

## **MARSTON SICCA PARISH COUNCIL**

**Response to Stratford on Avon District Core Strategy- Focused consultation- 2011- 2031 Housing requirements and Strategic Site Options.**

**Q1.Should the Core Strategy cover the 20 year period 2011 – 2031.**

**YES.**

**Q2.Should Stratford on Avon District accommodate 10,800 additional homes.**

**YES – there really is no choice in this matter according to Strategic Market Assessment etc and the need for the Policy to be found “ sound”, We would however not approve of any increase whatsoever in this number.**

**Q3.Preferences for 5 strategic Options:-**

### **No 1. DISPERSAL.**

- **Infrastructure and communities already in place and sites will grow organically over the next 20 years. This would spread the load over the whole district .**
- **We would not however approve of the large number proposed under the dispersal option for another 550 houses on the St Modwen/Army Camp Site. This would go against current policy that any development should contain no more than 100 dwellings and that small developments are more equitable. This site should be looked at in regard to other sites such as the proposal in Wychavon currently with the Planning Inspector.It could lead to these adjoining sites containing up to 1300 homes which surely is not the intention under dispersal.**

### **No. 2. GAYDON/LIGHTHORNE HEATH.**

- **Real employment is already in place across the board with further major expansion planned.**
- **Major transport links via the M40 are extremely good, giving fast access to major centres such as Warwick, Leamington Spa, Banbury, Birmingham and London.**
- **All needs under this focused consultation would all be on one site.**
- **No risk of flooding – vitally important in the current climate.**
- **This option would seem to offer the best existing foundation upon which to build a large separate sustainable community.**

### **No 3. SOUTHEAST STRATFORD ON AVON.**

- **Facilities and employment already exist. Development of current community, schools, leisure and retail would be more sustainable than a completely new strategic site.**
- **Selection of this site would bring nearer the prospect of an eastern bypass for Stratford taking traffic directly to the M40 and other major routes without the need to go over Clopton Bridge and through Stratford,providing some easement of the town centre**

- This option would only increase the size of Stratford Upon Avon to fewer than 35,000 – a very small percentage increase.

#### **No.4. NORTH OF SOUTHAM / STONEYTHORPE.**

- Very good transport links on A class roads giving access to M40 and also to Daventry and the M1.
- Good employment opportunities locally, enhanced further as a result of good transport links.
- Southam itself would provide all infrastructure needed.
- It is however a greenfield site.

#### **No 5. LONG MARSTON AIRFIELD.**

- This site cannot provide the required number of homes by 2031.
- Unsustainable due to very poor transport links. There has been previous opposition by Stratford District Council to large scale development here because of it's poor location in relation to the West Midlands urban area and the strategic road network. No links to any major road system. Only road to Stratford is the B4632 which is a winding country road with a high accident rate – about 50 accidents in recent years including a number of fatalities. 95% of traffic on this road goes through Stratford on Avon which will result in Gridlock – similar to a Global Gathering being held every day! Traffic passing through the actual village of Long Marston is monitored continually and records show that 60,000 vehicles pass through each month due to development already in place. This can only increase when the St Modwen site is fully occupied as well as the potential from the Wychavon development. ( see attached chart for statistics and read out). We also attach a separate sheet containing an analysis of traffic implications carried out by one of our residents originally prepared when the Eco-Town was on the scene. He has extrapolated these figures to show projected traffic movements and has listed all some 41 villages in the surrounding area on whom the impact will be severe as well as the effect on Stratford itself.
- Inadequacy of the “ Relief road” to the south of Stratford. As stated below this is not due to be completed until the year 2022 some 5 years into this proposed development, and depends entirely on linking up with a road through the West of Shotton development, construction of which is yet to be approved. What is really needed is fully fledged bypass of the town to the north and east.
- Time line for development of facilities on this proposed site is unacceptable. If first house will be available in 2017 and first primary school built by about 2020 where will the children from the first 450 homes attend school? Similarly, the proposed Western Bypass is scheduled for completion about 2022 – this will mean 5 years of gridlock with occupants of some 900 houses travelling along the B4632 into Stratford most going over Clopton Bridge. Again with the timeline, the secondary school is scheduled for about 2022 – where will the older children from about 900 homes

gain their education. The Employment Park is scheduled for about 2025 – where will all the occupants of some 1600 homes find work?

- **Insufficient existing employment opportunities without the need for commuting.**
- **Poor transport links will make access to development/increased population by emergency services difficult**
- **Loss of employment /Local Leisure and Amenities. There are currently three businesses on this site engaged in the trade of recycling including one international company. These jobs would be lost. Current Leisure activities are many and varied some needing an active airfield to continue and some also giving employment :-**

**Global Gathering. Annual Music festival – believed to have ongoing rolling contract. Major donations given to local charities from Charity Ticket sales. This supports many local projects including defibrillators etc.**

**Bulldog Bash. Internationally recognised Motor Cycle Festival - back again this August.**

**Drag Racing. Major national custom made racetrack used frequently in summer months and well established with large investment made.**

**Tractor Pulling Competition.**

**Sunday Market. Of great benefit to surrounding areas and residents.**

**Light Aircraft Use. Private small planes need this active airfield.**

**Microlite Training School. Again, active airfield needed for this business.**

**Motor Cycle Training School.**

**Under 17 Driving Instruction.**

**H G V Training**

**Model Aircraft Flying Club**

**Charity Fund raising events. e.g this Easter a 4 x 4 event to raise funds for Help for Heroes.**

**Transport Café on site which allows HGV's to pull off this dangerous road for snacks and a break from driving. This is the nearest such site to the Motorway system.**

- **Site is Grade 3b agricultural land and large areas are cultivated or used for livestock.**
- **There is also a significant risk of flooding on two sides of this site - to the west as is already publicised but also to the south from local knowledge.**
- **The biodiversity of large areas of this site are acknowledged and almost the entire site is a proposed Local Wildlife Site.**

