

# Long Marston Airfield Stakeholder Meeting Agenda



## Details

Date: Monday 31<sup>st</sup> July 2017

Time: 4.30pm to 6.45pm

Venue: Council Chamber (001), Elizabeth House, Church Street, Stratford-upon-Avon, CV37 6HX

## Purpose

The second of a series of regular stakeholder meetings to provide elected representatives with an update on progress being made to deliver the Long Marston Airfield Garden Village. This session will focus on transport issues including the Southwestern Relief Road and improvements to the Campden Road.

## Agenda

Time	Agenda	Lead
4.30pm	Arrival – Teas & Coffees	
4.45pm	Welcome & Introductions	SDC
4.50pm	Overview to LMA and the SWRR	SDC
5.00pm	Southwestern Relief Road Update & Discussion	WCC
5.40pm	Break – Teas & Coffees	
5.50pm	Campden Road Update & Discussion	WCC
6.30pm	Summary, Closing Remarks and Next Steps	SDC
6.45pm	Close	

Please note: this is an invitation only meeting

## **Note of Meeting**

### **Stakeholder meeting to discuss highways matters relating to the Long Marston Airfield Development**

**Held at Stratford on Avon District Council offices on 31.07.17**

#### **1. Welcome and introductions: Cllr Peter Richards (Portfolio Holder for Housing & Infrastructure, SoADC)**

Cllr Richards introduced the event, including the purpose of the meeting and agenda for the meeting. He also introduced Cllr Jeff Clarke (WCC Portfolio Holder for Transport & Economy), John Careford (SoADC Policy Manager), Ben Simm (WCC Senior Development Management Engineer) and Neil Hempstead (SoADC Senior Planner).

#### **2. Long Marston Airfield Site – Summary and Overview : John Careford (Policy Manager, SoADC)**

JC provided an overview of the background to the Long Marston Airfield (LMA) Development site referring to the South Western Relief Road (SWRR) Evidence Report that was distributed ahead of the meeting. It was highlighted that the site is included within the adopted Core Strategy with provision to build 3,500 homes , with 35% of the homes to be affordable. The site provision also includes two primary schools, a secondary school, the South West Relief Road and additional highway improvements. The site has Garden Village status.

Long Marston Airfield was not included in the original submitted Core Strategy, but was added after the appointed Planning Inspector found that the proposed housing requirement was insufficient to meet the needs of the District. The District Council reviewed the housing requirement and reassessed a number of strategic housing sites. This work included discussing the deliverability of these developments with the site promoters. At this stage the promoters of the Long Marston Airfield site were able to demonstrate a viable plan for delivering the strategic highway improvements required to accommodate the traffic generated by Long Marston Airfield (including the South West Relief Road) and the District Council took the view that the site was a sustainable and reasonable option for meeting the increased housing requirement. It was therefore added to the Core Strategy for consideration by the Planning Inspector. The inspector concluded that the submitted Core Strategy, including LMA and the SWRR, was sound. The District Council duly adopted the Core Strategy.

The Core Strategy is a strategic level plan that establishes the principles of development. It does not deal with detailed matters, as this is picked up through subsequent planning applications.

#### **Key Questions within Q&A:**

- **Where did the SWRR come from?**

The need for a relief road was identified through the Strategic Transport Assessments (STAs) that were carried out to consider the transport requirements for land use allocations. An indicative alignment was assumed for strategic modelling

purposes as part of the STA. At the Core Strategy Examination in Public the Long Marston Airfield site promoters were able to evidence that they had a viable proposition to deliver the required level of transport mitigation to accommodate the site. This included the SWRR.

- **There was insufficient consultation on the Core Strategy modifications that added LMA & the SWRR into the strategy**

The Inspector considered that the consultation processes undertaken were sound. The consultation process / Examination in Public is outlined in the Evidence Report.

- **There has been insufficient consideration of alternative options**

The Core Strategy requires an assessment of reasonable alternatives, what constitutes a reasonable alternative is a matter of judgement. The Core Strategy looked at options of building houses to the South East of Stratford with an Eastern Relief Road and building at LMA with a SWRR. While the ERR offered the greatest level of betterment for the highway network, the promoters of the land to the South East of Stratford were unable to present a viable case for how the required ERR could be brought forward nor demonstrate a clear land assembly for the ERR. A high level consideration of alternatives has been carried out and the Evidence Report includes an overview of these. A more detailed evaluation of options relating to the SWRR will be presented in the Environmental Impact Assessment that will accompany the detailed planning application for the LMA 3,100 homes.

- **The evidence base for the road was challenged and it was suggested that an independent report was required to consider alternative options.**

The STAs were outlined and the executive summary of the draft Atkins report 'Stratford-upon-Avon: Evaluation of Additional Road Capacity' that was circulated at the meeting was referred to.

- **Did the Core Strategy Inspector undertake a site visit to consider the indicative alignment for the SWRR ?**

SoADC to confirm.

### **3. South Western Relief Road: Ben Simm (Senior Development Management Engineer, WCC)**

BS provided a presentation on the SWRR. This outlined that land for the road has been safeguarded in the Core Strategy and that the road is required as part of a package of measures to mitigate against the impact of LMA. The road will also provide some improvement to traffic conditions around Stratford. The need for the road was identified in the Strategic Transport Assessments carried out as part of the process of preparing the Local Plan.

The detailed design of the road will be covered in the planning application that has yet to be submitted. WCC and SDC are currently discussing proposals with the developer. The following detailed assessments will be carried out and submitted alongside the planning application for LMA 3,100 (400 houses have already been approved):

- Environmental Impact Assessment; this will consider a number of different scenarios for the SWRR including a do-nothing option.
- Transport Assessment that will conduct strategic traffic modelling and will consider a range of factors including safety, highway alignment, junction arrangement and

provision for cyclists and pedestrians. This will look at traffic and travel issues in the context of the impact of the development and will go into a greater level of detail than the STAs.

The design process is giving consideration to a number of constraints, including the impact on the SSSI, neighbouring properties, the River Avon flood plain, Greenway and ecology. The current proposed arrangement for the road was shown and discussed in the context of the various constraints. Attendees were invited to give their feedback on the current design.

## Q&A

- **The new Shottery road won't be able to cope with the traffic**

The West of Shottery Relief Road between Evesham Road and the A46 will be built to a high standard throughout (Design Manual for Roads and Bridges) and will be able to carry strategic through traffic.

- **The SWRR is being constructed too close to Stratford – a better option would be to build a bigger and better road further away from the town.**

Alternative options have been considered (see Evidence Report). A route further to the west would add additional time and cost to journeys and would not provide an attractive alternative route to using existing town centre roads. In addition, the developer is only required to provide sufficient mitigation against the impact of their development and cannot be required to provide a higher level of infrastructure. Therefore to build a more significant road (longer and more expensive) would require additional funding. There are no suitable funding sources currently available.

**SRAG stated that they would be putting forward alternative options and Clrr Richards responded that viable and deliverable alternatives would be considered.**

- **What if the EIA shows the SWRR will cause an unacceptable level of harm. What level of harm will be accepted and is there a 'Plan B'?**

The EIA is being prepared by the applicant at the moment as detailed design work is progressed ahead of the submission of a planning application. The EIA will need to be reviewed. We are confident that the SWRR can be built and any impacts can be adequately mitigated

- **Concerns about additional traffic in villages such as Long Marston as well as on Milcote Lane and Campden Road. Suggestion that Campden Road is already at capacity.**

Clarified that Campden Road is not at capacity however we will be asking the developer to look at this in detail as part of the TA for LMA 3,100. Further consideration of these issues below.

## 4. Campden Road Corridor: Ben Simm (Senior Development Management Engineer, WCC)

BS outlined the current position in relation to Campden Road. The LMA 400 outline planning application approved in February requires junction improvements at Freshfield Nurseries, Stratford Garden Centre and a new roundabout access to the development site.

Consideration also needs to be given to the Milcote Road junction. It was highlighted that there is an issue with speed on Campden Road which is in part caused by large visibility splays caused by large verges. Attendees were encouraged to give their feedback on areas

of concern and issues that need to be considered as part of the LMA 400 and 3,100 planning applications. Issues raised:

- Improvements required to the livestock market access
- Garden Centre access – a right turn ghost island has been approved by planning but isn't wanted by the Police.
- Clifford Chambers residents can't exit the village at peak times. Could a roundabout be provided to ease access and slow traffic down?
- Issues with the volume and speed of HGVs, particularly on Milcote Lane.
- The proposed right turn ghost island access the Mill at Clifford Bridge will be dangerous. Would a better solution be to prevent right turns and force traffic to continue to the roundabout?
- The narrow bend by the bridge needs to be resolved.
- The needs of cyclists and pedestrians using Campden Road need to be taken into account.
- Traffic is being pushed onto Milcote Lane to avoid congestion on Campden Road.
- The speed limit at the access to LMA needs to be considered.
- Consideration on the speed limits along the Campden Road Corridor – flashing signage
- Need for better linkages between settlements with proper provision for cyclists.
- Need a formalised cycle route as Campden Road corridor is unsafe for such users.

## **5. Any other business**

It was queried whether the Parish Councils could have representation on the LMA Steering Group. The Steering Group is attended by WCC and SDC elected members and these are the conduit for communication between the Steering Group and Parish Councils.

It was queried whether there would be wider consultation. It was highlighted that people will have the opportunity to view and comment on any planning application. A further stakeholder engagement event will be organised at an appropriate time to provide a further opportunity for discussion.