



**Long Marston Airfield Garden Village Framework Masterplan Supplementary Planning Document**

**Consultation on Draft SPD 19 October – 1 December 2017**

# **Consultation Statement**

**Stratford-on-Avon District Council**

**January 2018**

## Components of consultation undertaken on the draft SPD

The draft SPD was published on Thursday 16 October for a six week consultation period.

The consultation comprised the following:

1. A public notice in the Stratford Herald and Midweek newspapers which circulate in the Stratford area;
2. A specific page on the District Council's website providing links to the consultation documents and interactive comments form;
3. Email and letters sent to Parish Councils in the local area, agents and developers, agencies and organisations, and residents on the planning policy database with a CV37 postcode;
4. Paper copies of the Draft SPD made available for inspection at the District Council offices and libraries in the local area;
5. A stakeholder workshop held at the District Council offices on 14 November involving local elected Members and Parish Councils.

These means of consultation are consistent with the provisions of the District Council's Statement of Community Involvement.

In addition, a Workshop was organised by HCA on 15 June 2017 with elected representatives of the local area to consider issues relating to the implementation of the new settlement. A report of this event is attached at **Appendix 1**.

A Steering Group was established to oversee the Long Marston Airfield project, including the production of the SPD. This comprises elected Members from the District and County Councils (including Portfolio Holders and Ward/Division Members), officers from the District and County Councils, Homes & Communities Agency (now known as Homes England), CALA Homes and the landowner. The Steering Group met on five occasions between August and December 2017. The notes of these meetings are attached at **Appendix 2**.

## Responses to the draft SPD

A total of 94 responses were submitted from individual sources, including statutory agencies, specialist bodies, Parish Councils and members of the public. Within these responses there were approximately 350 individual comments made.

The following schedule provides an outline of the comments by topic, together with an assessment of them. It also identifies changes to be made in the final version of the SPD in response to these comments.

## Analysis of comments on Draft Long Marston Airfield Framework Masterplan SPD

Topic	Comment	Officer response
Section 1.1 Background	1. Proposed new settlement in no way achieves the fundamental principles of the original Garden City regarding self-sufficiency and infrastructure connectivity so its selection is fundamentally flawed.	1. Identification of Long Marston Airfield as a new settlement in Core Strategy and its designation as a Garden Village has been the subject of rigorous assessment and procedures.
Figure 1.1 SPD Policy Area	1. Concern that area to west of the Greenway may be earmarked for car parking for railway station. 2. Development should not extend to west of the Greenway to avoid diluting identity of Long Marston village.	1-2. Figure 3.3 Framework Illustrative Masterplan makes it clear that this is not intended.
Section 1.2 The purpose and role of this SPD	1. South Western Relief Road is vital to implementation of new settlement and should have been given greater priority in the SPD; there is strong opposition to it and any changes to the route or construction could result in finances necessary for implementation being prohibitive.	1. While implementation of LMA is dependent on SWRR the form of development on the site itself is not affected by it. SWRR is the subject of its own rigorous design process and will be submitted as a separate planning application to be determined in its own right.
Section 2.1 The site and its location	1. Wording gives the impression that the Greenway occupies the whole of the former railway line; this is incorrect as western side is protected for future railway use. 2. The allocation of 3,500 dwellings at Long Marston Airfield has not been fairly justified. There are other more established sites, like Meon Vale, which could take additional housing and not depend on SWRR.	1. Description given in SPD is appropriate as there is no such distinction in relation to the safeguarding of the former railway line. 2. LMA has been the justified through the Core Strategy process.
Section 2.2 Site constraints	1. Buried remains of the deserted medieval settlement are very likely to survive. Document should contain a clear statement that the earthworks will be retained as open space, along with adjoining ridge and furrow. 2. Bund needs to be investigated thoroughly, not only for World War 2 ordnance and chemicals but detritus from other events over the years. 3. There is no evidence of considering increased traffic flows southwards towards Mickleton and beyond. 4. B4632 is a dangerous road and needs urgent consideration and improvements for safety reasons. 5. Concerned that development of houses in Flood Zone 3 will increase risk of flooding in the region of Reacecourse Meadow where SWRR is planned to be built.	1. Further archaeological assessment is being undertaken but wording reflects known situation at the present time. 2. Acknowledged that contamination is a major constraint – insert text to cover this 3. Impact of traffic south of the site is being assessed. 4. Necessary improvements to B4632 will be carried out in conjunction with development at LMA. 5. No built development is expected to take place within the Flood Zone.

Topic	Comment	Officer response
Section 2.3 Site opportunities	<ol style="list-style-type: none"> <li>1. Fails to make reference to reinstatement of the Stratford-Honeybourne railway as a major sustainable public transport benefit and an integral part of the Garden Village.</li> <li>2. The type of playing pitches to be provided should be informed by the Playing Pitch Strategy that is currently being undertaken for the District Council.</li> <li>3. The Greenway should be left alone as it's a valuable recreation facility.</li> <li>4. Surely the bund is contaminated.</li> <li>5. Although green assets on LMA site will be retained and connected, the SWRR will be constructed through a Local Wildlife Site and next to a SSSI causing irreversible damage.</li> </ol>	<ol style="list-style-type: none"> <li>1. There is the prospect of the railway being reopened in some form in the future – insert text to cover this</li> <li>2. The Playing Pitch Strategy will be taken into account – insert text to cover this</li> <li>3. Increased use of the Greenway will not change its character or function.</li> <li>4. Acknowledged that this issue will need to be addressed.</li> <li>5. This point is noted but is not relevant to the SPD itself.</li> </ol>
Figure 2.4 Opportunities plan	<ol style="list-style-type: none"> <li>1. Should show protected railway corridor and site for new railway station and car park.</li> </ol>	<ol style="list-style-type: none"> <li>1. This is appropriate – amend Figure 2.4 to show line of the Greenway as a sustainable transport corridor</li> </ol>
Section 3.1 Vision	<ol style="list-style-type: none"> <li>1. There is no true vision presented because fundamental transport issues have not been resolved.</li> <li>2. Transport infrastructure has to be in place before this development starts.</li> <li>3. Sustainable transport should be a priority for a development of this size, not an afterthought without all alternatives being explored.</li> <li>4. Some lofty ideals not least of which is to provide employment opportunities but these will be offset by the out commuting that will take place.</li> <li>5. Disagree with statement that LMA will be well connected by sustainable transport; there are no confirmed plans to open the railway link and Stagecoach has objected to Garden Village.</li> <li>6. Employment opportunities are limited and Stratford town supports mainly low wage occupations.</li> </ol>	<ol style="list-style-type: none"> <li>1. A comprehensive approach to transport issues is expected to accompany development of LMA.</li> <li>2. This will be provided in a phased manner as development of LMA proceeds.</li> <li>3. A range of public transport options are being assessed.</li> <li>4. This is acknowledged but a wide range of employment opportunities will be provided on site.</li> <li>5. As 3. above.</li> <li>6. As 4. above.</li> </ol>
Section 3.2 Concept	<ol style="list-style-type: none"> <li>1. Combined with Quinton and Meon Vale, there will be a population approaching 20,000 which is hardly a Garden Village.</li> </ol>	<ol style="list-style-type: none"> <li>1. This point is noted although the population figure is exaggerated.</li> </ol>
Section 3.3 Masterplan	<ol style="list-style-type: none"> <li>1. The Greenway will not be protected if the railway is reinstated.</li> <li>2. Use of the Greenway for a new public transport link needs to be investigated more fully to provide a greener solution for residents.</li> <li>3. A brief reference to a new railway station but no detail or shared</li> </ol>	<ol style="list-style-type: none"> <li>1. A detailed assessment of impact will be necessary as part of any scheme to reopen the railway.</li> <li>2. A range of options are being assessed.</li> <li>3. No detailed assessment has been undertaken at this stage.</li> </ol>

Topic	Comment	Officer response
	ideas.	
Section 3.2.1 Layout principles	1. Retention of existing landscape features should include deserted medieval village and ridge and furrow.	1. Further archaeological assessment is being undertaken but SPD reflects known situation at the present time.
Figure 3.3 Framework illustrative masterplan	<ol style="list-style-type: none"> <li>1. Protected railway and potential new railway station site should be shown.</li> <li>2. Reference to a potential transport hub is bland and lacks meaning.</li> <li>3. About 2/3rds of area safeguarded for potential transport hub is in the flood zone and therefore unsuitable for development.</li> <li>4. Masterplan shows that western side of New Barn and Glebe Farm developments may fall within the floodplain. When further detailed modelling and design work has been carried out to better establish its extent, floodplain should form part of the landscaping and green open space and remain undeveloped.</li> <li>5. Area of land safeguarded for potential transport hub is immediately adjacent to a watercourse; if shown to be within the floodplain, mitigation measures may be required to ensure flood risk is not increased.</li> <li>6. Concerned that area of land to west of the Greenway is shown as an access route leading directly to Long Marston village; there needs to be assurance that this will not be developed.</li> </ol>	<ol style="list-style-type: none"> <li>1. Location of potential transport hub is shown.</li> <li>2. Specific nature of transport hub is not yet known.</li> <li>3. This issue will need to be fully assessed.</li> <li>4. As 3. above.</li> <li>5. As 3. above.</li> <li>6. It is intended that this land will be used for open space to provide a buffer – insert additional point in Section 3.3.2 to confirm that this area will only be used for open space and planting.</li> </ol>
Section 3.3.1 Land uses	<ol style="list-style-type: none"> <li>1. Detail is vague relating to education facilities.</li> <li>2. There should not be a proliferation of hot food takeaways in Village Centre and none within 400m of secondary school.</li> </ol>	<ol style="list-style-type: none"> <li>1. Issue is being considered with Warwickshire County Council and potential providers.</li> <li>2. This is a detailed matter that will be taken into account when considering a planning application for Village Centre.</li> </ol>
Section 3.3.2 Landscape and open space	<ol style="list-style-type: none"> <li>1. Should include space for blue as well as green infrastructure.</li> <li>2. There should be green gyms and measured miles incorporated into the development.</li> </ol>	<ol style="list-style-type: none"> <li>1. This is appropriate – insert reference in text</li> <li>2. This is appropriate – insert references in text</li> </ol>
Figure 3.4 Access and movement	1. Plan should show protected railway station and car park site.	1. This is appropriate but needs to be consistent with Figure 3.3 – amend Figure 3.4 to show potential transport hub
Section 3.4 Four distinct settlements	<ol style="list-style-type: none"> <li>1. A higher proportion of semi and detached properties facing open spaces seems to exclude the possibility of affordable homeowners having a decent view.</li> <li>2. Unclear how provision of primary schools fits in with those at Meon</li> </ol>	<ol style="list-style-type: none"> <li>1. This is noted but design of dwellings will be tenure blind.</li> <li>2. Provision of primary school education on site is the subject of detailed assessment.</li> </ol>

Topic	Comment	Officer response
	Vale and Quinton.	
Section 3.5 Guiding principles	<ol style="list-style-type: none"> <li>1. Should include reference to potential reinstatement of the railway as a sustainable and effective method of minimising travel by car.</li> <li>2. Layout and transport section should recognise the benefits of reinstating the railway line. Bus services are in decline and fail to become commercial.</li> <li>3. Should insist that all houses are built to zero emission standards. There should be heat pumps in every house if area-wide heating is not feasible. Every house should be built with solar panel tiles.</li> <li>4. There needs to be a Design Brief for the individual houses; without this there is a risk that developers will build their stock houses and the overall design concept will be diluted.</li> <li>5. Sport England's Active Design principles should be more explicitly identified in the SPD; these can assist in contributing positively to the promotion of health communities and the requirements of good design.</li> <li>6. Bird boxes should be incorporated into the design of dwellings.</li> <li>7. BREEAM aspiration should be excellent rating rather than very good.</li> <li>8. Statement that development should minimise the need to travel by private car through realising the full potential of public transport is meaningless without mentioning the potential reinstatement of former railway line.</li> <li>9. Need to optimise the potential for Green Infrastructure across the site so as to best function for people and wildlife.</li> <li>10. Warwickshire Police will provide advice on designing out crime when planning applications are submitted.</li> <li>11. Building for Life criteria should be incorporated and all aspects of the criteria should be considered when implementing the development</li> <li>12. All dwellings should be built to Lifetime Homes standards to promote the creation of Lifetime Neighbourhoods that are welcoming, accessible and inviting to everyone regardless of age, health or disability.</li> <li>13. Glosses over what will be a major problem for employment in the area (see CE1).</li> <li>14. There are mixed messages over the use of the Greenway which should be kept as a recreational area (see LT3).</li> <li>15. Design and character is just 'fluff'. Four hamlets with separate identities rather than one unique character; it's just a large housing development.</li> </ol>	<ol style="list-style-type: none"> <li>1. A range of options for public transport provision are being assessed – <u>insert reference to this in LT2</u></li> <li>2. As 1. above.</li> <li>3. This would be too onerous based on current Government policy.</li> <li>4. It is intended that Design Briefs (or similar) will be produced.</li> <li>5. This is appropriate – <u>insert reference in Section 4.3 Open Space</u></li> <li>6. This is appropriate – <u>insert under Biodiversity, together with other specific features, eg. bat boxes</u></li> <li>7. As 3. above.</li> <li>8. As 1. above.</li> <li>9. This is acknowledged throughout the SPD.</li> <li>10. This point is noted.</li> <li>11. This is specified in CE3.</li> <li>12. Lifetime Homes standards no longer apply and such matters are covered by Building Regulations as a matter of course.</li> <li>13. It is anticipated that a wide range of jobs will be provided on the site.</li> <li>14. It is appropriate to keep options open regarding future use of the Greenway.</li> <li>15. SPD provides basis for more detailed guidance to be provided in Design Briefs or similar.</li> <li>16. SWRR will provide wider benefits that will help reduce congestion in Stratford town centre.</li> <li>17. See 13. above.</li> <li>18. Other bus operators are in discussions with developers and County Council.</li> <li>19. As 1. above.</li> <li>20. These will be incorporated into the development.</li> <li>21. Expectation is that provisions of SPD will be achieved.</li> <li>22. This is acknowledged – <u>insert reference under Sustainable Design</u></li> <li>23. This is identified under Biodiversity.</li> <li>24. As 23. above.</li> <li>25. This is noted but there is limited scope to enhance landscape outside the site because it is not under control of the developers.</li> <li>26. This is acknowledged – <u>insert reference under Biodiversity</u></li> <li>27. This is reflected under Biodiversity.</li> <li>28. This is acknowledged – <u>insert text to cover this matter as LA3</u></li> </ol>

Topic	Comment	Officer response
	<p>16. Mitigating the effects of climate change cannot be true given the needs to build SWRR.</p> <p>17. There aren't sufficient jobs in the area to support such a development and residents will go elsewhere to work.</p> <p>18. There are no confirmed plans to reopen railway link and Stagecoach object so accessibility by alternative means of transport is uncertain.</p> <p>19. Objective to minimise the need to travel by private car is untrue otherwise Councils and CALA would be investing in public transport for new residents.</p> <p>20. Walking and cycling strategies should be prioritised by integrating new and existing networks such as the Greenway.</p> <p>21. Achieving a fraction of these principles is laughable; developers almost without fail do not deliver 'advanced' housing solutions.</p> <p>22. Utilising green and blue infrastructure when considering layout of the site would help to achieve a more coherent environmental protection and enhancement programme; it would also enable an integrated storm water storage system to be incorporated through a comprehensive Sustainable Drainage System (SuDS) plan for the area.</p> <p>23. Environmental habitats should be linked wherever possible to maximise the potential for enhancement and protection.</p> <p>24. There may be opportunities to enhance the character and local distinctiveness of surrounding natural and built environment, use natural resources more sustainably and bring benefits for local community through green infrastructure provision.</p> <p>25. Site is within National Character Area Profile 106 Severn and Avon Vales and opportunities for enhancement should correspond with this.</p> <p>26. Net gain of biodiversity should be delivered within the site boundary or, if not feasible, offsite at another location, or through a combination of these.</p> <p>27. Net gain projects should protect or buffer core sites, enhance connectivity and/or provide ecological stepping stones for species.</p> <p>28. Concerned at damaging effect development would have on the visual impact and landscape of Meon Hill which lies within the Cotswolds AoNB; would expect maximum use to be made of native planting to screen any adverse visual impacts on the hill.</p>	
Section 4.2 Community	1. Creation of a Parish Council is mentioned almost in passing and may not be that simple; it could be part of Long Marston and part of	1. This issue will be addressed in due course.

Topic	Comment	Officer response
Governance	Quinton.	
Section 4.3 Green infrastructure and open space	<ol style="list-style-type: none"> <li>1. Deserted medieval village and adjoining ridge and furrow should be protected in a heritage zone on eastern part of site.</li> <li>2. Watercourse along western edge of site is currently failing to achieve good ecological status under Water Framework Directive. Opportunities to enhance the brook to a more natural state and enhance the habitat for protected species should be incorporated into the Landscape Management Plan for the site.</li> <li>3. Blue corridor networks may help wildlife to adapt to climate change and will help restore watercourses as required by Severn River Basin Management Plan.</li> <li>4. A significant buffer zone should be provided alongside the brook which should be free from development, including lighting, domestic gardens and formal landscaping. Extent and layout of buffer zone of should be shown on a plan. Details demonstrating how brook and buffer zone will be protected during development and managed and enhanced over longer term, including adequate financial provision and named responsible body for management.</li> <li>5. The provision of school playing fields would only contribute to meeting the 12ha of outdoor sports pitches where it exceeds the curricular requirement, thus providing additionality.</li> <li>6. Outdoor sports pitches should be located in prominent positions in the local community to raise awareness and use.</li> <li>7. There needs to be positive liaison with the developers to lead to the site being good for nature as well as residents, and to improve things rather than spoil them.</li> <li>8. Green Infrastructure has benefits for occupants' mental and physical wellbeing.</li> </ol>	<ol style="list-style-type: none"> <li>1. Further archaeological assessment is being undertaken but SPD reflects known situation at the present time.</li> <li>2. This is acknowledged – insert text to cover these points</li> <li>3. This is acknowledged – insert text to cover these points</li> <li>4. These are detailed matters that will be covered in a Design Brief or similar.</li> <li>5. This is noted and will be taken into account when considering the overall provision of playing fields.</li> <li>6. This is noted and will be taken into account.</li> <li>7. This is acknowledged.</li> </ol>
Section 4.4 Health	<ol style="list-style-type: none"> <li>1. Unclear what would happen if GPs/dental practices choose not to build and staff surgeries on the site.</li> <li>2. Clinical Commissioning Group may opt to deliver new capacity through existing GPs off-site and through implementation of technology solutions.</li> <li>3. Secondary care and community health services will also be impacted as population grows and may experience service pressures.</li> <li>4. A Section 106 capital contribution from the developer will be required for primary medical care facilities to support the development, by way of a new primary medical care facility or improvement/extension</li> </ol>	1-6. There will be ongoing engagement with the health sector regarding the appropriate means of providing facilities.

Topic	Comment	Officer response
	<p>of the existing facility at Lower Quinton.</p> <p>5. Consideration will need to be given to the phasing of development and the trigger point at which a new GP practice will need to be in place, the use of temporary facilities that could either be expanded or replaced as development progresses may need to be considered.</p> <p>6. This is a big issue in view of major population growth this development will cause and it needs major planning.</p>	
Section 4.5.1 Housing mix	<p>1. There should be an appropriate mix of houses (1, 2, 3 and 4+ bedrooms) on the site, including bungalows.</p> <p>2. Since developer profitability generally lies with larger dwellings, small 1 and 2 bedroom units could be pushed out to final phases. There is a need for smaller affordable units and these should be available at all stages of development.</p> <p>3. Overall housing mix for the whole site should be according to Core Strategy or as near as possible.</p>	<p>1. This is specified in the SPD.</p> <p>2. It is expected that smaller affordable units will be provided across the development as a whole.</p> <p>3. This is specified in the SPD.</p>
Section 4.5.2 Affordable housing	<p>1. Would like to see an actual commitment that 35% will be achievable with zero backtracking.</p> <p>2. 40% of housing stock should be affordable to encourage integration of a wide range of people into the community.</p> <p>3. Affordable housing should not be allocated to areas with high disturbance, nuisance or pollution as this is contrary to creating mixed and balanced communities.</p>	<p>1. This is specified in the SPD.</p> <p>2. This would be contrary to Core Strategy Policy CS.18</p> <p>3. This is acknowledged.</p>
Section 4.6 Education	<p>1. Local schools are full so need to be assured that new schools will be built before dwellings are occupied.</p> <p>2. Children of first 400 dwellings will have inadequate schooling because existing primary schools are already at capacity and proposed school at Meon Vale will be taken up by children from there.</p> <p>3. If developer decides not to proceed past 400 homes children will have to use existing schools that are already struggling to cope.</p> <p>4. There could be a need for a further education establishment.</p>	<p>1-4. There will be ongoing engagement with the education sector regarding the appropriate means of providing facilities.</p>
Section 4.6.1 Primary schools	<p>1. Presumably land for first primary school will be available from the off and the school will start to be built no later than 400 homes being completed.</p>	<p>1. Land will be earmarked at the outset and transferred to a school provider at the appropriate time.</p>
Section 4.7	<p>1. Unless employers are given incentives and are encouraged to recruit locally any new employment opportunities may simply encourage</p>	<p>1. This is noted but a wide range of employment opportunities will be provided on site.</p>

Topic	Comment	Officer response
Employment	<p>people to commute to the new settlement from surrounding areas thus exacerbating transport problems.</p> <ol style="list-style-type: none"> <li>2. Inclusion of a specific business park could be used to attract high tech, entrepreneurial and long term quality employment.</li> <li>3. This section is woolly and hasn't been thought through properly. Employment will be a major issue in providing jobs to serve the population. Out commuting is likely to be a major problem with all the attendant traffic problems.</li> </ol>	<ol style="list-style-type: none"> <li>2. This is the expectation of the employment area identified on Figure 3.3 Masterplan.</li> <li>3. As 1. above but it is acknowledged that there will be out-commuting to jobs elsewhere.</li> </ol>
Section 4.8 Shops, services and community facilities	<ol style="list-style-type: none"> <li>1. Provision of a limited size convenience store is questionable; unless a larger store is allowed residents will have to travel to Stratford-upon-Avon. A larger convenience store would make new settlement a more self-contained and sustainable place to live.</li> <li>2. SPD contains little on the nature of commercial units.</li> <li>3. If wanted the Community Centre could be used for worship.</li> <li>4. Not clear whether places of worship will be provided.</li> <li>5. There should be a community defibrillator incorporated into the development.</li> <li>6. Provision of a bank is highly unlikely but a post office is important.</li> <li>7. Provision of a pub would help community cohesion.</li> </ol>	<ol style="list-style-type: none"> <li>1. It is intended that scope will be provided for a larger convenience store to be provided – <b>insert reference to this</b></li> <li>2. This will be dependent on decisions to be made by commercial operators.</li> <li>3. This is acknowledged.</li> <li>4. A multi-use community building could be used for worship or a church could acquire a specific plot of land.</li> <li>5. This is likely to be provided as a matter of course.</li> <li>6. This is acknowledged.</li> <li>7. This is acknowledged – <b>insert reference to a pub</b></li> </ol>
Section 4.9 Transport connectivity	<ol style="list-style-type: none"> <li>1. No alternative method of sustainable public transport has been examined so reliance on provision of South Western Relief Road as critical infrastructure is unjustified.</li> <li>2. Ability of B4632 to cope with extra traffic is of great concern.</li> <li>3. Stratford road network will have to be sorted first; it is going to be hard enough to do so with current traffic levels.</li> <li>4. Before any further development commences new road infrastructure which is fit for purpose should be put in place.</li> <li>5. Proposing to link new village exclusively to Campden Road is problematic as it will place the whole burden of increased traffic flows on an already heavily congested, limited capacity road.</li> <li>6. Mitigation of impact on rural communities should include Pebworth and Broad Marston in Worcestershire.</li> <li>7. Serious investigation and consideration needs to be given to impact of increased traffic flows travelling to south west If the site, including to Evesham and Honeybourne Station; much of this traffic may come through Pebworth unless adequate alternative arrangements are put in place. Funding should be provided for traffic calming measures, VAS devices and improved street lighting if necessary.</li> </ol>	<ol style="list-style-type: none"> <li>1. A wide range of public transport options are being assessed but it is stressed that the SWRR is required in any case to accommodate traffic from LMA.</li> <li>2. Improvements to B4632 will be made in order to deal with extra traffic.</li> <li>3. It is anticipated that SWRR will provide overall benefits to the town's road network.</li> <li>4. SWRR and improvements to existing roads will be provided in an appropriate phased manner as development progresses.</li> <li>5. A wide range of improvements will be made to Campden Road to accommodate increase in traffic.</li> <li>6. This is acknowledged and will be addressed in an appropriate manner based on a thorough assessment of the situation.</li> <li>7. As 6. above.</li> <li>8. Wording reflects description of the proposed road in Core Strategy Proposal LMA.</li> <li>9. This is acknowledged and will be provided through improved walking and cycling links.</li> <li>10. As 6. above.</li> </ol>

Topic	Comment	Officer response
	<ul style="list-style-type: none"> <li>8. Should refer to South Western Relief Road under this name.</li> <li>9. Good access links between Garden Village and existing communities should be made/retained to allow sustainable travel between sites, particularly as new site will have a range of local services.</li> <li>10. Problems with B4632 running south are not dealt with adequately; traffic exiting the site south will cause major problems and seem to be ignored.</li> <li>11. Whole question of traffic connectivity and infrastructure is a significant issue, is not properly planned and needs addressing urgently.</li> <li>12. SWRR will not improve congestion as intended because it is too close to the town centre.</li> <li>13. The only available transport mode is the private vehicle which could hardly be described as sustainable.</li> </ul>	<ul style="list-style-type: none"> <li>11. This matter is being addressed in a comprehensive manner.</li> <li>12. Proposed alignment of SWRR has been shown to provide benefits to the town centre.</li> <li>13. A high quality, frequent public transport service will be provided to serve the new settlement.</li> </ul>
Section 4.9.1 Roads and routes	<ul style="list-style-type: none"> <li>1. Must comply with Fire Service standards regarding positioning of access roads relative to buildings, arrangement of turning circles and hammer heads, etc. Should ensure that access to the site during construction and once completed is kept free from obstructions such as parked vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>1. This is a detailed matter that will be addressed in a Design Brief or similar.</li> </ul>
Section 4.9.3 Parking	<ul style="list-style-type: none"> <li>1. Need to provide sufficient car parking spaces so that roads are clear for traffic manoeuvres, emergency vehicles, visitors, tradesmen, etc.</li> <li>2. Abundant car parking discourages active travel</li> <li>3. Car parking should not dominate residential areas of the development.</li> <li>4. Current planning policy allowance for residential parking is proving to be inadequate in other housing developments across the District with too many cars and restricting roads and driveways; the issue has not been addressed.</li> <li>5. Unclear whether public parking areas will be free or paid and if paid who will manage them.</li> </ul>	<ul style="list-style-type: none"> <li>1-4. The provision of appropriate parking will be considered in a Design Brief or similar.</li> <li>5. This matter will be considered at a later stage.</li> </ul>
Section 4.9.4 Pedestrian and cycle routes	<ul style="list-style-type: none"> <li>1. Other than on the site there are no plans for cycling or walking routes.</li> <li>2. Space needs to be provided for people with disabilities or in wheelchairs.</li> <li>3. Footpaths need to be lit as a precaution against crime and to be helpful to residents.</li> <li>4. Public footpath SD41 is legally for walkers only and should be kept</li> </ul>	<ul style="list-style-type: none"> <li>1. Provision will be made alongside roads where possible and existing Public Rights of Way close to the site will be improved.</li> <li>2. This is acknowledged and will be taken into account.</li> <li>3. It is anticipated that footpaths will be lit.</li> <li>4. This will be addressed at the detailed design stage.</li> <li>5. Opportunities to provide new off-site pedestrian links will be investigated but developer does not control land beyond the site.</li> </ul>

Topic	Comment	Officer response
	<p>separate from any proposed cycle tracks, and be accommodated within a Green Link heavily screened with native plantings from new housing.</p> <ol style="list-style-type: none"> <li>5. Countryside north and east of airfield site is lacking in Public Rights of Way and provision for additional routes from the new settlement should be considered and encouraged.</li> <li>6. Maximum provision should be made for walking within the new settlement by providing a car-free walking environment.</li> <li>7. Providing a link from the new settlement to the Greenway to be used as a cycle route would greatly reduce its attraction for walkers.</li> <li>8. Connections to existing footpaths should be well signposted and include distance/time markers to encourage behaviour change.</li> </ol>	<ol style="list-style-type: none"> <li>6. This will be considered through the detailed design process.</li> <li>7. There is sufficient scope on the Greenway to provide for walkers and cyclists.</li> <li>8. Good quality signposts are expected to be provided.</li> </ol>
Section 4.9.5 Cycle infrastructure	<ol style="list-style-type: none"> <li>1. Provision should be expanded to include trips heading south from the site. SPD should include a requirement for development to contribute towards Worcestershire County Council's LTP4 Vale East Active Travel Corridor scheme.</li> <li>2. Safe cycling needs to be prioritised above vehicle traffic on all surrounding roads, including between Clifford Chambers and Stratford.</li> <li>3. Little is said about the maintenance and improvement of the Greenway; should identify a budget and responsible agency for doing this.</li> <li>4. Reference to reducing traffic through bike and other transport is vague and generic.</li> <li>5. Unclear whether there will be safe cycling lanes along Campden Road.</li> <li>6. Consideration should be given to providing cycle parking facilities as this could encourage more frequent use.</li> </ol>	<ol style="list-style-type: none"> <li>1. Opportunities to provide for cycling south of the site will be considered.</li> <li>2. Improvements to cycling facilities will be introduced where possible.</li> <li>3. A budget of £1.2m is identified for walking and cycling enhancement which includes the Greenway.</li> <li>4. Detailed schemes are being assessed.</li> <li>5. These will be provided where Campden Road is wide enough to do so.</li> <li>6. This will be addressed at the detailed design stage.</li> </ol>
Section 4.9.6 Public transport	<ol style="list-style-type: none"> <li>1. SPD should reflect the Garden Village Expression of Interest bid which acknowledged the potential to reinstate the railway and the steps to be taken in assessing the viability of doing so.</li> <li>2. Too much emphasis on buses when it is obvious that the only way to reduce traffic chaos is to re-open the railway line.</li> <li>3. This development needs to provide another transport option; developer should pay a significant amount towards reinstatement of the railway line.</li> <li>4. County Council and District Council need to make clear their position on reopening the railway line.</li> </ol>	<ol style="list-style-type: none"> <li>1-12. It is generally accepted that reinstating the railway cannot be achieved until the North Cotswold Line has been upgraded which is unlikely to happen within the next ten years. Detailed assessment of the technical, operational and environmental impact of reopening the line will be necessary to determine whether it is feasible. The District Council is investigating the possibility of providing a rail shuttle service between the new settlement and Honeybourne station.</li> <li>13. It is anticipated that this will be the case.</li> <li>14. It is expected that developer will fund bus services for a specified</li> </ol>

Topic	Comment	Officer response
	<ol style="list-style-type: none"> <li>5. SPD is very disappointing and lacklustre in terms of promoting sustainable transport and in particular its failure to recognise the need for reinstating the rail link between Stratford Honeybourne.</li> <li>6. Reopening of railway should form part of development as providing public transport along that route would mitigate inadequacy of road network.</li> <li>7. SPD should include a requirement that LMA development contributes towards Honeybourne Railway Station improvement scheme, including enhanced parking.</li> <li>8. There seems to be no indication that WCC and SDC are looking at the railway as a sustainable means of transport.</li> <li>9. Need to keep options open with regards to rail links between Long Marston and Stratford; recent national news suggests the government is looking favourably at the possibility of re-opening certain closed lines.</li> <li>10. Re-opening of railway line, with a station at Long Marston, should be an essential part of the Garden Village development to take traffic of totally unsuitable roads surrounding the site.</li> <li>11. The only answer to reducing car usage and air pollution is to reopen the railway.</li> <li>12. Ensuring that new development doesn't stymie and maximises potential to reopen the railway is crucial to ensure public transport options are available for future residents.</li> <li>13. Bus stops should be covered and have seats.</li> <li>14. Bus delivery times will not be improved without significant road changes to provide a priority system.</li> <li>15. WCC's ability to support bus services has been severely reduced due to budget cuts and any funding from Section 106 is not sustainable.</li> <li>16. Bus services are in decline nationally and timekeeping of services between new village and Stratford will be badly affected by traffic problems.</li> <li>17. Statement that Stratford-upon-Avon station provides frequent connections to London is absolute nonsense.</li> <li>18. Reinstatement of railway would reduce width of the Greenway by half which would damage its character and make it less safe and pleasant for walkers.</li> </ol>	<p>period of time and that they will eventually become self-financing given the scale of the new settlement.</p> <ol style="list-style-type: none"> <li>15. Means of providing an attractive and frequent bus service is being assessed.</li> <li>16. As 14. above.</li> <li>17. Frequent connections to London are provided at Warwick Parkway and Leamington stations – clarify this in text</li> <li>18. Impact will need to be assessed if scheme to reinstate railway is promoted.</li> </ol>
Section 4.10 Utilities and	<ol style="list-style-type: none"> <li>1. There is no mention of whether roads, drainage, lighting and communal areas are to be adopted to avoid being a burden on house</li> </ol>	<ol style="list-style-type: none"> <li>1. It is anticipated that this will be the case.</li> <li>2. Provision of street amenities will be dealt with at the implementation</li> </ol>

Topic	Comment	Officer response
servicing	<p>owners.</p> <ol style="list-style-type: none"> <li>2. Full provision of street amenities needs to be made for the whole site, for the initial phase by the developer.</li> <li>3. When the proposed parish council is formed it should have funding allocated to it for amenities.</li> <li>4. Unclear what fuel would be used for a District Heating Network; if wood pellets this would have a major transport impact on local roads.</li> </ol>	<p>stage.</p> <ol style="list-style-type: none"> <li>3. Governance arrangements have not yet been decided but it is acknowledged that adequate funding will need to be provided.</li> <li>4. This is still to be decided.</li> </ol>
Section 4.10.1 Drainage	<ol style="list-style-type: none"> <li>1. Opportunities to restore and maximise the floodplain, increase storage of flood water and reduce surface water run-off in order to reduce flood risk downstream should be sought.</li> <li>2. Surface water should not be conveyed to the foul or combined sewage system. Sewers on new developments should safely accommodate floods which exceed the design capacity.</li> <li>3. Development should aim to reduce run-off to greenfield rates in keeping with sustainable principles</li> <li>4. Include reference to above ground drainage features as part of green infrastructure corridors to maximise multiple benefits.</li> </ol>	<p>1-4. The importance of these issues is acknowledged – insert text to refer to them</p>
Section 4.10.2 Water, electricity and gas	<ol style="list-style-type: none"> <li>1. Consider taking the approach of installing specifically designed water efficient fittings in all areas of properties rather than focus on their overall consumption. Properties should be built to the requirement in Building Regulations of 110 litres of water consumption per person per day.</li> <li>2. There should be a Section 106 Agreement that gas is connected to Quinton village.</li> </ol>	<ol style="list-style-type: none"> <li>1. This is a detailed issue that will be considered at a later stage.</li> <li>2. It would be unreasonable to require this but development of the new settlement will provide an opportunity to achieve it.</li> </ol>
Section 4.10.5 Sustainable energy	<ol style="list-style-type: none"> <li>1. SPD should incorporate County Council's recently adopted policy guidance on provision of electric vehicle charging infrastructure.</li> </ol>	<ol style="list-style-type: none"> <li>1. Such provision will be sought – insert reference to this policy</li> </ol>
Chapter 5.0 Phasing, timing and delivery	<ol style="list-style-type: none"> <li>1. Co-ordinated delivery of improvements to strategic road network (A46) should be identified in SPD as a potential requirement for which the precise trigger point still needs to be established. A Transport Assessment will be necessary to inform the timing and detail of these requirements.</li> <li>2. There may be other surviving archaeological remains on the site. Warwickshire County Council's Planning Archaeologist should be consulted on archaeological work that is required in advance of commencement of development.</li> </ol>	<ol style="list-style-type: none"> <li>1. Impact of development on the A46 is being assessed and necessary improvements will be identified.</li> <li>2. This will be covered by a condition of any planning permission.</li> <li>3. As 2. above.</li> <li>4. Transport infrastructure is being assessed in a comprehensive manner.</li> <li>5. All these matters are being assessed thoroughly to ensure delivery.</li> <li>6. Design and delivery of SWRR will be considered through a separate planning application process.</li> </ol>

Topic	Comment	Officer response
	<ol style="list-style-type: none"> <li>3. If deserted medieval village and adjoining ridge and furrow are not to be preserved, a detailed survey of surviving earthworks should be required.</li> <li>4. Disappointing that proposed location and design of new transport infrastructure is not an integral part of SPD.</li> <li>5. Adequate relief road, gas pipe relocation and Campden Road improvements should be scoped to level where there is confidence on whether there can be appropriate delivery.</li> <li>6. There is no clear, robust evidence to demonstrate that the SWRR can be delivered at the time that will be necessary to coincide with the development rates assumed at LMA.</li> <li>7. SWRR hasn't achieved a satisfactory technical design or approval, nor secured the necessary consents with statutory undertakers.</li> </ol>	<ol style="list-style-type: none"> <li>7. As 6. above.</li> </ol>
Section 5.2 Land remediation	<ol style="list-style-type: none"> <li>1. Past industrial activity on the site poses a high risk of pollution; appropriate planning conditions will be needed to manage risks to human health and contamination of controlled waters.</li> <li>2. Many bunds on the site contain dangerous waste and it is unclear how they will be treated.</li> </ol>	<ol style="list-style-type: none"> <li>1. This is acknowledged and the necessary conditions will be applied.</li> <li>2. A thorough assessment of contamination will be undertaken and necessary treatment specified.</li> </ol>
Section 5.5 Infrastructure required and triggers	<ol style="list-style-type: none"> <li>1. Ensure that permission for more than 400 houses can only be granted with an explicit condition that relief road is open.</li> <li>2. Unclear whether road has to be completed for more than 400 houses to be allowed; there needs to be a commitment to prevent this.</li> <li>3. Should not allow developers to deliver road infrastructure that is linked to housing development as this doesn't give a balanced approach to solving problems and delivering best outcomes.</li> <li>4. An alternative route for a relief road with a river crossing to south west of Luddington would affect fewer dwellings and reduce the need to upgrade Campden Road with its inherent problems.</li> </ol>	<ol style="list-style-type: none"> <li>1. This is already specified.</li> <li>2. It is confirmed that this is the case.</li> <li>3. This is an established means of providing necessary infrastructure to support development.</li> <li>4. Assessment of alternative routes is beyond the scope of SPD.</li> </ol>
Section 5.5.2 South Western Relief Road	<ol style="list-style-type: none"> <li>1. Road will ruin the lives of residents in Luddington Road area.</li> <li>2. Luddington Road will be turned into a rat-run and increase risk of accidents.</li> <li>3. Will destroy a picturesque part of Stratford-upon-Avon.</li> <li>4. Will turn an attractive place to live into an eyesore and decimate the landscape.</li> <li>5. Have severe doubts about proposed road and no faith in supporting evidence presented to Core Strategy Inspector.</li> <li>6. Road will cause irreversible damage to large parts of south-west</li> </ol>	<ol style="list-style-type: none"> <li>1-40. It is fully recognised that development of the new settlement at Long Marston Airfield is dependent on the SWRR being provided. The alignment, design and impact of the road is being assessed rigorously and the final scheme will be submitted as separate planning application for consideration and determination.</li> </ol>

Topic	Comment	Officer response
	<p>Stratford, Avon Valley and nearby villages.</p> <ol style="list-style-type: none"> <li>7. Road will lead into a residential area and not solve the town's traffic problems.</li> <li>8. Road is not suitable for the potential volume of traffic that will be generated by new development.</li> <li>9. Concerned that road will result in further traffic congestion in Bidford-on-Avon; its route should be reconsidered.</li> <li>10. Only remaining quadrant of Stratford which still retains green fields will be lost.</li> <li>11. Far more feasible routes appear not to have been properly considered, eg. east of the town.</li> <li>12. Will devastate the amenity value of a considerable area.</li> <li>13. Air, noise and light pollution would be widespread and all made worse by road being elevated.</li> <li>14. Alternative mass-transit systems that bypass car traffic are much more likely to provide long-term improvements.</li> <li>15. Will increase the likelihood of flooding.</li> <li>16. Will have adverse effects on the character and enjoyment of riverside walks and the Greenway; it will cut the routes of six Public Rights of Way, three of which form part of regional long distance footpaths which attract many visiting walkers to Stratford.</li> <li>17. Town needs a fit for purpose ring road to serve the future.</li> <li>18. It is apparent that regardless of whether the SWRR is fit for purpose the Core Strategy is dependent in it being delivered; this is not a good reason for allowing such a development to be approved.</li> <li>19. Adverse effects on wildlife and rare meadowland.</li> <li>20. The amount of public money being put towards the road should be made clear.</li> <li>21. Present proposal is an ill-conceived, totally impractical solution which will not move traffic further away from the town and relieve congestion.</li> <li>22. More detailed transport modelling is required to determine the best possible way to reduce vehicular movements and to mitigate impact of new village. This should not be limited to the provision of a new link road between A3400 and B439.</li> <li>23. Road crosses a floodplain; the effect of building a road will have a knock-on effect on the natural soak away and water will have to go somewhere.</li> <li>24. Cannot see how this road would be benefit to the majority of vehicles going through Stratford; it will cause greater back-log.</li> </ol>	

Topic	Comment	Officer response
	<p>25. Racecourse Meadow is one of seven remaining flood meadow sites known in Warwickshire and should be protected from the SWRR.</p> <p>26. Proposed road will be constructed through a Local Wildlife Site and next to a SSSI causing irreversible damage.</p> <p>27. Shottery estate road was not designed to accommodate the SWRR; the two roads have not been designed to work together and will significantly add to Stratford's congestion problems.</p> <p>28. Road will be routed through existing communities and have a very adverse effect on quality of life and degrade the place where they live.</p> <p>29. There is no mention of the use of this road by Heavy Goods Vehicles.</p> <p>30. Should assess other traffic relief solutions such as a combination of Eastern Relief Road and a new link from new village to Alcester Bypass.</p> <p>31. Need to encourage traffic out and away from town not provide a road that will attract traffic to travel through the town.</p> <p>32. SWRR will only make traffic problems on B4632 worse.</p> <p>33. Town needs a ring road to take traffic around rather than through it. This would need to join the B4632 further south and head north-easterly towards A46/M40/A429 and north-westerly to A46.</p> <p>34. Modelling of traffic flows concluded that trip patterns related to the new development would not influence traffic to use SWRR as an alternative route so its cost would not deliver a good return.</p> <p>35. Guiding principles BD1-3 and DC1-5 in SPD should be applied to Racecourse Meadow.</p> <p>36. Sufficient detail is required now to determine the viability of location for a garden village.</p> <p>37. Extremely worried about effect of SWRR on the countryside and existing footpath network</p> <p>38. An overbridge should be provided where public footpath SB34 (Shakespeare's Way) crosses the proposed SWRR north of Clifford Chambers.</p> <p>39. Public footpath SD29a (Shakespeare's Avon Way) runs close to SWRR for one kilometre and would need to be well shielded, both visibly and audibly.</p> <p>40. Proposed road bridge needs to be designed to fit into landscape as attractively as possible, making maximum use of native planting.</p>	
Section 5.5.3	1. Ghost island at junction of B4632 and Station Road is not effective;	1-19. A wide range of improvements to Campden Road are being

Topic	Comment	Officer response
Campden Road improvements	<p>drivers have to wait a long time to pull out.</p> <ol style="list-style-type: none"> <li>2. Something must be done about turn from Lower Quinton onto B4632 due to volume of traffic before a serious accident occurs.</li> <li>3. Improvements are required on B4632 between Garden Centre and Rosebird Island.</li> <li>4. B4632 is already a nightmare due to pollution, noise, congestion but only meagre plans are proposed.</li> <li>5. Plans to relieve the impact of traffic on B4632 need to be put in place before any houses are completed on the Airfield.</li> <li>6. Freshfields Nursery junction needs to be addressed to improve road safety.</li> <li>7. Concerned about noise and light pollution at Clifford Chambers as a result of proposed road improvements.</li> <li>8. Previous scheme for a single roundabout at Clifford Chambers should be reconsidered to reduce urban style lighting and loss of trees.</li> <li>9. Proposed scheme at Clifford Chambers would impact on the setting of Conservation Area, infringe on green spaces at entrance to village and change the character of entire village.</li> <li>10. Should consider moving proposed roundabouts further away from village to allow a better buffer and mitigation.</li> <li>11. Not clear what mitigation is proposed by way of acoustic fencing, bunding and planting of hedgerows/trees.</li> <li>12. Proposed roundabouts are totally out of proportion and alternative sites or solutions must be found.</li> <li>13. Unclear how footpaths and crossings will be provided in proposed double roundabout scheme.</li> <li>14. B4632 is already at capacity.</li> <li>15. B4632 already struggles to handle existing developments; without huge upgrading it is not a viable route.</li> <li>16. There is no data to support the view that B4632 can support the number of vehicle movements generated.</li> <li>17. Improvements to Campden Road will reduce its capacity.</li> <li>18. A traffic island is needed at the Agripark to slow traffic through Willlicote.</li> <li>19. A new road access wholly bypassing Clifford Chambers is needed to move some of the traffic off Campden Road.</li> </ol>	<p>progressed by the County Council and CALA's transport consultants, in liaison with local interested parties. These improvements will be designed to minimise and mitigate the impact of additional traffic generated by the new settlement. The comments made on this section of the SPD have been brought to the attention of the County Council for consideration.</p>
Section 5.6 Planning	<ol style="list-style-type: none"> <li>1. Submission of a TA must form part of requirements of a future outline planning application for the site.</li> </ol>	<ol style="list-style-type: none"> <li>1. This will be the case.</li> <li>2. This will be considered and appropriate conditions on planning</li> </ol>

Topic	Comment	Officer response
applications	<ol style="list-style-type: none"> <li>2. Strict conditions on road movements of heavy vehicles serving the site need to be applied to each phase of planning consent.</li> <li>3. Need to be assured that current conditions applied to building of first 400 homes are not subsumed into conditions for future phases.</li> <li>4. Work on improving B4632 must be completed before the first of 400 homes are occupied.</li> </ol>	<ol style="list-style-type: none"> <li>permissions specified.</li> <li>3. This will be the case.</li> <li>4. Improvements will be required to be implemented in accordance with trigger points specified through conditions on the outline planning permission.</li> </ol>
Section 5.7 Travel plan	<ol style="list-style-type: none"> <li>1. As Garden Village will include employment uses, requirements of the Travel Plan should be widened to include goods-vehicle transport to and from employment site. This should also be based on the Vale of Evesham Freight Quality Partnership's Advisory Lorry Route Map.</li> <li>2. There is insufficient information as to who the residents will be, where they are likely to come from, where they will go to work and what desire trips they want to make.</li> <li>3. Unclear how the need to travel would be reduced when employment is mostly way north of Stratford.</li> </ol>	<ol style="list-style-type: none"> <li>1. Movement of goods vehicles will be covered by a Travel Plan and the Vale of Evesham Lorry Route Map taken into account.</li> <li>2. Traffic modelling uses data which is based on travel patterns of existing residents.</li> <li>3. It is acknowledged that there will be considerable employment-based traffic movements.</li> </ol>
Section 5.8 Construction	<ol style="list-style-type: none"> <li>1. Insert reference to Vale of Evesham Freight Quality Partnership's Advisory Lorry Route Map. Many of the roads in Evesham Vale are not suitable for HGVs so this is essential if HGV movements are to be properly planned.</li> </ol>	<ol style="list-style-type: none"> <li>1. This is acknowledged – <u>insert reference to the Advisory Lorry Route Map</u></li> </ol>
Appendix 1 Infrastructure Delivery Plan	<ol style="list-style-type: none"> <li>1. A permanent police station should be provided.</li> <li>2. Question why £950,000 is allocated for a library but only £100,000 for a police station.</li> <li>3. No adequate provision for the necessary infrastructure has been agreed; there are no indicative costs for the relief road and no properly researched, agreed and approved rationale for the route.</li> <li>4. There is no mention (in LMT11) to how Clifford Chambers residents will leave and access village.</li> <li>5. Reference to Travel Plan in LMAT13 is unclear; assume it refers to transport plans and the need to reduce dependency on car usage.</li> <li>6. Under LMAT27 it would be unacceptable for money offered by CALA towards railway reinstatement to be used as a contingency towards SWRR costs.</li> <li>7. LMAT1 should refer to B439. Any road alterations must take into account railway reinstatement.</li> <li>8. Regarding LMAT6 Seven Meadows Road/Wetherby Road roundabout, it is essential that road alterations take into account railway reinstatement.</li> </ol>	<ol style="list-style-type: none"> <li>1. It is intended that a permanent police facility will be provided.</li> <li>2. Figure for police facility is being reviewed and could change.</li> <li>3. The provision of infrastructure continues to be addressed in a thorough manner.</li> <li>4. Improvements to junction at Clifford Chambers will be provided.</li> <li>5. This is the case.</li> <li>6. It is appropriate to consider this if there is no realistic prospect of the railway being reopened in the short-term.</li> <li>7. If railway is reinstated it would dive under Evesham Place.</li> <li>8. If railway is reinstated it would dive under Wetherby Way.</li> <li>9. SWRR has to be built for more than 400 dwellings to be built at LMA.</li> <li>10. It is accepted that LMAT12 should not be so specific – <u>delete reference to bus service</u></li> <li>11. This is understood to be the case.</li> <li>12. This matter will be considered further and costings amended as appropriate.</li> <li>13. As 12. above.</li> <li>14. As 12. above.</li> </ol>

Topic	Comment	Officer response
	<p>9. In relation to LMAT2, 4 and 25, it is unlikely that SWRR will ever be built so money offered by CALA should go towards reinstatement of the railway.</p> <p>10. It is unclear why LMAT12 only deals with bus services and not rail.</p> <p>11. County Council cannot commit to any financial implications from any proposals emanating from the SPD. Therefore, it should not identify capital or revenue schemes that rely on funding from it.</p> <p>12. Warwickshire Police require provision of personal equipment for staff, police vehicles of varying types and functions and premises sufficient to accommodate staff delivering services to the Garden Village. The indicative cost of £100,000 for police infrastructure is a significant underestimate of what will be needed; a budget of £500,000 is considered necessary to provide a Police Safer Neighbourhood Office, £170,000 for police equipment and £70,000 for police vehicles.</p> <p>13. South Warwickshire Foundation Trust may have additional infrastructure requirements for the delivery of community and out of hospital services.</p> <p>14. Coventry and Warwickshire Partnership Trust may have some infrastructure requirements for delivery of mental health services on site.</p>	
Existing roads	<p>1. No consideration appears to have been given to hazardous nature of proposed new road joining Evesham Road at bottom of Bordon Hill.</p> <p>2. Too much faith has been put on Shottery Relief Road to cope with volume of traffic involved.</p> <p>3. Clopton Bridge and other river crossings are not suitable for the amount of traffic that will be created.</p> <p>4. Traffic lights solution for Clopton Bridge will create a pinch point and effect capacity of junctions.</p> <p>5. Road through Welford-on-Avon and Binton is not mentioned in the SPD as it is heavily used as a rat run.</p>	<p>1. This has been taken into account in the design of proposed roundabout.</p> <p>2. Capacity of this road has been fully considered.</p> <p>3. These have been assessed and improvements to existing road network will be carried out as necessary.</p> <p>4. This scheme has been fully assessed for its effectiveness.</p> <p>5. Impact on this road will be assessed and improvements made to it as necessary.</p>
Traffic	<p>1. Development should not be given a green light until an adequate solution in terms of connecting road networks is provided.</p> <p>2. Development will cause extra traffic on roads in Stratford-upon-Avon and increase problems experienced by residents due to congestion.</p> <p>3. Development should only take place when infrastructure is capable of meeting traffic demands and additional traffic generation.</p> <p>4. Pollution levels in Stratford area are already at legal limits; without</p>	<p>1-4. Impacts on the road network in Stratford are being fully assessed and improvements will be required as necessary.</p>

Topic	Comment	Officer response
	improving access roads into Stratford the level of queuing will cause pollution to increase above already high levels.	
General	<ol style="list-style-type: none"> <li>1. Most people in Long Marston do not agree with the name Marston Mead or the names of the other three areas.</li> <li>2. Name of Garden Village should not include the word 'Marston'.</li> <li>3. No provision is made for a gypsy and traveller site; this is a missed opportunity to provide a mixed-use, inclusive community.</li> <li>4. Loss of facilities that have been provided on Long Marston Airfield; District Council should ensure developer provides alternative arrangements for them.</li> <li>5. Whatever terminology is used, the airfield is all green.</li> <li>6. Airfield contains considerable ground contamination which must be investigated and removed by developer before development is permitted.</li> <li>7. Consultation process is fundamentally flawed; separating the site from the SWRR potentially creates a fait accompli.</li> <li>8. Housing development and local infrastructure are inextricably linked and must be considered simultaneously.</li> <li>9. It is back-to-front to consider building a large new town without a sensible transport system.</li> <li>10. Should look at alternative solutions to make the Garden Village a truly self-contained and sustainable place to live rather than using developer funding on strategic transport projects which will not benefit new residents of Stratford-upon-Avon in the long-term.</li> <li>11. A new road should be provided parallel to the Greenway to/from Stratford.</li> <li>12. Provide a rapid transit service using driverless vehicles alongside the Greenway to/from Stratford.</li> <li>13. Infrastructure needs to be resolved before the details of LMA not after or as a consequence of it.</li> <li>14. SPD focuses too much on site development and not enough on a phased infrastructure improvement programme.</li> <li>15. It is unclear where people living in new village will work.</li> <li>16. Development of LMA will be at the expense of degrading other green sites, idyllic landscapes, dark skies, quiet rural villages and wildlife refuges.</li> <li>17. LMA cannot be developed without infrastructure so there is no point in consulting about design of a Garden Village until an alternative to SWRR has been established.</li> </ol>	<ol style="list-style-type: none"> <li>1. Names are still to be decided.</li> <li>2. As 1. above.</li> <li>3. This will be explored further in conjunction with the landowner and promoter.</li> <li>4. It is not the responsibility of the District Council to do this.</li> <li>5. Airfield is a predominantly brownfield site in accordance with national definitions.</li> <li>6. This matter is being addressed rigorously.</li> <li>7. Determination of planning application for SWRR will be rigorous and follow due process.</li> <li>8. This is the case.</li> <li>9. These matters are being addressed in tandem.</li> <li>10. Garden Village is not sufficiently large to be self-contained so appropriate transport provision has to be made.</li> <li>11. There is no evidence that such a road could be provided or be effective.</li> <li>12. A tram-based option along the Greenway is being assessed.</li> <li>13. This is the case.</li> <li>14. Provision of infrastructure is being addressed thoroughly.</li> <li>15. Residents will no doubt work in a wide range of places, including on the site itself and from home.</li> <li>16. It is acknowledged that development will have some impact on these features.</li> <li>17. At this stage it is assumed that SWRR can be provided satisfactorily.</li> <li>18. This will be the case.</li> <li>19. This is a detailed matter to be dealt with at a later stage.</li> <li>20. Air quality is assessed on a regular basis in Stratford town.</li> <li>21. It will be necessary to ensure roads are as safe as possible.</li> <li>22. This will be addressed at the detailed design stage.</li> <li>23. Although laudable, this is not within the powers of the landowner/developer or the District Council to achieve.</li> <li>24. Level of provision has assessed rigorously through the planning process.</li> <li>25. The need for further development in Stratford will be assessed through the planning process.</li> </ol>

Topic	Comment	Officer response
	<p>18. Latest fire precautions should form part of any planning permission.</p> <p>19. Rubbish bins should be provided, along with clothing and charity bins.</p> <p>20. Concerned that air quality is not mentioned in SPD as Britain is one of the most polluted countries in the world.</p> <p>21. Given roads in Stratford District are the most dangerous in Warwickshire it is ridiculous to have a road only solution for heavy traffic that will be generated by various developments in Long Marston area.</p> <p>22. Concerned that development will have a damaging effect on landscape of Meon Hill; need to make maximum use of native planting to screen any adverse visual effects.</p> <p>23. Consideration should be given to securing some form of public access to summit of Meon Hill, possibly through voluntary dedication of public or permissive rights of way by the current landowners.</p> <p>24. New housing development in Stratford town has reached a totally ridiculous level.</p> <p>25. There has been enough development in Stratford, with more traffic and no infrastructure initiatives; it is time to consolidate.</p>	

### Issues raised at Stakeholder meeting on 14.11.17

Comment	Officer response
<p>1. There are too many assumptions and not enough certainty regarding the expected design and layout of the development, ie. need to establish quality of housing design in advance of planning applications being submitted.</p> <p>2. Specify range of appropriate building materials and design features, eg. porches, chimneys.</p> <p>3. Specify need for variation of design and use of landmark buildings at key points.</p> <p>4. More detail is needed on the design and nature of highways, eg. provision of roadside trees.</p> <p>5. Provision should be made for off-road parking for visitors.</p> <p>6. Need to emphasise legibility of development – particularly to assist people</p>	<p>1-7. Detailed layout and design matters will be addressed in Design Briefs or similar. These will be considered in advance of planning applications being submitted for the remaining 3,100 dwellings and other elements of the new settlement.</p> <p>8-14. Public transport provision is being thoroughly assessed to ensure high quality and attractive services are provided for the new settlement.</p> <p>15-17. It is anticipated that a wide range of shops and services will be provided in the new settlement given its size and range of uses,</p> <p>18. Connections to existing settlements by foot and cycle will be improved.</p> <p>19. These are identified on Figure 2.4 Opportunities plan.</p> <p>20. This would be appropriate – show open space connection on Figure 3.3 Masterplan</p>

Comment	Officer response
<p>with dementia.</p> <p>7. Design of the development will be important and consideration should be given in respect of a Design Code.</p> <p>8. Should identify the specification for public transport vehicles.</p> <p>9. Design and impact of public transport interchange should be addressed.</p> <p>10. Bus operators need to be satisfied with road network/design.</p> <p>11. Need to improve public transport links to Honeybourne station.</p> <p>12. Need to improve car parking at Honeybourne station.</p> <p>13. Need to clarify situation on reopening the railway.</p> <p>14. Train link to Honeybourne is supported.</p> <p>15. More detail is needed on provision of schools, retail, etc.</p> <p>16. Sufficient services need to be provided to reduce the need to travel elsewhere.</p> <p>17. Police facilities need to be provided on site given the significant increase in population that will result from the development.</p> <p>18. Need to identify connections between LMA and Meon Vale and other existing settlements, eg. Quinton.</p> <p>19. Identify views between development and countryside beyond, eg. Meon Hill</p> <p>20. Provide open space connection to Pillboxes.</p> <p>21. Need to consider who is likely to live at LMA and provide a range of homes, particularly for families – should be predominantly 2, 3 and 4 bedroom dwellings.</p> <p>22. Unclear how many jobs will be provided – risk that new settlement will be a dormitory.</p> <p>23. Should provide fibre optic broadband to all properties.</p> <p>24. Consider provision of ground source heating.</p> <p>25. Developers should engage with community in advance of applications being submitted.</p> <p>26. The approach taken in respect of the masterplan consisting of 4 distinct settlements is considered to be a positive approach.</p> <p>27. Public transport provision and the range of facilities (shops, restaurants etc) to be provided on site is considered to be the correct approach.</p> <p>28. The range of employment options detailed in the SPD is considered to be appropriate.</p> <p>29. Stressed that the Garden Village should not ‘consume’ the existing Long Marston village. A definite buffer between the two should be maintained. Concerned that the land that is part of the Garden Village site and is located on the western side of the Greenway (i.e. away from the main site) might be built on in the future which could result in coalescence. Would like confirmation as to how this land is proposed to be used.</p>	<p>21. A wide range of dwelling types, sizes and tenures will be provided on the new settlement.</p> <p>22. A wide range of jobs will be provided on the new settlement.</p> <p>23. This is specified in Section 4.10.4 of the SPD.</p> <p>24. A range of renewable energy sources are being investigated.</p> <p>25. This is expected as being good practice – insert reference to community engagement in Section 5.6</p> <p>26. Noted.</p> <p>27. Noted.</p> <p>28. Noted.</p> <p>29. It is acknowledged that a buffer should be provided between the new settlement and Long Marston village. This land is shown as open space on Figure 3.3 Masterplan.</p> <p>30. Impact of traffic on Campden Road and local road network is being thoroughly assessed and necessary improvements will be made.</p> <p>31. Extensive provision for cycling and walking is specified in the SPD.</p> <p>32. This is acknowledged and a wide range of job opportunities will be supported in the new settlement.</p>

Comment	Officer response
<p>30. Need to ensure that any highway works required in respect of the Campden Road and the immediate surrounding area (including surrounding villages), are carefully assessed so that the development does not result in increased congestion with the resultant detrimental impact on highway safety.</p> <p>31. In respect of Green Infrastructure, proposals relating to cycling and walking should be included in the masterplan.</p> <p>32. The demographics of the future residents of the development need to be carefully considered to ensure that the development does not become a commuter village.</p>	

### Matters identified by District Council planning officers

Topic	Comment	Officer response
Section 1.2	Clarify that indicative locations of certain uses shown on Policies Map Long Marston Airfield Inset are superseded by provisions of SPD.	This would be appropriate – insert text to explain this
Section 2.2	Deserted medieval settlement: 2 <sup>nd</sup> para, end of 2 <sup>nd</sup> sentence insert ‘...subject to further archaeological investigation.’	This would be appropriate – insert text to state this
Section 2.3	Insert sub-section on connections to public footpaths, including Heart of England Way.	This would be appropriate – insert text to cover this
Figure 2.4	Show line of the Greenway. Show position of Pillboxes. Show possible further link to the Greenway at northern end of site.	First two features are already shown. Third point is appropriate – amend Figure 2.4 accordingly
Section 3.1	Insert additional bullet points: <ul style="list-style-type: none"> <li>• Create a network of pedestrian and cycle routes within and beyond the site</li> <li>• Enhance biodiversity and habitat creation</li> </ul>	This would be appropriate – insert bullet points
Figure 3.3	Show area of potential historic landform retention in relation to deserted medieval village and ridge and furrow.	This is dependent on outcome of further archaeological investigation as specified in Section 2.2 above.

Topic	Comment	Officer response
	Label Pillbox Park and Long Barrow Park as they are referred to on Figure 5.1.	This would be appropriate – amend Figure 3.3 accordingly
Section 3.3.1	In 4, insert reference to a public house. Insert two additional land uses relating to: 6. Potential transport hub 7. Green infrastructure, open space and recreation	All would be appropriate – amend text to cover all these points
Section 3.5, EC2	Insert at end ‘...including District Heating System if proven viable.’	This would be appropriate – insert text to state this
Section 3.5, EC3	Insert additional sentence at end: ‘7KW power cable supply should be provided throughout the site to ensure future provision of EVCPs for all residential and non-residential buildings.’	This would be appropriate – insert text to state this
Section 3.5, SD2	In 3 <sup>rd</sup> line, replace ‘encouraged’ with ‘expected’	This would be appropriate – amend text
Section 3.5, SD5	In 2 <sup>nd</sup> line, replace ‘seek’ with ‘be expected’	This would be appropriate – amend text
Section 3.5, BD3	Insert reference to water features.	This would be appropriate – insert text to cover this
Section 3.5, HE1	Replace 2 <sup>nd</sup> sentence with ‘The development is expected to respect and retain features of value within the site, including WW2 pillboxes, and also the remains of the deserted medieval village and associated ridge and furrow subject to further archaeological investigation.’	This would be appropriate – amend text accordingly with the following revision to the wording at the end ‘...should further archaeological investigation conclude that this necessary.’
Section 4.3	Reference should be made to the opportunity to provide a network of edible plants.	This would be appropriate – amend text to state this
Section 4.4	Funding of premises for GPS and dentists is provided by money collected through S106 – see IDP	Noted – insert text to explain this
Section 4.5.1	At end of 4 <sup>th</sup> sentence insert ‘...and approved by the District Council.’	This would be appropriate – insert text to state this
Section 4.5.3	Last bullet, 4 <sup>th</sup> line, amend to read ‘located and designed’	This would be appropriate – insert text to state this
Section 4.6	In 2 <sup>nd</sup> sentence insert ‘unless subsequently superseded by Government guidance.’	This would be appropriate – insert text to state this

Topic	Comment	Officer response
Section 4.6.2	Insert additional sentence at end: 'In the early stages of development, contributions will be made to support the expansion of Shipston High School.'	This would be appropriate – insert text to state this
Section 4.8	At beginning of 5 <sup>th</sup> sentence insert 'Large scale...'	This would be appropriate – insert text to state this
Section 4.9 Transport connectivity	There is no reference to the Vale of Evesham Control Zone.	This would be appropriate – insert text to explain purpose of Control Zone
Section 4.9.1	In 2 <sup>nd</sup> para, end of 2 <sup>nd</sup> line insert 'which should take into account location of services, lighting columns and highway visibility splay.'	This would be appropriate – insert text to state this
Section 4.9.3	Insert additional bullet: <ul style="list-style-type: none"> <li>• Provision of an appropriate amount of non-residential parking, including in relation to the Village Centre and employment areas.'</li> </ul>	This would be appropriate – insert text to state this
Section 4.9.4	In 2 <sup>nd</sup> para, end of 2 <sup>nd</sup> sentence, insert: "'and all community facilities and employment land.'	This would be appropriate – insert text to state this
Section 4.9.6	In 4 <sup>th</sup> bullet replace 'will' with 'should'	This would be appropriate – amend text
Section 4.9.6	In Railway sub-section, at end of last paragraph, insert additional sentence: 'The use and management of the safeguarded land before it is required shall be subject to approval by the local planning authority.'	This would be appropriate – insert text to state this
Section 4.10.1	At end of final paragraph, insert 'and exploration grey water systems.'	This would be appropriate – insert text to state this
Section 4.10.2	In 1 <sup>st</sup> line, insert 'drainage'	This would be appropriate – insert in text
Section 4.10.4	In 1 <sup>st</sup> line, insert 'community buildings'	This would be appropriate – insert text to state this
Section 10.4.6	At end of 1 <sup>st</sup> line, insert 'built to Home Office standards as applicable.'	This would be appropriate – insert text to state this
Figure 5.1	<ol style="list-style-type: none"> <li>1. Utilities will be provided at later phases also.</li> <li>2. Insert '400' on timescale axis.</li> </ol>	<ol style="list-style-type: none"> <li>1. This is acknowledged – amend Figure 5.1 to read 'Initial site utilities'</li> <li>2. This would be appropriate – insert label</li> </ol>

Topic	Comment	Officer response
	<p>3. Amend label to read 'land available for first primary school'</p> <p>4. Relevance of 520, 1,300 and 2,100 figures is unclear.</p>	<p>3. This would be appropriate – insert label</p> <p>4. This should be addressed – amend figures as appropriate</p>
Section 5.6	At end of 1 <sup>st</sup> paragraph, insert additional sentence: 'Public consultation will be expected to be undertaken by the applicants prior to the submission of an application.'	This would be appropriate – insert text to state this
Section 5.7	In 2 <sup>nd</sup> paragraph, 2 <sup>nd</sup> line, insert 'for non-residential uses'	This would be appropriate – insert text to state this
Section 5.8	At end of 1 <sup>st</sup> sentence, insert 'but not restricted to' Insert additional point: <ul style="list-style-type: none"> <li>• Details of lighting and any generators required.</li> </ul>	Both would be appropriate - insert text in each case
Section 5.9	At end of paragraph insert: 'Other monitoring may also have to be carried out by the County Council and developers.'	This would be appropriate – insert text to state this
New section	Insert after 5.9: Community Infrastructure Levy and Section 106 The residential element of the new settlement is zero rated for CIL purposes. However, retail development (A1-A5) will be charged at £10 per square metre. The developer may be required to make S106 contributions to fund specific items of infrastructure and services required for the development.	This would be appropriate – insert text to state this

### Matters identified by County Council transport officers

Topic	Comment	Officer response
Figure 3.3 Masterplan	This shows only one link to the Greenway from the south west corner of the site: this will not be a convenient link for those living in the north eastern or north western parts of the site, as the main direction of travel from the site will be northbound towards Stratford. There needs to be at least one additional connection to the Greenway from the north west area of the site which will need to cross a small strip of land outside the site boundary.	It is agreed that a second link to the Greenway should be provided ideally. However, the promoter of the new settlement does not have control over the land that would be needed to achieve this. On that basis, it would be appropriate to show this as an aspiration – amend Figure 2.4 Opportunities plan to identify location of a potential second link to the Greenway at northern end of site

Topic	Comment	Officer response
Figure 3.4	It appears that some parts of Glebe Farm area and most northerly part of proposed residential area will be more than 400m from the proposed bus route. This needs to be clarified in final document.	Figure 3.4 is illustrative at this stage; however this issue should be addressed to ensure as far as possible that all residential areas are within 400m of a bus route.
Section 4.9.4	In addition to section 106 funding to resurface the Greenway to make it an all-weather commuter route between the site and Stratford, there is a need for the Garden Village development to contribute towards an upgrading or additional infrastructure between the end of the Greenway (at Seven Meadows Road) and Stratford town centre. Additional / improved cycling infrastructure will be required on this section to provide a continuous cycle route to the town centre and railway station and cater for the higher cycle usage which will be generated by the development.	Appendix 1 identifies £1.2m for walking and cycling enhancements which can be used to fund such a proposal. This figure will be the subject of review.
Section 4.9.6	It is likely that to provide an attractive service some bus priority measures would be considered between Garden Village and Stratford especially on the route from the edge of the Stratford urban area to Stratford railway station and town centre. These proposals would require funding from this development and a reference to this in the SPD would be helpful in developing these proposals further.	This proposal is identified in section 4.9.4. Appendix 1 (LMAT12) identifies £2.8m for public transport which can be used to fund such a proposal. This figure will be the subject of review.
Section 4.9.6	WCC is in discussion with the rail operator Great Western about a proposal to extend car parking facilities at Honeybourne station to improve access to rail services mainly for longer distance commuters. This proposal may require funding from this development and a reference in the SPD would be helpful in developing it further.	This would be appropriate – insert text regarding provision of additional parking at Honeybourne station
Figure 3.3 Masterplan	This shows only one link to the Greenway from the south west corner of the site: this will not be a convenient link for those living in the north eastern or north western parts of the site, as the main direction of travel from the site will be northbound towards Stratford. There needs to be at least one additional connection to the Greenway from the north west area of the site which will need to cross a small strip of land outside the site boundary.	It is agreed that a second link to the Greenway should be provided ideally. However, the promoter of the new settlement does not have control over the land that would be needed to achieve this. On that basis, it would be appropriate to show this as an aspiration – amend Figure 2.4 Opportunities plan to identify location of a potential second link to the Greenway at northern end of site
Section 4.9.4	In addition to section 106 funding to resurface the Greenway	Appendix 1 (LMAT14) identifies £1.2m for walking and cycling

Topic	Comment	Officer response
Pedestrian and cycle routes	to make it an all-weather commuter route between the site and Stratford, there is a need for the Garden Village development to contribute towards an upgrading or additional infrastructure between the end of the Greenway (at Seven Meadows Road) and Stratford town centre. Additional / improved cycling infrastructure will be required on this section to provide a continuous cycle route to the town centre and railway station and cater for the higher cycle usage which will be generated by the development.	enhancements which can be used to fund such a proposal. This figure will be the subject of review.
Section 4.9.4 Pedestrian and cycle routes	No details are given on the widths and surfacing of the off road pedestrian and cycle links within the site. In order to encourage their use in all weathers it would be desirable if routes which are not next to a carriageway are also constructed in tarmac, rather than the alternative unbound surfacing which is often used in new developments. It would be useful if the final document could clarify this point.	It would be appropriate to specify surface treatment – amend text accordingly
Appendix 1 Infrastructure delivery plan	LMAT14 allocates an indicative sum of £1.2 million for walking and cycling enhancements, with the funding / delivery mechanism indicated as S106/S278. It would be useful to have more information about what works this sum is proposed to cover: there needs to be sufficient section 106 money to fund the necessary work on the Greenway and the route to Stratford town centre.	The use of this money is still to be decided and will be the subject of detailed consideration.
Appendix 1 Infrastructure delivery plan	We support the aim of developing a comprehensive Travel Plan However, LMAT13 identifies the trigger for the Travel Plan as “before the first employment occupation”. To maximise the success of the Travel Plan it is important that new households receive a sustainable travel pack informing them of non-car travel opportunities as soon as possible after they move in and that the packs contain targeted information about bus services and cycling and walking routes. It would be useful if the final document could confirm that packs will be distributed and when this will happen.	This point is acknowledged and clarification should be provided – amend LMAT13 Trigger/Phase to read ‘At point of occupation of residential and business properties’
Appendix 1 Infrastructure delivery plan	We note inclusion of several highway improvements in the IDP which also appear in the Infrastructure Delivery Plan in the adopted Stratford Core Strategy. Please be aware that discussions between the developers’ transport consultant and WCC on the traffic impact of this development have commenced	This is noted and the outcome of this process will be considered in due course.

Topic	Comment	Officer response
	and that WCC's requirements will be confirmed following a traffic modelling exercise commissioned by the developers as part of the consideration of the forthcoming planning application.	

# Appendix 1



Homes &  
Communities  
Agency

**Report of facilitated visioning workshop for the Long Marston  
Garden Village held on Thursday 15<sup>th</sup> June 2017.**

## **1.0 Introduction**

- 1.1 Long Marston Airfield is allocated as a new settlement in the Stratford-on-Avon Core Strategy, adopted in July 2016. Proposal LMA specifies that the development will comprise 3,500 homes, two primary schools, a secondary school, a new neighbourhood centre, 13 hectares of employment development and the provision of significant areas of open space. The Core Strategy is available at view at [www.stratford.gov.uk/corestrategy](http://www.stratford.gov.uk/corestrategy).
- 1.2 In March 2016 the Government published its 'Locally-Led Garden Villages, Towns and Cities prospectus' inviting Local Authorities to submit expressions of interest for the designation of a "Garden Village" for sites of 1500 to 10,000 homes. The prospectus was clear that it was for Local Authorities working with their communities to take the lead and establish a clear vision and identity innovative solutions to create attractive and well-designed Garden Villages. In response to the prospectus, Stratford-on-Avon District Council submitted an expression of interest with the support of CALA Homes. In January 2017 it was announced that Long Marston Airfield was one of the successful Garden Villages, which would receive government support.
- 1.3 The District Council has also committed to prepare a Framework Masterplan Supplementary Planning Document (SPD) for Long Marston Airfield which will include guidance on layout, design and the key parameters that any subsequent planning applications will have to adhere to. In addition the SPD will also contain an overall Vision and set of development objectives for the whole of the site.
- 1.4 To assist with this, Stratford-on-Avon District Council has asked the Homes and Communities Agency (HCA), as the national housing, land and regeneration agency, to facilitate a stakeholder workshop with elected representatives of the local area in order to formulate a vision and set of development objectives for Long Marston Airfield.
- 1.5 The main purpose of the workshop was to:
  - Gain a shared understanding and appreciation of the site;
  - Identify the broad aspirations and Garden Village principles for the site;
  - Explore the potential for the identification of specific development opportunities within the site;
  - Develop a spatial vision and set of development principles for the site, (i.e. explore what kind of place Long Marston Airfield Garden Village should become).

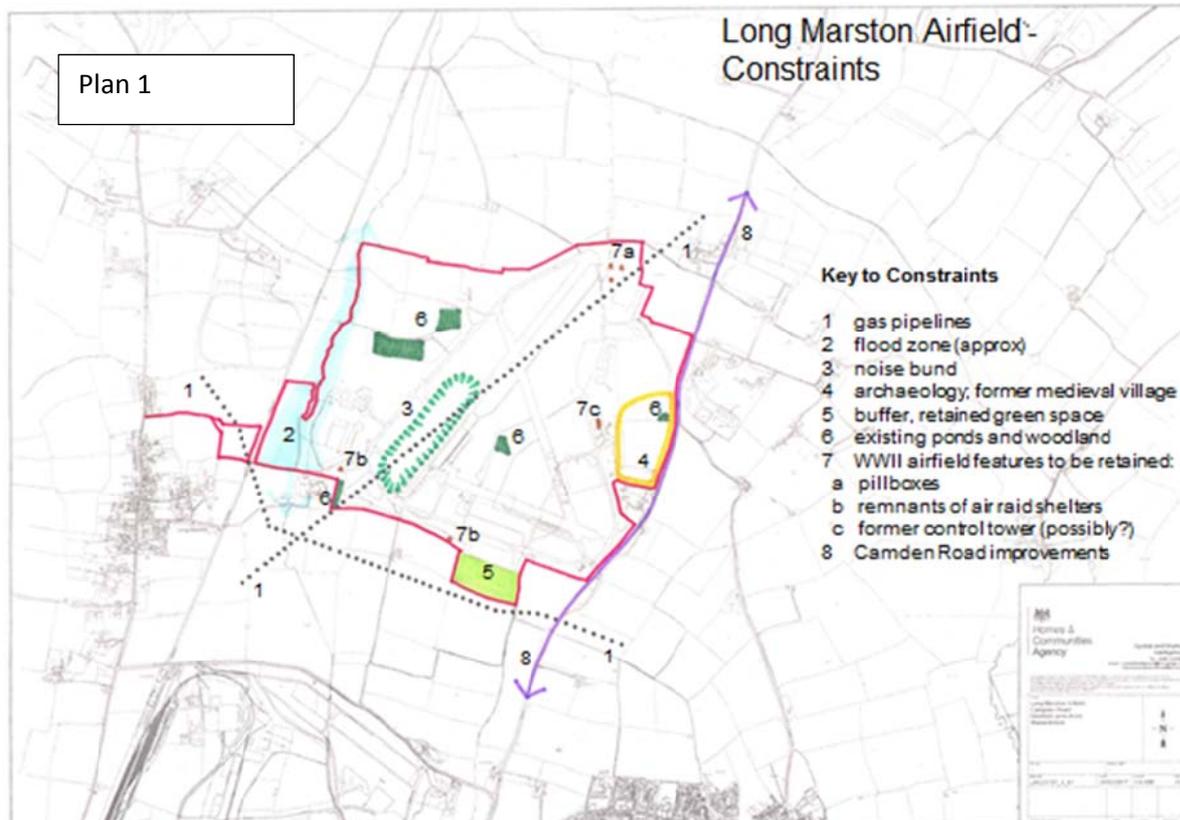
The agenda for the visioning workshop is provided in Appendix 1.

## 2.0 Vision and Development Objective setting

- 2.1 A presentation was given on the importance of having a vision and development objectives for any large scale development, and the need for high level master planning work to be undertaken to understand how the site could be delivered
- 2.2 In order to ensure that all of the constraints and opportunities for the site have been highlighted attendees of the workshop were asked to review two plans which had been prepared by officers previously, please see below. Plan 1: detailed the sites constraints with Plan 2: detailing the opportunities. Attendees were asked to confirm whether they agreed with the items listed and to comment whether or not there were additional items which needed to be taken into account.
- 2.3 Within the constraints plan (Plan 1) the following constraints were included;
- Gas pipeline
  - Flood zone area
  - Noise bund
  - Archaeology; former medieval village
  - Buffer, retained open space
  - Existing ponds and woodland
  - WWII airfield features to be retained
    - Pillboxes
    - Remnants of air raid shelter
    - Former control tower
  - Campden Road improvements
- 2.4 There was agreement that the existing ponds and woodlands should be retained as much as possible and the importance of the green space buffer down the western side of the site was acknowledged. In relation to the WWII features, given that the site was used as an operational training unit base, little affinity with the history or heritage of the site was expressed, the only feature that some participants felt should be retained if possible was the former control tower. The prevailing wind on the site was identified as an additional constraint, as this has an impact on surrounding areas due to noise.
- 2.5 There was a difference of opinion expressed in relation to the noise bund; some felt it should remain on the basis that some of the material that makes up the bund is landfill. It was suggested that it could form a prominent feature of the new development as a potential viewing/vantage point and could include picnic areas or some form of leisure facilities. Conversely, others felt it should be removed as it may have an adverse impact on the layout of the development. It is suggested therefore that the implications of keeping it on any layout, plus the costs/practicality of removing or reducing it need to be explored further to inform any final decision.
- 2.6 Road capacity for the site was also highlighted as a major concern. In addition concern was expressed that the development could effectively be a commuter settlement. The impact of commuters on the B4632 will be severe. Concern was

also expressed regarding the lack of a crossing point of the B4632/Campden Road, with the need for a roundabout junction serving Lower Quinton.

- 2.7 Long Marston village floods at present; the development of this site must not exacerbate the situation. The SW corner of the site has flooded in the past and the issue was raised as to how this affects the functioning of the sewerage works. (The landowner's representative commented that a pumping station was proposed in this location).



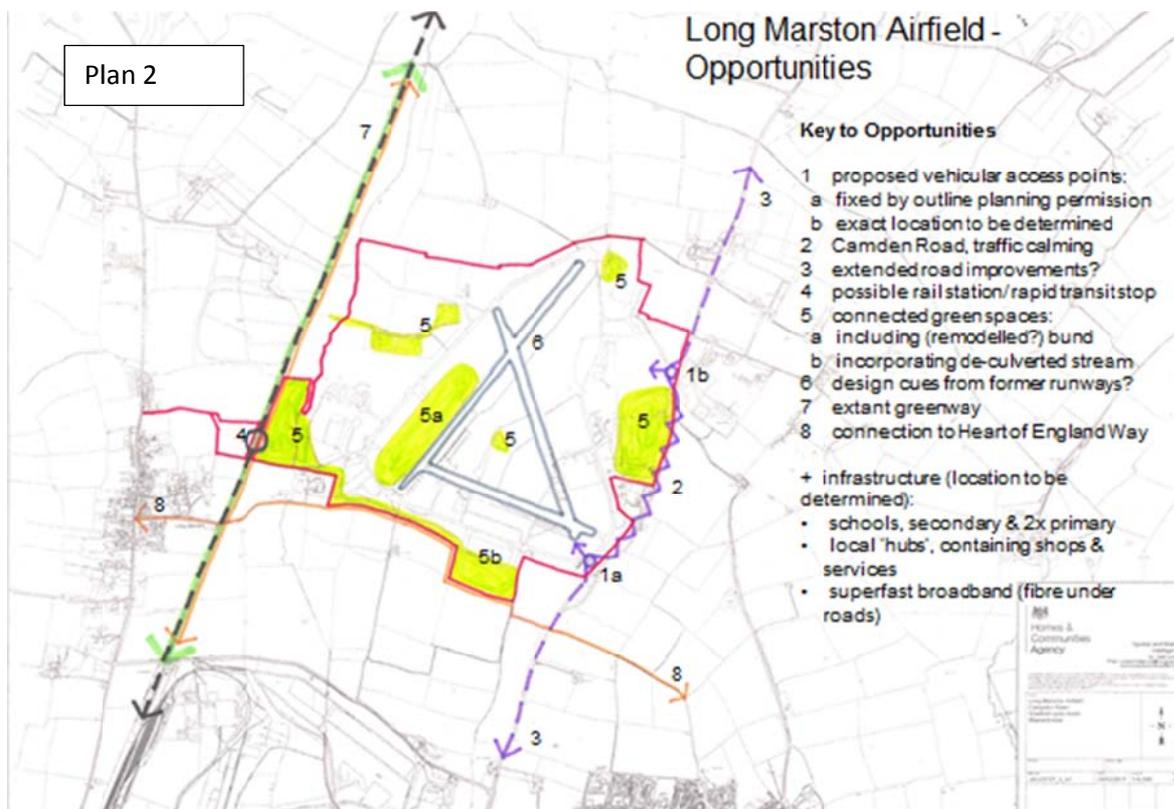
- 2.8 Attendees were then asked to review and give a steer on the opportunities plan (Plan 2) which included the following opportunities:

- Camden Road, traffic calming
- Extended road improvements
- Possible rail station/rapid transit stop
- Connected green spaces
- Design cues from former runways
- Extant greenway
- Connection to Heart of England Way and other regional and national footpaths.
- Superfast broadband

In addition to the opportunities detailed in Plan 2 the following opportunities were highlighted at the session:

- Cycle network route 41
- Provision of and capitalise on existing footway/cycle safe routes
- Creation of a healthy environment
- Using the different features on the site such as woodland, ponds, wet/flood areas to inform and create a wide variety of green spaces with different characters and maximise ecological interest.
- Improve and enhance the cycleway network to the wider area.
- Formulation of a parking strategy for the development as a whole.
- Location of schools should be identified from the outset.
- Bus provision for the site.
- Street design to negate speed and on-street parking.
- Use of quality materials.

There was a difference of opinion in relation to whether the design of the layout should reflect or take its cue from the former runways.



### 3.0 Developing a Vision

3.1 A presentation was given by the Homes and Communities Agency which focussed on the definition and components of sustainable communities, as set out in the Egan Report, and subsequently refined through the Excellence Framework<sup>1</sup> (see diagram below).



3.2 In the process of formulating a vision for the area/ site, attendees were invited to list the key opportunities for growth and or the key aspects/objectives that they thought should be developed as part of the vision for the area. A summary of the activity is recorded below. A full record of the comments made is provided at Appendix 2. The main outputs of the session were ideas on key development objectives and principles for the site. However, further work is required to be undertaken to prioritise and mould these into a draft vision for the site.

<sup>1</sup> <http://www.bre.co.uk/news/Excellence-Framework-now-part-of-BRE-734.html>

**ENVIRONMENTAL – well designed and built, well connected, environmentally sensitive**

The provision of high quality, safe footpaths and cycleways within the site and connecting to the surrounding area.

Good public transport provision

Provision of necessary infrastructure including adequate car parking for houses and within the site.

Homes to be built which can be adapted to individuals circumstances over time including homes for the elderly (bungalows; sheltered accommodation; nursing homes; respite care; extra care facility, dementia friendly etc)

High quality street scene – ratio of building heights to street width with the provision of a Town square/market to act as focal point for the development,

A range of house types with good sized gardens with sufficient car parking including the provision of plots for self-build and custom build.

Use of innovative design solutions and materials to maximise energy efficiency solutions along with the use of smart technology.

High quality landscape areas which are well maintained, provision of sporting facilities and opportunities which are integral to the overall well-being of residents living in the area including provision of allotments.

Development should be designed to reflect the natural environment

Generous gardens

Use of features outside the site to help inform and orientate design so that the development is connected to the wider context.

**SOCIAL – well run, well served, fair for everyone**

Education provision to be provided at the outset of the development to assist with community development

Provision of a range of sporting and recreation facilities catering for the needs of the whole population

Facilities and services to meet the day to day needs of the residents and which can also be a focal point for community activity, e.g. supermarket, health facilities, individual shops, restaurants, pubs, social clubs, satellite library.

Appropriate local governance models to be considered, e.g. Parish Council.

Provision of high quality homes to meet the needs of all sectors of the community with the necessary social infrastructure and services to meet the day to day needs of residents

Infrastructure to be delivered in a timely way to support new residents as they arrive.

Safeguard land for school expansion.

### **ECONOMIC – thriving, active inclusive and safe**

Superfast broadband essential for the site

Space for both local and national firms to locate here to create 'aspirational' jobs.

A mix of uses on the site to ensure it is as self-contained as possible.

Provision for flexible home working space.

Robust delivery strategy for economic and employment aspects so they actually happen.

Range of employment opportunities to be created on site

Provision of incubation units or small business start-up units

Range of shops within the local centre and the provision of a hotel.

## **4.0 Key issues arising and next steps**

4.1 The workshop highlighted a number of key development principles for the site and the high quality development that is expected to be delivered. There is a need, however, for further work to be undertaken to prioritise and mould these in order for a vision for site to be formulated. Once this has been done the vision and development objectives can inform the Supplementary Planning Document (SPD), that is currently being prepared in partnership between the Council and the Cala Homes the developers of the site. The SPD will include Vision and Development Objectives for the site, which will be able to be used in the determination of subsequent planning applications.

**Appendix 1. Agenda for the workshop session.**

<b>Time</b>	<b>Agenda</b>	<b>Lead / Facilitator</b>
16.45	Arrival - Teas and Coffees	
17.00	Welcome and introduction to workshop plus policy context	SDC
17.05	Outline of the workshop, including key objectives and implications of the Garden Village designation	HCA
17.15	Presentation: The importance of establishing a clear vision and development objectives	HCA
17.25	GROUP ACTIVITY 1: Strengths, Weaknesses, Opportunities, Threats (SWOT) analysis of the site	HCA ALL
17.45	Components of sustainable communities	HCA
17.55	GROUP ACTIVITY 2: Developing a spatial vision and development objectives for the site	HCA ALL
18.35	Key issues arising and next steps: actions, responsibilities and timelines	HCA
18:45	Discussion on a name for the Garden Village	ALL
18.55	Summary and Any Other Business	HCA/ SDC
19.00	Close	

## Appendix 2. List of comments made at the event.

ENVIRONMENTAL
<p><b>Well connected</b></p> <p>Provision of public transport</p> <p>Broadband</p> <p>Provision of services on site to accommodate residents day to day needs</p> <p>Re-instate railway line/tram alongside Greenway</p> <p>Provision of access for HGV's.</p> <p>Provision of necessary infrastructure</p> <p>Good public access to country foot paths and pathways that link in well to the site.</p> <p>Corridors connecting neighbourhoods</p> <p>Cycle links and connectivity to greenway and Heart of England Way</p> <p>Rapid bus service</p> <p>Safe pedestrian links</p> <p>Ensure families can walk or cycle safely to and from school locations on dedicated routes with supporting crossings etc.</p> <p>Adequate provision and design of residential and amenity car parking to avoid on street parking</p> <p>Maximise non car connectivity to the wider area</p> <p>Potential car park for new railway station</p> <p>Public transport link into Stratford upon Avon</p>
<p><b>Well designed and built</b></p> <p>Mix of housing types but not high rise</p> <p>Homes for the elderly – sheltered accommodation- nursing homes, extra care facility</p> <p>Self and custom build plots</p> <p>Shared space/pedestrian feel/look</p> <p>High quality street scene – ratio of building heights to street width</p> <p>At least one third of homes suitable for home working, space and flexibility</p> <p>Town square/s</p> <p>Respite accommodation</p> <p>Electric vehicle charging points</p> <p>Market square</p> <p>Provision of bungalows</p> <p>Different house designs</p> <p>Fitness needs</p> <p>Design to encourage healthy lifestyle</p> <p>Provision of services on site to accommodate residents day to day needs</p> <p>Distinct neighbourhood with a good tenure mix of housing</p> <p>A place of choice</p> <p>Access for refuse, recycling and home deliveries</p> <p>A place of choice</p> <p>Access for refuse, recycling and home deliveries</p> <p>Decent sized gardens</p> <p>Innovative design</p> <p>Flexibly built homes</p> <p>Minimise Stratford brick</p> <p>Generous gardens</p> <p>More detail in Housing Design</p>

Mixed styles

Garages to be rear of houses not in front

Mixed materials

Homes to be flexible and future proofed

Name of the roads should reflect sites heritage

Historical character

Adequate provision and design of residential and amenity car parking to avoid on street parking

Smart technology for aging population housing

No fast food near schools

EMI/Dementia provision

Minimal unnecessary street signage

Enhance views of local facilities

Borrow concept from Arts and Crafts movement

### **Environmentally sensitive**

Allotments for food production

Minimise light pollution

Consider the impact on surrounding villages

Well maintained open spaces

Houses should have TESLA solar tiles

Houses should be carbon neutral

Interesting open spaces

Re-instate railway line/tram alongside Greenway

Development should be designed to reflect the natural environment

Tree planting early on in the development

Enhance as many features as possible

Cycle links and connectivity to greenway and Heart of England Way

Sense of openness

Self sufficiency

Tree lined streets

Sense of green throughout the development

Protect and enhance views of Wealdon Hills.

Retain ponds and Woodlands

Avenue streets

Dementia friendly environments

High quality public realm –

Linked green infrastructure

Central recycling areas

Consider alternative collection systems

Low level/trigger lighting

Imaginative open spaces

Properly landscaped areas

Landscaped sensory gardens

Colourful planting including some water features

Self-sufficiency in energy generation

Solar farms/panels

Innovative use of materials and technology to deliver energy efficiency

Meaningful open spaces not just small areas of LEAPS/LAPs

Greenway to the north and south

Allotments

Explore energy from waste

District heating if possible  
Tree lined streets  
Heavy emphasis on tree planting  
Minimise light pollution  
Houses to be built to high energy standards  
Development should be designed to reflect the natural environment

## SOCIAL

### **Active and Inclusive**

Flexible sites for Churches  
Nursery provision  
Primary schools  
Secondary schools  
Sports facilities  
Sports clubs  
Forrest schools  
Night time uses – restaurants, pubs  
Entertainment  
Scout and Brownie huts  
Community hub/ buildings/village halls  
Supermarket  
Health centre/facilities  
Pharmacy  
Hairdressers

### **Well run**

The possibility of the area having its own parish council needs to be explored  
Fire and police facilities

### **Fair for everyone**

Cater for accommodating the needs of the young  
Area for teenagers

## ECONOMIC

### **Thriving Economy**

Superfast broadband  
Promote employment locally  
Assess employment needs  
Location of show home should be at the front of the site  
Community facilities for business centre occasional use  
Outward facing community that has a positive relationship to Campden Road  
Infrastructure needs  
Aspirational jobs  
Incubation units or start up units

Technology park

Market space

Farm shop – outward facing

Provision of an area where people can sell local produce

Village stores

Provision of a village centre

Vet

Satellite library

Hotel

Market square

Bakery

Fish and chip shop

Butcher

## Appendix 2

### Notes of: Long Marston Airfield and South Western Relief Road – Steering Group Meeting

**Date:** 4<sup>th</sup> August 2017

**Attendees:** Ben Simm (WCC)  
Councillor Brain  
Councillor Fradgley  
Councillor Organ  
Councillor Rolfe  
Daren Pemberton (Chairman)  
Janet Neale (WCC)  
Jasbir Kaur (WCC)  
John Careford (SoADC)  
John Deakin (CALA Homes)  
Jonathan Thompson (JTLD – on behalf of landowners)  
Laura Stanway (CALA Homes)  
Neil Hempstead (SoADC)  
Peter Richards (Portfolio Holder for housing and infrastructure projects)  
Richard Gardner (SoADC)  
Sandra Ford (HCA)

**Apologies:** Mike Emmett (CALA Homes)  
Steve Davies (CALA Homes)

**Distribution:** All attendees  
LMA Project Team  
Steve Davies (CALA Homes)  
Mike Emmett (CALA Homes)  
Ken Armstrong (CALA Homes)  
Mark Wright (CALA Homes)

Site	Description	Action Date/ Update Required By	Action by
1	Portfolio holders and members now in attendance of Steering Group meeting	NOTE	
2	<p>Traffic modelling received and now undergoing technical review.</p> <ul style="list-style-type: none"> <li>- BS to go back to Mode on 07.08 with notes from review.</li> <li>- BS and Jo Archer to meet with Mode at WCC</li> </ul>	07.08.17	BS
3	<p>LPAG to receive draft SPD in mid September</p> <ul style="list-style-type: none"> <li>- Next Steering Group meeting 01.09 where everyone will get chance to discuss draft SPD before sign off</li> <li>- Draft to be issued to members of Steering Group on 29.08 before meeting</li> </ul>	01.09.17  29.08.17	CALA
4	<p>NH to field all queries coming in from Members and the public for both WCC and SDC, then to feed back to WCC where appropriate</p> <ul style="list-style-type: none"> <li>- Phil Grafton (S151 officer) to be cc'd in to responses to public and members to make aware of any legal challenges arising</li> <li>- Set of FAQ's to be generated for web page</li> </ul>	NOTE  NOTE	NH  NH
5	Notes from Steering Group meeting to be published on SDC website on page dedicated to Long Marston Airfield	25.08.17	NH
6	Members to point people towards 'evidence based document' as this answers most questions being asked. All other queries to be referred to NH	NOTE	MEMBERS
7	<p><b>Housing Infrastructure Fund</b> WCC writing to SoADC for support for both funding streams (Marginal and Forward Funding)</p> <ul style="list-style-type: none"> <li>- Bids being worked up for both streams for deadline submission date 28.09.17</li> </ul>	NOTE	WCC/ SoADC
8	BS to find out when SoADC needs to submit bids to WCC	25.08.17	BS
9	<p><b>Stakeholder event</b> Key concerns from parishes are openness and transparency of projects.</p> <ul style="list-style-type: none"> <li>- To resolve, members attending Steering Group to feed information back to parishes and notes to be published online for easy access</li> </ul>	NOTE	

10	More stakeholder events to be arranged to keep members and public up to date on new developments as the project progresses	NOTE	
11	Notes from stakeholder event to be circulated by NH	NOTE	NH
12	Councillor Rolfe – reiterated the provision of a Park and Ride facility which was previously raised by Councillor Moore in respect of the South Western Relief Road.	NOTE	
13	Duty to cooperate with Cotswold and Wychavon <ul style="list-style-type: none"> <li>- Opportunities to be provided for them to engage in process</li> </ul>	NOTE	
14	<b>Future Works Programme</b> <b>400 Housing Scheme</b> Contractual date of 12 <sup>th</sup> October for RM 400 planning pack to be issued to vendor before submission	<b>12.10.17</b> <b>KEY DATE</b>	
15	Public consultation for 400 RM being held on 7 <sup>th</sup> September <ul style="list-style-type: none"> <li>- Details to be provided soon</li> </ul>	07.09.17	JD
16	Ground Investigations and Archaeology have begun on site for 400 and will continue after the 'Bulldog Bash' <ul style="list-style-type: none"> <li>- Strategic modelling has not commenced yet</li> </ul>	NOTE	
17	Initial layout has been made available and comments have been provided by SoADC. <ul style="list-style-type: none"> <li>- Further pre-app discussions to continue in early September</li> </ul>	NOTE	
18	Timeline to be issued to members	01.09.17	
19	<b>3100</b> Design workshop was held in June <ul style="list-style-type: none"> <li>- JTP appointed for masterplan</li> <li>- Current masterplan presented to LPAG W/C 28.07.17</li> <li>- Further works to be undertaken for masterplan</li> </ul>	NOTE	
20	LPAG raised concerns on buses, railways and creating community <ul style="list-style-type: none"> <li>- JC to feed back to CALA and JTP on these points</li> </ul>	18.08.17	JC
21	Railway link not being actively progressed by CALA as already huge infrastructure involved with SWRR	NOTE	
22	<b>SWRR</b> Works progressing <ul style="list-style-type: none"> <li>- Working Group W/C 08.08.17 to update on progress</li> </ul>	NOTE	
23	No results back from traffic surveys <ul style="list-style-type: none"> <li>- Results to come back from Mode</li> </ul>	NOTE	

24	Stratford Residents Action Group (SRAG) proposing to look at alternatives to the SWRR <ul style="list-style-type: none"> <li>- Current location has been assessed and process has been through local plan which is set out in SoADC Core Strategy</li> <li>- Bridge lies within CALA red line boundary</li> </ul>	NOTE	
25	Bridge and road design not to go on website as it is not yet fixed	NOTE	
26	<b>Education Provision</b> District currently have 2 indicators which are 'Urban' and 'Rural' <ul style="list-style-type: none"> <li>- When LMA school goes in it will be more 'Urban' than 'Rural' which means a yield of 150 children per year group (for Urban)</li> <li>- Yield calculations to be confirmed by JN</li> </ul>	NOTE	
27	Quinton currently taking pupils from Meon Vale until Meon Vale school is up and running at which time Quinton should be able to support itself without an extension	NOTE	
28	LMA will be a free school <ul style="list-style-type: none"> <li>- Secretary of State has final say on who the successful bidder is</li> </ul>	NOTE	
29	New primary school wont be needed on LMA until after the first 400 <ul style="list-style-type: none"> <li>- JN queried about provisions for temporary pre-school/ day care facilities in LMA 400</li> </ul>	NOTE	
30	EFA interested in buying land at Meon Vale next to primary school <ul style="list-style-type: none"> <li>- Outcome of this and EFA plans could impact when primary school is needed on LMA</li> </ul>	NOTE	
31	Possible requirement to reconsider the S106 associated with the outline permission for 400 houses at Long Marston Airfield (14/03579/OUT) in respect of the financial contribution towards primary education funding and where that should be used.	Ongoing	JN
<b><u>KEY DATES</u></b>			
	1 <sup>st</sup> September – Next Steering Group Meeting	01.09.17	
	28 <sup>th</sup> September – Bids for Marginal and expression of interest for Forward funding submission deadline	28.09.17	
	12 <sup>th</sup> October – Contractual date to submit full RM 400 planning pack to vendors before submission to SoADC	12.10.17	

	<p><b>400 Unit Scheme</b></p> <ul style="list-style-type: none"> <li>- Reserved Matters Application – Sept/Oct 2017</li> <li>- S278 works – Mid to end 2018</li> <li>- Site works – Spring 2018</li> <li>- 1st occupation – January 2019</li> </ul> <p><b>SPD</b></p> <ul style="list-style-type: none"> <li>- Consultation – Oct/Nov 2017</li> <li>- Adoption – Early 2018</li> </ul> <p><b>Wider scheme (3100 units)</b></p> <ul style="list-style-type: none"> <li>- Outline Application submission – January 2018</li> <li>- S278 works – mid to end 2019</li> <li>- 2022/23 for first occupation</li> </ul> <p><b>Southern Relief Road</b></p> <ul style="list-style-type: none"> <li>- Full planning application – January 2018</li> <li>- Start on Site – Spring 2019</li> <li>- Construction period 24 months. Completion; late Spring 2021</li> </ul>		
	<b><u>AOB:</u></b>		
	<p><b>Issues to be discussed at next meeting</b></p> <ul style="list-style-type: none"> <li>- Mechanism in relation to schools</li> <li>- When schools need to be provided on LMA</li> <li>- Temporary pre-school query could be issue as not in Outline. “Good place making” and timing of facilities</li> <li>- Updated timelines and deadlines</li> <li>- Design of bridge and update on road route</li> <li>- RM application</li> <li>- SPD update from CALA</li> </ul>	01.09.17	NH
<b>KEY ACTIONS</b>			
1	BS to go back to Mode on 07.08 with notes from modelling review	07.08.17	BS
2	Draft SPD to be issued to members of Steering Group on 29.08 before meeting	29.08.17	CALA
3	Notes from Steering Group meeting to be published on SDC website on page dedicated to Long Marston Airfield	25.08.17	SoADC
4	BS to find out when SoADC needs to submit bids to WCC	25.08.17	BS
5	JN to do report on education and school provisions to issue to wider group <ul style="list-style-type: none"> <li>- <b>Needed urgently to inform Masterplan</b></li> </ul>	18.08.17	JN

6.	LPAG raised concerns in stakeholder event on buses, railways and creating community - JC to feed back to CALA and JTP on these points	18.08.17	JC
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**Notes of: Long Marston Airfield and South Western Relief Road – Steering  
Group Meeting**

**Date:** 1<sup>st</sup> September 2017

**Attendees:** Ben Simm (WCC)  
Councillor Izzy Seccombe  
Councillor Jeff Clarke  
Councillor Kate Rolfe  
Councillor Mike Brain  
Councillor Molly Giles  
Councillor Peter Moorse  
Councillor Peter Richards –Chairman  
Jasbir Kaur (WCC)  
John Deakin (CALA Homes)  
Jonathan Thompson (representing the landowner)  
Mike Emmett (CALA Homes)  
Neil Hempstead (SoADC)  
Olaf Bierfreund (PBA)  
Qing Ma (PBA)  
Richard Gardner (SoADC)  
Sandra Ford (HCA)

**Apologies:** Councillor Barnes  
Councillor Fradgley  
Councillor Organ  
Councillor Pemberton  
John Careford (SoADC)  
Laura Stanway (CALA)  
Paul Harris (SoADC)  
Steve Davies (CALA)

**Distribution:** All Steering Group Members

Ref	Description	Action Date/ Update Required By	Action by
1	<b>Welcome and Introductions</b>	Noted	
2	<b>South Western Relief Road and Bridge Design – Powerpoint presentation by PBA.</b>		
3	A presentation was given by PBA outlining the preliminary options for the South Western Relief Road/Bridge	Noted	
4	Issue of artistic panels possibly being incorporated into the brick arch option. This is to be looked at further by PBA.	Ongoing	PBA
5	Discussions are on-going with the Environment Agency in respect of the hydraulic modelling. The bridge designs being put forward are in line with the discussions that have taken place with the Environment Agency so far. The implications of the bridge design on flooding can be fully assessed once the hydraulic modelling has been agreed.	Ongoing	PBA
6	WCC Bridge and Structures Team will need to have sight of the proposed bridge plans including assessment of bridge maintenance issues.	Ongoing	PBA
7	One Councillor expressed concern that the approach to using brick clad arches may increase the visual appearance of the bridge which will need to be assessed.	Ongoing	PBA
8	Public Consultation – Mike Emett to contact Stratford Residents Action Group (SRAG) to update them in respect of the progress made with regards to South Western bridge/road design.	Noted – report back to next SG meeting	CALA
9	Agreed that the presentation that was given to the Steering Group can be circulated to all members of the group with the caveat that the plans are illustrative initial designs that are subject to change.	To be undertaken by 04.09.17	NH
10	Confirmation that CALA will undertake a full public consultation (date to be arranged) in respect of the bridge/road design options prior to a planning application being submitted.	Noted	CALA
11	Issues relating to the provision of how cycle/pedestrian routes are to be provided on the bridge and lighting were discussed. Cycle/pedestrian route likely to be off the bridge utilising The Greenway. In respect of lighting it is likely that only the junctions at the end of the road are to have street lighting although this depends on the finalised	Ongoing	PBA

	design of the bridge. Use of low noise tarmac to be given consideration also. Further work is to be undertaken in respect of the design of the road/bridge.		
12	In respect of the costs of the bridge/road options put forward in the presentation this will be able to be fully assessed once the design has been finalised.	Noted	CALA/PBA
13	<b>Long Marston Airfield Draft Supplementary Planning Document (SPD)</b>		
14	A brief outline of the function of the Long Marston Airfield Draft Supplementary Planning Document (SPD) was given to the Steering Group by NH with the emphasis being that it is in draft form at the moment.	Noted	
15	Initial comments were invited from Members to be put to SDC Planning Policy Team, Issues relating to railway reinstatement, housing mix, viability (including the amount of employment land to be provided) and the infrastructure plan were raised.	Comments to be sent to SDC Policy before 06.09.2017	NH
16	JT raised general issues relating to viability and requested that the SPD incorporated sufficient flexibility to ensure deliverability.	Comments to be sent to SDC Policy before 06.09.2017	NH
17	Councillor Moore highlighted that the proposed housing mix deviated significantly from the CS Policy. ME suggested that this should be debated further through the Working Group.	Comments to be sent to SDC Policy before 06.09.2017	NH
18	<b>Key Actions from meeting dated 4 August 2017</b>		
19	Been a delay in the publication of the formal notes from that meeting given periods of leave in August. NH outlined progress on the key actions from that meeting. Progress was outlined in respect of the Capacity funding, Forward Finding and Marginal funding bids. A commitment was made by WCC to submit a Forward Funding bid (being put together by SDC and CALA Homes) for the South Western Relief Road as one of three projects to be put forward by WCC. No guarantee was given in respect of the priority to be given to each of the three projects.	Noted	NH
20	Link to the SDC Long Marston Web page to be sent to members of the Steering Group	By 29.09.2017	NH

21	<b>Future Work Programme</b>		
22	There have been delays in respect of the transport modelling and junction analysis as well as the topographical survey for the South Western Relief Road.	Noted	
23	Concern expressed by SF (HCA) that the timetable for submission of the applications for the 3100 houses and the South Western Relief Road are overly ambitious given the amount of work that has to be undertaken. Timescale should be kept under review.	Noted. Timetable to be monitored	CALA
24	Concern expressed that residents not being informed in respect of the survey work that is being undertaken. Agreed that CALA/PBA would inform NH of the works currently/to be undertaken who would send this information to Councillor Giles to disseminate to residents.	Details to be sent to Councillor Giles by 04.09.2017	NH
25	<b>Long Marston site –Infrastructure including education and utilities</b>		
26	Meeting with WCC Education Department has been arranged for 19 September 2017. Work is ongoing in respect of the High Pressure Gas Main in terms of reinforcing and diverting it to reduce the amount of sterile land for development.	Noted	
27	<b>E-mail from Clifford Chambers and Milcote Parish Council dated 17 August 2017.</b>		
28	NH and BS to write a response in respect of the points raised in the e-mail.	By. 29.09.2017	NH/BS
29	Options in respect of the works to the Freshfields Nursery turning need to be assessed	Ongoing	PBA/BS
30	The provision of a right hand turn at Stratford Garden Centre was discussed. Ben Simm to liaise with SDC Enforcement Team in respect of the provision of the Right hand turn.	Ongoing	BS
31	<b>Issues to be discussed at the next Long Marston Airfield and South Western Relief Road working Group meetings dated 15<sup>th</sup> September 2017</b>		
32	Suggested issues to be taken forward : Public Transport; Quantum of employment land; Housing mix; Name of the development. NH to include on next Long Marston Working Group agenda	Noted	NH
33	<b>Any other Business</b>		
34	Response to be written to letter from Luddington Parish	By	PR/JC/NH/BS

	Council dated 16 August 2017 to Councillor Peter Richards and Jeff Clarke regarding feedback in respect of the Long Marston Airfield Stakeholder meeting dated 31 July 2017	29.09.2017	
34	CALA requested details of a PR contact at the District Council	By 29.09.2017	NH

### KEY ACTIONS

1	Send PBA South Western Relief Road/Bridge to all members of the Long Marston Steering Group	By 04.09.2017	NH
2	Link to Long Marston page on the District Council Website to be circulated to Members	By 29.09.2017	NH
3	Details of survey work being undertaken in respect of the South Western Relief Road to be supplied by PBA and forwarded to Councillor Molly Giles	By 04.09.2017	PBA/NH
4	Ben Simm to liaise with SDC Planning Enforcement Team in respect of the provision of a right hand turning lane at Stratford Garden Centre.	By 29.09.2017	BS
5	Suggested additional information to be discussed at the next Working Groups to be included in the next Working Group Agendas	By 15.09.2017	NH
6	Response to e-mail from Clifford Chambers and Milcote Parish council dated 17 August 2017	By 29.09.2017	NH/BS
7	Response to letter from Luddington Parish Council	By 29.09.2017	PR/JC/NH/BS
8	PR contact at the District Council to be provided to CALA	By 29.09.2017	NH

## **Notes of: Long Marston Airfield Garden Village Steering Group**

**Date:** 29<sup>th</sup> September 2017

**Attendees:** Ben Simm (WCC)  
Councillor Barnes (Welford on Avon Ward)  
Councillor Brain (Quinton Ward) – *towards end of meeting*  
Councillor Fradgley (Stratford West Division) - *towards end of meeting*  
Councillor Giles (Shottery Ward)  
Councillor Organ (Bridgetown Ward)  
Councillor Rolfe (Stratford South Division)  
Janet Neale (WCC)  
John Deakin (CALA Homes)  
Jonathan Thompson (JTLD – on behalf of landowners)  
Laura Stanway (CALA Homes)  
Mike Emmett (CALA Homes)  
Neil Hempstead (SoADC)  
Paul Harris (SoADC)  
Peter Richards (Portfolio Holder for housing and infrastructure projects - Chair)  
Richard Gardner (SoADC)  
Sandra Ford (HCA)  
Steve Davies (CALA Homes)

**Apologies:**

Councillor Clarke  
Councillor Moorse  
Councillor Pemberton (SoADC Portfolio Holder)  
Councillor Seccombe  
Jasbir Kaur (WCC)  
John Careford (SoADC)

**Distribution:** All attendees  
LMA Project Team  
Ken Armstrong (CALA Homes)  
Mark Wright (CALA Homes)  
Rob Macdonald (CALA Homes)

Site	Description	Action Date/ Update Required By	Action by
1	<b>Previous meeting notes</b>	NOTE	
2	Bridge presentation sent to all members and web link has been circulated to dedicated LMA website	NOTE	
3	Details of survey work being undertaken in respect of the SWRR has been forwarded to Councillor Giles	NOTE	
4	Ben Simm confirmed that information in respect of the proposed right hand turning to Stratford Garden Centre had been submitted to WCC	NOTE	
5	Previously suggested additional information from the Steering Group was discussed at the SWRR and LMA Working Groups on 15 September 2017	NOTE	
6	E-mail from Clifford Chambers and Milcote Parish Council dated 17 August 2017 responded to dated 27 September 2017	NOTE	
7	Letter from Luddington Parish Council dated 16 August 2017 responded to dated 19 September 2017	NOTE	
8	PR contact for SDC has been provided to Mike Emmett	NOTE	
9	Any comments regarding last Steering Group meeting notes to be sent to NH by 02.10.17 so he can finalise and publish on website	02.10.17	NH
10	<b>Feedback from WCC meeting re: Education</b>		
11	<p>JN suggested that best approach for schools would be to assume a median figure yield between urban and rural for LMA. Figures will be compared with Meon Vale figures 'actual yields'</p> <p>JN waiting on colleagues to confirm pupil figure yields to confirm trigger points for schools on LMA</p> <ul style="list-style-type: none"> <li>- Education document showing triggers, to be ready for issue by 06.10.17</li> </ul>	NOTE	JN
12	WCC only have to provide for Warwickshire requirements and don't take into account Worcestershire growth numbers	NOTE	JN
13	<p>Interest has been shown in regards to Free School</p> <ul style="list-style-type: none"> <li>- Final decision is not made by CALA or WCC</li> </ul>	NOTE	
14	<p>First 600-800 houses: children to attend Meon Vale Primary School</p> <ul style="list-style-type: none"> <li>- Meon Vale Primary School will hold 210 pupils</li> </ul>	NOTE	

15	800 units possible trigger for primary school on LMA if Meon Vale school is only one form entry, subject to pupil yields being confirmed	NOTE	JN
16	Discussion will be held with Education Funding Agency (EFA) to discuss potential funding for schools within Garden Villages	NOTE	JN/WCC
17	Masterplan and phasing of development needs to be considered to ensure infrastructure is delivered with the schools but also doesn't compromise viability of scheme	NOTE	ME
18	Potential for temporary nursery provision to be accommodated in the community centre for first 400 houses to be explored	NOTE	SD
	- Until conversations had by JN with Tudor Grange and Meon Vale will not know what provisions are needed	NOTE	
19	There is flexibility in the S106 agreement associated with outline planning application 14/03579/OUT that allows monies currently to be used as contributions towards Meon Vale school to be redistributed to LMA schools without doing a Deed of Variation	NOTE	
20	<b>Updates in respect of Reserved Matters application for 400</b>		
21	Specifics for community hub not being submitted in 400 RM	NOTE	SD
22	First draft of all application documents to be with CALA by 06.10.17 for review and submission to Land Owners	06.10.17	CALA
	- Meetings have taken place between CALA and NH during pre-app		
23	Determination period will be standard 16 weeks with possibility to extend if required	11.01.18	SoADC
24	Chair of Quinton Parish Council requested exhibition event at Quinton village hall		
	- Exhibition to take place 26 <sup>th</sup> October (changed from previously suggested dated of 19 <sup>th</sup> October)	19.10.17	CALA
25	BS to get update for timings of Waitrose roundabout and Clopton Bridge to circulate to members for NH to circulate	NOTE	BS
26	JT raised the fact that the level of affordable housing could be below SDC's policy requirements and that the potential mix of dwellings could be different to SDC's preferred mix in the Reserved Matters application for 400 dwellings. Agreed that should this be the case then detailed supporting information supporting these approaches would need to be submitted by CALA with the	NOTE	

	Reserved Matters application.		
27	<p><b>Update in respect of SPD + 3100 unit wider scheme</b> Some amendments to be made to SPD following recent LPAG meeting</p> <ul style="list-style-type: none"> <li>- Should be ready to go out to consultation mid October with consultation ending in late November</li> <li>- Adoption of SPD anticipated by March 2018</li> </ul>	MID OCT	PH
		MAR 18	PH
28	<p>Target date of end of November for consultation event for 3100 unit scheme may now coincide with consultation period for SPD</p> <ul style="list-style-type: none"> <li>- PH doesn't foresee this as a problem</li> <li>- Could be beneficial to focus peoples minds on entire 'picture'</li> <li>- Public Open Space and housing mix and and the composition of uses in the Village centre needs to be discussed in more detail</li> </ul>	NOV '17	ME
		NOTE	ME/NH
29	<p><b>Update in respect of SWRR and bridge</b> Campden Rd corridor being looked at by WCC and Mode</p> <ul style="list-style-type: none"> <li>- Looking at possibility of reducing speed limits</li> </ul>	NOTE	BS
30	<p>Milcote Rd, Clifford Chambers being investigated for new roundabout arrangement and reducing speeds</p> <ul style="list-style-type: none"> <li>- Improvements being worked up by WCC and Mode Transport. Possible double roundabout would give Clifford Chambers designated access and discourage HGV traffic along Milcote Road</li> </ul>	NOTE	BS
31	<p>Progress is being made on Luddington Rd junction and flood risk issue</p> <ul style="list-style-type: none"> <li>- Recent meeting held with Racecourse, which BS attended, was positive and PBA currently working up possible schemes for that junction</li> </ul>	NOTE	BS/PBA
32	Comprehensive technical review meeting held at WCC to discuss junctions and wider issues	NOTE	WCC
33	<p>Traffic modelling is well progressed and should be finalised in the next few weeks</p> <ul style="list-style-type: none"> <li>- Using up to date mobile phone data to inform modelling as well as traditional census data</li> </ul>	NOTE	WCC/ MODE
34	<p>Horizontal alignment of the SWRR should be ready in mid October for first stage, which is to be submitted to BS and colleagues at WCC</p> <ul style="list-style-type: none"> <li>- Final design by end of November</li> </ul>	MID OCT	BS/WCC
		NOV '18	PBA

35	<p>Flooding base modelling has been done</p> <ul style="list-style-type: none"> <li>- Awaiting revised FRA for Shottery link</li> <li>- Meeting with PBA and EA to resolve drainage issues W/C 02.10.17</li> </ul>	W/C 02.10	PBA/ WCC/EA
36	<p>Bridge design will be subject to public consultation</p> <ul style="list-style-type: none"> <li>- Possible date of Jan 2018 to consult on SWRR bridge design</li> <li>- Application for the SWRR needs to be submitted by March/April 2018</li> </ul>	JAN '18  MAR/APR '18	ME  ME
37	SF to meet with MarkRyder of WCC and ME of CALA 16 <sup>th</sup> October to discuss the SWRR. BS to attend	16.10.17	SF/CALA/ BS
38	<b>Forward and marginal funding</b>		
39	<p>Both bids have been submitted</p> <ul style="list-style-type: none"> <li>- SF to confirm timeline for determination</li> <li>- Marginal funding expected to be determined early 2018</li> <li>- First stage of forward funding bid 'expression of interest' has been submitted</li> </ul>	27.10.17 EARLY '18	SF
<b><u>KEY DATES</u></b>			
	12 <sup>th</sup> October – Contractual date to submit full RM 400 planning pack to JT	12.10.17	
	24 <sup>th</sup> November – Next Steering Group meeting (agreed that 27 <sup>th</sup> October meeting to be cancelled)	27.10.17	
	<p><b>400 Unit Scheme</b></p> <ul style="list-style-type: none"> <li>- Reserved Matters Application – Oct 2017</li> </ul>		
	<p><b>SPD</b></p> <ul style="list-style-type: none"> <li>- Consultation – Mid Oct/Nov 2017</li> <li>- Adoption – March 2018</li> </ul>		
	<p><b>Wider scheme (3100 units)</b></p> <ul style="list-style-type: none"> <li>- Public Consultation event – Nov 2017</li> <li>- Application submission – March 2018</li> </ul>		
	<p><b>South Western Relief Road</b></p> <ul style="list-style-type: none"> <li>- Public Consultation event – January 2018</li> <li>- Application submission – March 2018</li> </ul>		
<b><u>AOB:</u></b>			
	<p><b>Issues to be discussed at Next Working group meetings</b></p> <ul style="list-style-type: none"> <li>- B4632 is a concern – Councillor Barnes</li> <li>-</li> <li>- Phasing of wider scheme</li> <li>- 6<sup>th</sup> November – invite EA contact to next steering</li> </ul>		

	<ul style="list-style-type: none"> <li>group meeting</li> <li>- Presentation material for 3100 exhibition</li> </ul>		
<b>KEY ACTIONS</b>			
1	Any comments regarding last Steering group notes to be sent to NH by 02.10.17 so he can finalise and publish on website	02.10.17	ALL
2	JN waiting on colleagues to confirm pupil figure yields to confirm trigger points for schools on LMA <ul style="list-style-type: none"> <li>- Education document showing triggers, to be ready for issue by 06.10.17</li> </ul>	06.10.17	JN
3	Chair of Quinton Parish council requested exhibition event at Quinton village hall <ul style="list-style-type: none"> <li>- Exhibition to take place 26th October</li> </ul>	26.10.17	CALA
4	Horizontal alignment should be ready in mid October for first stage, which is to be submitted to BS and colleagues at WCC <ul style="list-style-type: none"> <li>- Final design by end of November</li> </ul>	MID OCT  NOV	BS/WCC
5	SF to meet with Mark Wright and ME of CALA 16th October to discuss road. BS to attend	16.10.17	SF/CALA/ BS
6	BS to send to NH the timescale for the works to be undertaken to the Waitrose roundabout and Clopton Bridge	NOV	BS

## Notes of meeting of Long Marston Airfield Garden Village Steering Group

**Date:** 24<sup>th</sup> November 2017

**Attendees:** Councillor Peter Richards (Portfolio Holder for Housing and Infrastructure)  
- Chair

Councillor Peter Barnes (Welford on Avon Ward)  
Councillor Mike Brain (Quinton Ward)  
Councillor Jenny Fradgley (WCC Stratford West Division)  
Councillor Lynda Organ (Stratford Bridgetown Ward)  
Councillor Peter Moore (Stratford Hathaway Ward)  
Councillor Daren Pemberton (Portfolio Holder for Planning)  
Mike Emmett (CALA Homes)  
Steve Davies (CALA Homes)  
Jonathan Thompson (JTLD - on behalf of landowners)  
Sandra Ford (HCA)  
Martin Ross (Environment Agency)  
Jasbir Kaur (WCC)  
Neil Hempstead (SoADC)  
Richard Gardner (SoADC)  
John Careford (SoADC)  
Paul Harris (SoADC)

**Apologies:** Councillor Molly Giles  
Councillor Kate Rolfe  
Councillor Jeff Clarke  
Ben Simm (WCC)  
Laura Stanway (CALA Homes)

**Distribution:** All who attended and sent apologies  
LMA Project Team:  
Ken Armstrong (CALA Homes)  
Mark Wright (CALA Homes)  
Rob Macdonald (CALA Homes)

Ref.	Description	Action	By
<b>Key actions from Steering Group meeting on 29.09.17</b>			
1	Notes of previous Steering Group meetings have been published on the District Council's website.	Noted	
2	Janet Neale at WCC is still assessing pupil yield figures and will report to next meeting.	WCC to provide update	NH to contact JN
3	CALA held a consultation event with Quinton PC about LMA400 on 26 October.	Noted	
4	CALA and HCA met with WCC Highways on 16 October to discuss working arrangements for progressing design of SWRR. Further meeting has been arranged for 11 December. Feedback from this meeting to be reported to Steering Group.	Noted WCC to circulate	JK/BS
5	Date for commencement of Waitrose Roundabout and Clopton Bridge not yet confirmed – WCC asked to advise Steering Group.	WCC to update	JK/BS
6	Issue of the ownership of the SWRR project was discussed, particularly given its benefits to the wider strategic road network. It was acknowledged that CALA, WCC and SDC all have a shared responsibility for delivering the road.	Noted	
<b>Updates on current work streams</b>			
<b>LMA400</b>			
7	Reserved Matters application has been submitted by CALA and is currently being registered before it can be made public.	Noted	
8	As it follows on from an outline application subject to an EIA there will be a six week consultation period.	Noted	
9	It was acknowledged that being a 'live' application it should not be discussed by the Steering Group.	Noted	
10	Reports submitted with the application on housing mix and affordable housing will be assessed by an independent consultant appointed by SDC.	Noted	
11	CALA have offered to meet with SDC Members to discuss issues of concern in relation to the LMA 400 application.	Noted	

12	Highway improvements to Campden Road formed part of outline application 14/03579/OUT and were secured by condition. Information in relation to these conditions to be submitted to SDC by CALA.	SDC to consider	RG/NH
13	A primary school does not form part of REM application because WCC has confirmed that trigger for its provision should be later as there is capacity at Quinton Primary School and the primary school to be provided at Meon Vale.	Noted	
14	Clarification of the financial contribution to Shipston High School in respect of the outline application for 400 dwellings (14/03579/OUT) was sought..  <b>SPD</b>	SDC to provide update to Cllr Moore	NH
15	Draft document is out for consultation until 1 December. All comments submitted will be analysed. Intention is to adopt SPD by end of February 2018 if possible.  <b>SWRR</b>	Noted	
16	Progress has been made on Luddington Road junction and access to the Racecourse.	Noted	
17	Currently focusing on design of Campden Road and Shipston Road roundabouts.	Noted	
18	Traffic modelling work is progressing and initial impacts on junctions are being assessed. Ben Simm was asked to produce an update on highways modelling for circulation to the Steering Group.	BS to produce update	NH/JK to brief BS
19	Expectation that impact of road on Luddington Road residents should be fully assessed.	Noted	
20	CALA intends to consult on the design of the road and proposed mitigation in early February 2018 in advance of planning application being submitted.	Noted	
21	SDC has appointed consultants (Arup) to assess noise, lighting, air quality and contamination issues relating to SWRR and LMA. Landscape consultant (White Consultants) has been appointed by SDC to assess landscape issues relating to SWRR and LMA.  <b>LMA3100</b>	Noted	NH to send Arup contact details to MR
22	CALA is holding a consultation event on 29 November at Quinton Village Hall.	Noted	

	<b>Presentation by Martin Ross, Environment Agency</b>		
23	MR outlined the assessment of flood risk that is being undertaken for the SWRR.	All noted	
24	EA has already given in principle agreement to the road by signing a Memorandum of Understanding in December 2015 which was submitted to Core Strategy Examination.		
25	Baseline model has been undertaken, checked and accepted by EA. This included combined events affecting different watercourses.		
26	Three options are being considered for the road structure where it crosses the river and floodplain, ie. embankment, arches, piers.		
27	EA will assess impact on properties on Luddington Road.		
28	MR thought there would be scope to increase flood water holding capacity by lowering land that is in CALA's control.		
29	MR advised that planting can reduce speed of run-off but it would be of little benefit to areas that are within the floodplain.		
	<b>Issues to be discussed at next round of LMA/SWRR Working Group meetings</b>		
30	The following matters were identified: - clarification on blighting in relation to SWRR  - assessment of planting to reduce visual impact of SWRR  - update on work undertaken by SDC's consultants	JC to provide update  Noted  Noted	JC
	<b>Arrangements for Steering Group meetings in 2018</b>		
	Preliminary dates for first quarter of 2018 to be identified	Dates to be circulated	NH
	<b>Any other business</b>		
	Luddington Village Design Statement 2017 is due to be approved by SDC shortly and will be a material consideration in the planning process. It identifies a number of important views that will be affected by the SWRR.	Copy to be send to JK	NH

<b>KEY DATES</b>			
	<p>29<sup>th</sup> November – CALA’s consultation event on LMA 3100 at Quinton Village Hall.</p> <p>1<sup>st</sup> December – end of consultation period on Draft LMA Masterplan SPD.</p> <p>Early February 2018 – CALA to hold consultation event on SWRR.</p> <p>End of April 2018 – application for LMA3100 and SWRR due to be submitted.</p>		
<b>KEY ACTIONS</b>			
1	Janet Neale from WCC to clarify pupil yields and related education matters.		NH to contact JN
2	Feedback from meeting between CALA, HCA and WCC on 11 <sup>th</sup> December to be circulated to Steering Group.		JK/BS
3	WCC to advise on commencement date of works at Waitrose Roundabout and Clopton Bridge.		JK/BS
4	SDC to consider whether to arrange briefing by CALA on LMA400 application.		RG/NH
5	Clarification of the financial contribution to Shipston High School in respect of the outline application for 400 dwellings		NH
6	WCC to circulate an update of traffic modelling progress to Steering Group.		BS
7	John Careford to provide an update in respect of planning blight issues.		JC
8	Preliminary dates for Steering Group meetings in 2018 to be circulated.		NH
9	NH to provide MR with contact at Arup.		NH

10	NH to send copy of Luddington Village Design Statement 2017 to JK.		NH
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## **Notes of meeting of Long Marston Airfield Garden Village Steering Group**

**Date:** 15 December 2017

**Attendees:** Councillor Peter Richards (Portfolio Holder for Housing and Infrastructure)  
- Chair

Councillor Peter Barnes (SDC Welford on Avon Ward)  
Councillor Mike Brain (SDC Quinton Ward)  
Councillor Lynda Organ (SDC Stratford Bridgetown Ward)  
Councillor Molly Giles (SDC Shottery Ward)  
Councillor Jenny Fradgley (SDC Guildhall Ward & WCC Stratford West Division)  
Councillor Kate Rolfe (SDC Tiddington Ward & WCC Stratford South Division)  
Mike Emmett (CALA Homes)  
Steve Davies (CALA Homes)  
Jonathan Thompson (JTLD - on behalf of landowners)  
Sandra Ford (HCA)  
Jasbir Kaur (WCC)  
Ben Simm (WCC)  
Neil Hempstead (SoADC)  
Richard Gardner (SoADC)  
Paul Harris (SoADC)

**Apologies:** Councillor Izzi Seccombe  
Councillor Jeff Clarke  
Councillor Daren Pemberton  
Councillor Peter Moore  
John Careford

**Distribution:** All who attended and sent apologies  
LMA Project Team:  
Ken Armstrong (CALA Homes)  
Mark Wright (CALA Homes)  
Rob Macdonald (CALA Homes)

Ref.	Description	Action	By
<b>Key actions from Steering Group meeting on 24.11.17</b>			
1	Response from Janet Neale (WCC) is being assessed. A meeting with her is to be arranged early in new year. Will report back to next meeting of Steering Group.	Arrange meeting	NH
2	Meeting between CALA, HCA and WCC to discuss SWRR due to be held on 11.12.17 was cancelled. It has been rearranged for 26.01.17.	Report back to next meeting	BS
3	WCC is still unable to confirm commencement date of works at Waitrose roundabout and Clopton Bridge. Acknowledged that implementation needs to be co-ordinated with other highway works and events in the town.	Provide update to next meeting	BS
4	Suggested that wait until end of consultation period on LMA application to assess responses and then decide whether a briefing by CALA would be helpful.	To be considered	NH/RG
5	S106 contribution to Shipston High School is intended to fund new classrooms and sports facilities. Need to ensure that new Headteacher has been advised about this.	Contact Headteacher	NH
6	Interim traffic modelling has been carried out which has not identified anything unexpected. Demonstrates that SWRR will do its job but need to assess impacts on other parts of road network. WCC is liaising with Highways England about impact on A46 and its junctions at Wildmoor, Bishopton and Marraway.	Provide update to next meeting	BS
7	SDC is seeking advice in respect of possible blight and compensation issues	Provide update to next meeting	JC
8	Meeting dates are still to be arranged.	Circulate prospective dates	NH
9	NH has provided Environment Agency with contact at Arup.	Noted	
10	NH has sent Luddington Village Design Statement to JK. A revised version of VDS is to be considered by SDC's Cabinet in January.	Noted	

<b>Updates on current work streams</b>			
<b>SWRR</b>			
11	<p>ME presented the latest horizontal alignment for the road. A number of issues were raised:</p> <ul style="list-style-type: none"> <li>- Embankment option would require extensive culverts to allow flood water through.</li> <li>- A number of Councillors expressed the view that the Embankment option should be presented as having equal status to others and not be rejected out of hand.</li> <li>- BS stated that it would not be appropriate to put forward options that are not technically achievable.</li> <li>- CALA has no preference regarding options but that the embankment option has been ruled out due to flooding and technical reasons.</li> <li>- It was agreed that it should be explained at the consultation event why the embankment option has been rejected..</li> <li>- Intended that two options for carriageway structure will be presented, ie. arches and piers.</li> <li>- WCC has to formally adopt the road so it needs to be satisfied with final design.</li> <li>- Public needs to be advised that planning application will be determined by SDC.</li> </ul>	Provide update to next meeting	CALA/WCC
12	HCA has contacted Network Rail regarding its interests in former railway line. Confirmed that NR doesn't own the track bed but may have air rights. This needs to be confirmed. Understood that if railway is reopened, NR would retake ownership of it.	Provide update to next meeting	SF
13	CALA confirmed that alternative alignments within the broad corridor for the SWRR will be assessed and presented at the consultation exercise and in the planning application, including through/over the SSSI. Alternative routes beyond the broad corridor for the SWRR will not be assessed.	Noted	
14	ME confirmed that a preview event of the material to be shown at the consultation exercise will be undertaken with SRAG, Parish Councils and Stratford Town Council.	Noted	
15	ME explained that latest plans for SWRR are not available to the public because they are subject to change.	Noted	
<b>LMA3100</b>			
16	ME reported that the consultation event had been lightly attended. There was general support for the development principles presented with most comments being about Campden Road and SWRR.	Noted	

17	Junction design at Clifford Chambers is being reviewed in light of local concerns. WCC is to meet with Parish Council to which SDC and WCC Members will be invited.	Arrange meeting	BS
18	Masterplan for LMA will now be refined to inform the outline planning application. Various technical and environmental studies in relation to site are progressing.	Noted	
20	Advice has been received from WCC that only one primary school is now required due to new school being provided at Meon Vale. Concerns were raised about effect this will have on place-making and attractiveness of LMA to prospective residents. A meeting is to be arranged with Janet Neale to discuss situation.	Arrange meeting	NH
21	PR emphasised that Core Strategy specifies two primary schools will be provided on site. He asked to attend the meeting.  <b>LMA400</b>	Noted	
22	NH explained that consultation period on reserved matters application finishes at end of January 2018. He would be willing to discuss the application with Members.	Noted	
23	SDC has invited expressions of interest from independent consultants to assess viability in relation to affordable housing and dwelling mix.  <b>SPD</b>	Noted	
24	About 90 responses had been submitted on the Draft SPD, with around 350 individual points made. Many comments were about the lack of detail provided on layout, design, green infrastructure, facilities and transport. A large number of comments were made about SWRR and Campden Road.  All comments will be assessed and amendments to SPD identified. Final version will be reported to Cabinet on 12 February with formal adoption sought from Full Council on 26 February.	Noted	
	<b>Planning Delivery Fund</b>		
25	SF reported that Government has announced a new fund of £25m to help local authorities deliver new homes. First round of £11m is now open with deadline for submitting bids of 11 January 2018. Its emphasis is on supporting joint working, high quality design and innovation, all of which are relevant to LMA Garden Village.	Noted	

26	RG confirmed that SDC is putting together a bid.	Noted	
27	SF advised that timescale for announcement of outcome of other funding bids is still January and February 2018.	Noted	
<b>Issues to be discussed at next round of LMA/SWRR Working Group meetings</b>			
28	The following matters were identified: <ul style="list-style-type: none"> <li>- Education provision at LMA – Janet Neale to be invited to attend next meeting</li> <li>- Police position on Freshfields Nursery access – invite representative to next meeting</li> <li>- Final design of SWRR in advance of consultation event in early February. It was stressed that a range of times are needed to give interested people an opportunity to attend. Also need to identify an appropriate and accessible venue.</li> </ul>	All noted	
<b>Arrangements for Steering Group meetings in 2018</b>			
29	Meeting dates for first quarter of 2018 to be identified.	Dates to be circulated	NH
<b>Any other business</b>			
30	NH expressed concern that draft notes of Working Group meetings have been passed on to members of the public. He asked that they aren't made available until finalised as they could be subject to change.	Noted	
<b>KEY DATES</b>			
	Early February 2018 – CALA to hold consultation event on SWRR.  28 February 2018 – adoption of SPD by SDC.  End of April 2018 – applications for LMA3100 and SWRR due to be submitted.		
<b>KEY ACTIONS</b>			
1	Arrange meeting with Janet Neale to discuss primary school provision. Invite her to attend next Steering Group meeting.		NH to contact JN

2	Contact Headteacher of Shipston High School to make him aware of S106 funding.		NH
3	Finalise advice on blight and compensation issue.		JC
4	Finalise horizontal and vertical alignments for SWRR and design options for bridge.		CALA/PBA
5	Finalise Framework Masterplan SPD for consideration by SDC's Cabinet and Council.		PH/Lichfields
6	Arrange dates for Steering Group meetings in 2018.		NH