possible provision of a railway station adjacent to the former Stratford to Honeybourne line.”

2. At the Core Strategy Examination, a Statement of Common Ground, between Warwickshire County Council and the prospective developer of Long Marston Airfield, (HD.34, January 2015), recognises the potential for reopening the Stratford-Honeybourne-Worcester/Oxford railway which would potentially increase the modal shift and sustainability of the LMA site.

3. The developer pledged £400,000 towards a rail study and £17m towards the railway reinstatement at the Examination in January 2015, which will require developer funding from CIL and S106.

4. The Council has recently submitted a bid to CWLEP for funding towards a GRIP 4 rail study, which will also require private sector match funding.

5. Within the last three years, proposals have been put forward for 5,956 dwellings, this amounts to approx 13,700 additional people, within the proposed Long Marston Station catchment, in the Stratford Council Wards of Quinton and Welford, together with Wychavon (Honeybourne and Pebworth) and Cotswolds (Mickleton), in addition to the existing population of these areas.

6. Substantial residential development in Stratford will justify the Council reinstating the Stratford-Long Marston railway in the IDP as well as including it in the Community Infrastructure Levy Draft Charging Schedule, Appendix A: Draft Regulation 123 List.

Developers along the route between Stratford and Long Marston should therefore be required to make financial contributions towards the reopening of the Stratford-Long Marston-(Worcester/Oxford) railway line, where they are directly related and proportionate and in accordance with the CIL Regs. The PBA Report, Annex C, September 2015, makes no reference to the rail reinstatement.

The Examination

**No**, I do not wish to participate at the oral Examination